

THE

RAM

THE MAGAZINE BY & FOR SERVING & EX-RAAF PEOPLE

www.radschool.org.au

Vol 78

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[Print this page](#)

[Main Menu](#) [Forward](#)

New Menu

We've made some changes to the menu system, now you can find a topic, click it and it will open the info for you. We 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 in your browser.

You can still read the whole Magazine the old way, just click Forward above.

Contents.

Topic	Link
In Memory of:	Page 2
Aircraft:	Building the Boeing 737. Farewell to the Winjeel. RAF Tornado lands at Bull Creek Aviation Museum The C-130 Hercules.
Anniversaries.	ANZAC Day, Brisbane 2022 ANZAC Day: Bull Creek. Currumbin, Qld. Geraldton, WA. Mt Isa. RAAF Amberley. Scotland. Sydney.
Arthur Fry:	Amazing people I've met - Sgt Cross. History repeats itself.
Computer Information:	Anti-virus software - how it works. Anti-virus software - which is the best? Basic Computer Security. Ctrl +Z - what does it do? JPEGs vs JPGs - what's the difference? Make Windows show file extensions. Picture in Picture mode. Why wasn't there a Windows 9? WiFi - don't use it for everything. WiFi vs Ethernet - which is the better? Word count.
Courses:	23/84 Superman Course. 34 Air Movements Course, 1968. 64 RTC. 66 TrinOps. Caribou Loadmaster's Course, 1969.
DFRDB	Update Sept 2022.
	A new minister.

<p>DVA Issues:</p>	<p>ActivOT. DVA Services avbl on DVA TV. Gov't hiring staff to remedy backlog. Help to overcome lack of computer knowledge. Making a claim. Mental health care avbl through DVA. Pension rates - WEF 21 Sept 2022. The trend in Pensions.</p>
<p>Funny</p>	<p>Don't believe everything you read in the newspaper Funny? - no it ain't! Going to Heaven. Hint for bachelors.</p>
<p>General:</p>	<p>A Loadmaster explained. A very clever SCAM. Amberley Air Tattoo. How to get there. ANZAC biscuits - how to make them. Bikinis. Birdwood House, Geraldton, WA. Coal fired power stations - why we need them. Do men take longer to poo? Download speed - how much do you need? Electric vehicles - are they the answer? Enter and Return. What's the difference? G'day Bill. Internet - how did it start? Jazz in the hangar - QAM. Little America in the Pilbara. Mayday, mayday, mayday. Memories. Phan Rang's Sydney Harbour Bridge. Qld Community Philanthropy Awards. Rigby cartoon - Butterworth. Ridgy Didge Ozzies. Samsung - make videos look better. Sky diving. Stop putting your phone in rice. Stop using Flashlight apps. Transfer elec power wirelessly. UK Veterans' Card. What's the difference between HP and BHP? What's the white stuff on chocolate? Why do leaves fall? World population at a glance.</p>

Get togethers.	Canungra Combat Challenge 2022.
Health:	9 food and heart health myths busted. A hug a day keeps the doctors away. Bananas are good for you. Coffee is good for you. Covid - where/when did it start? Eggs are good for you. Noise - how loud is too loud? The invisible trauma - PTSD. Turn potatoes into a health food.
John Laming:	Flight Directors - a fatal attraction. Flying the Squawker Haunter.
My Story:	Platypus Charity. The mighty Herc.
Opinion:	Adam Bandt disregards Australian Flag. EV charging points - a mirage. Jacinta Price on Indigenous Voice in Parliament. Ukraine and nuclear bombs. Welcome to Country ceremony.
Page 3 Girl:	Marie Henson.
People I meet:	Ros Curran and Candy Hardy.
Raffles	
Requests for help.	86 Teleg people - where are you. Looking for info on 78 Wing in Malta 1952 - 58. Looking for info on Adcola soldering iron. Looking for missing 2 Sqn Honour Roll.
Reunions.	Djinnang reunion - 2022. Mirage mob get together.
Scootaville:	Scootavillers return equipment to Amberley. Update.
Units, Squadrons and Bases:	1 SD Maintenance 1983. 5 Sqn. F-111 troops.
	ANZAC biscuits - how to make them.

Video:	<p>ANZAC Day, Mt Isa. ANZAC Day, Sydney. Canungra Combat Challenge - Finish. Canungra Combat Challenge - Obstacle course 1. Canungra Combat Challenge - picking up loads. Canungra Combat Challenge - river crossing. Canungra Combat Challenge start. Canungra Combat Challenge - the Band. Canungra Combat Challenge - uphill run. Canungra's Vietnam grove. Hercules C-130 air Mobility. RAAF marching ANZAC Day Brisbane 2022.</p>
Where are they?	<p>Korry Dean Baker. Jennifer Marheine.</p>
WRAAF News.	<p>A pleasant afternoon in the sun. East Sale WRAAF Rec room 1966. Marie Kearvell on parade. Point Cook WRAAFs 1963. Robyn Dickson - Point Cook 1973. Somewhere in Brisbane 1963. Women's role in Air Force history. WRAAF's 16th birthday. WRAAF dining-in night, East Sale, 1967. WRAAF Officers - 1968.</p>

Scootaville.

Scootaville has been run and all those involved have voted it a success. We raised \$25,000 for legacy, made the country previously unseen, met some lovely and very generous people, had fun with primary school kids - again in 2023. Work has already begun on planning for next year with the proposed route [HERE](#) though that r the availability of accommodation etc - we'll do a run out there soon to check things out. Next year's event will time and we'll be back on scooters instead of bikes, though we won't be using the 50cc Mopeds as originally trip we've realised the little Mopeds wouldn't stand a chance tackling outback Queensland's hills and dista actually a God-send, we were forced onto Honda 125cc bikes, all of which did a suburb job and although being one flat tire, didn't miss a beat. Says a lot for Honda's engineering.

Next year we'll be onto bigger engined scooters which means you'll need a motor bike licence to be able to ride. There will be a limited number of supporter spots available. So - if you want a great time, want to meet a great bunch for legacy, start planning your leave, your time off, or whatever - now.

Ted Mac took a heap of photos and video of the 2022 trip, we'll have a story of the event in the next issue, in the meantime took while in Winton.

More later.

Buying a new car?

If you're contemplating buying a new car, we could save you thousands. The Radschool Association has done 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't

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. 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 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 past them punctuation, spelling, links that don't work, facts wrong etc, (no matter how small) please let us know so we

Thankfully, Ken Morris, who lives over in the West, proof reads our print before it goes public and points out our errors. I can tell you!

Thanks Ken.

You can download the full magazine in PDF format [HERE](#).
It is a very large file, contains 246 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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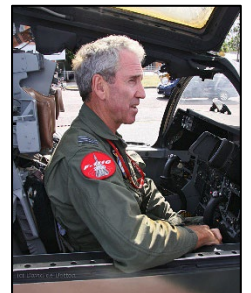
[Main Menu](#) [Forward](#)

IN MEMORY OF



Alan Joseph Curr.

Sadly, "Big Al" passed away on the 1st May 2022, he was only 73 years old. Al was a fighter but unfortunately, cancer was a battle he was not able to defeat. He joined the RAAF and in 1967 was posted down to Sale to undertake a [Navigator's Course](#). He served with 2 Sqn in Phan Rang as a navigator on Canberras from 22 Oct 1969 to 08 Oct 1970. On his return to Australia, he was posted to 37 Sqn and had a further 8 trips back to Vietnam in the E model. After 37 Sqn, he converted to F-111s in 1974 and flew in the right hand seat on a number of postings to Amberley until 2004.





A memorial for "Big Al" which was well attended, was held at the Caloundra RSL on the 23rd May. Those present included:



An estimated 240 family, fellow service people and friends willingly gave of their time to attend the memorial and farewell their friend "Big Al."



AVM Dave Dunlop (Ret'd) and AVM Julie Hammer (Ret'd). Dave gave a respectful and at times a humorous Eulogy on "Big Al's life.



Cathy Stamp and Greg Roberts. Cathy, who is the President of the RSL Services Club, spent 28 years in the Air Force, in the Clerk and Admino mustering, most of which was held at Amberley. Greg was an Elec Fitter and was the Sgt at 2 Sqn Phan Rang from April 1967 to March 1968.



Daryll Macklin, Kathleen Welch and Col Host.



David and Beverley Clarkson, David and Gillian Smith, David Charles, Nev and Rhoda Duus.



Elvie and David Chomley. Elvie and David lived next door to "Big Al" and said the neighbourhood will be a lot quieter now - Al will be sorely missed.



Al's lovely daughter Jasmine. Jasmine paid a loving tribute to her dad.



Paige, Zoe, Louise, Steven and Lindy Stankevicius.



Al's twin brother Peter, aka Pedro, and his extended family. Unlike Al, Peter joined the Army but like Al, also served in Vietnam from April 1971 to Feb 1972.



Stu Cooper. Stu flew the F-111 with Al.



Lindy Stankevisius and Phil "Curly" Ware. Lindy was married to [Tony Stankevicius](#) who sadly also passed away recently. Phil was an AEO in the Air Force, he spent time in Vietnam from May 1966 to June 1966. On return to Australia he was posted to Radschool as an instructor to the budding AEOs.





Members of the veterans Pelican Waters golf club, of which Al was a Captain.



The RSL provided a Poppy Service in memory of Al, with family and fellow service people invited to place a poppy as a mark of respect.





At the conclusion of the ceremony, Jasmine was presented with the Australian Flag and a copy of the Ode.

The caption at the bottom of the flag reads:

"On behalf of the President of the Caloundra RSL Sub-Branch and a grateful nation, please accept this flag as a symbol of our appreciation for your loved one's honourable and faithful service."

A very thoughtful and respectful gesture.



Cathy Stamp, the President of the RSL Services Club, then invited everyone to participate in the wonderful spread laid out by Club Staff and if they so desired, to enjoy a quiet refreshing ale.



The "refreshing ale" invitation did not need repeating.

Those that attended stayed well into the afternoon. A very fitting memorial for a great and well loved bloke.

Dorothy Lowe (nee Dottie Hodge).

Kerry Harrington advises the sad passing of Dottie, as she was known to all, on the 2nd May; cancer was involved. There was a Memorial Service held at the Noarlunga Panthers Football Club, Old Noarlunga, on Saturday 7th May.



James Patrick "Paddy" Duffy.

Paddy grew up in Launceston Tasmania. He was a 1st Intake National Serviceman, doing his recruit training at 2 RTB at Puckapunyal and his Corps training at Infantry Centre. He joined 5 RAR in December 1965, with 1 Platoon, Delta Company and completed his training for deployment to South Vietnam. Paddy arrived in Vietnam on 6 May 1966 and acclimatised at Vung Tau. During [Operation Hardihood](#) on 10 June, about 19 kilometres north of Vung Tau, 1 Platoon received incoming mortar fire. Paddy lost a couple of fingers and had a shrapnel wound to the buttocks when a mortar shell landed too close. From all reports he may have been one of the first, if not the first, National Serviceman to be wounded. The Battalion lost one member KIA and 4 others WIA. Paddy was repatriated to Australia on 5 July. He served for many years with the Tasmanian Police in Hobart, reaching the rank of Inspector.

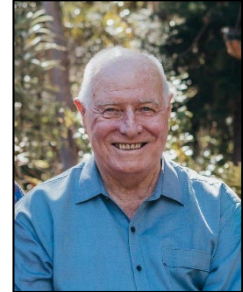




I went to school with Paddy – he was a keen sportsman, good at football and swimming – a real good bloke.

Mick Lawson.

Kerry “Kero” Harrington advises the passing of Mick Lawson on the 10th May 2022. Mick’s funeral was held by Morleys Funerals in Townsville on Friday the 27th May, following which light refreshments were held at the Australian Hotel on Palmer St. Mick was on [1 TMT](#).



Chris “Smurf” Smith.

Mike “Smiley” Harris, of the RAAF Mirage Mob, advises the passing of ex-Mirage Gunnie, Chris (Smurf) Smith at the John Hunter Hospital. (Sorry we don’t have the date of his death). His funeral was held on Friday the 27th May at Palmdale Lawn Cemetery and Memorial Park in Palmdale in the Hillside Chapel.

William “Bill” George Beazley.

Geoff Partridge advises the passing of Bill Beazley at Tweed Heads on the 9th April. His funeral was held on the 20th April. Bill was a Radtech, he joined the RAAF in 1948 as a Radio Appy on [2 Appy](#) and spent 20 years in overalls before taking a commission. He retired as a WngCdr.



Denis Warnecke.

Mick Willis advises that Denis Warnecke passed away on the 25th April, having been in a Hastings Nursing Home for some time. Denis was an Education Officer for most of his RAAF service, but switched to Supply in the latter years. He was well known by many Engineers in HQLC and elsewhere with whom he served. His funeral was held on Friday 6th May 2022 in Clayton, Victoria.



Graeme Skinner.

May Skinner advised the passing of her husband, Graeme, who passed away on the 30th March 2022. Graeme was a Radtech and was on 18 Radio Appy. He lived in Mandurah in WA and sadly suffered a 2 year battle with multi myeloma.

Graeme's funeral was held on the 6th April 2022.



John MacNaughtan.

Bob Bennett advises the passing of AirCdre Ret'd John MacNaughtan, AM, CSC, Msc, BE. John passed away on the 24th April after being ill for some time. He was 82 years old and lived in the ACT.

John enlisted in the RAAF on 24th July 1957 via the Undergraduate Scheme and was commissioned as a flying officer after completing his Bachelor of Engineering (Aeronautical) degree at Sydney University in 1961. John was a member of the Mirage Acquisition Team in Paris. Générale Aéronautique Marcel Dassault (GAMD) was contractually responsible for the provision of technical and other documentation in the English language, consequently, RAAF staff were required to proofread translated copies of all aircraft and engine maintenance and overhaul publications. The bulk of the drafts of the first editions were proofread by Flying Officers Dinny O'Brien and John MacNaughtan.



John attended College of Aeronautics Cranfield UK where he was awarded a Diploma which later may have been upgraded retrospectively to a Master of Science (Msc) degree. He had a long and distinguished RAAF career (42 Years) and served in Mirage units 20CU, and 481(M) Squadron, including as CO of 481(M) Squadron from Jan 1981 - Dec 1982.

Honours and Awards:

- **Member of The Order of Australia:** For service to the Royal Australian Air Force, particularly as Commanding Officer of Number 481 Maintenance Squadron.
- **Conspicuous Service Cross**
- **Defence Force Service Medal with First, Second, Third, and Fourth Clasps**
- **National Medal 2 Star Air Officer Commanding Commendation**

His funeral was held on the 16th May in Hawker ACT.

Graham Padget.



Brian Webb advises Graham passed away on the 17th May and his funeral was held on the 30th May 2022 at the Karrinyup Anglican Church in Karrinyup, WA. Sorry, no further details.

Alan Gunn

We've been advised that Alan passed away on the 17th May 2022 after a deliberating illness. His funeral was held in Padbury, north of Perth, on Tuesday the 31st May 2022. Sorry, no further details.

Douglas William Pickering.

Sadly Doug Pickering passed away on the 25 May, 2022. He had been fighting cancer for some time, though being Doug, he never mentioned or complained about it, but, as is usually the case, it won the fight in the end. Doug was only 72 years old.

Doug joined the Air Force in 1966 as an Apprentice Electrician. After graduating from Wagga, he was posted to Pearce after which it was back east to Amberley to get to know the Canberra. In 1970 it was off to 2 Sqn in Phan Rang in Vietnam and on his return to Australia in June 1971, he was posted to 5 Sqn in Canberra to look after the Iroquois. This is where he met his lovely wife Dianne. In 1977, while with 5 Sqn, he spent 6 months on a tour to Ismaila with UNEF (The United Nations Emergency Force) which had the role of supervising the Yom Kippur War ceasefire between Egypt and Israel. The 5 Sqn detachment served with the UNEF II from July 1976 to August 1979.



In 1978, after returning to Australia, he was posted back to Pearce, then east again, this time to Richmond then up north to Amberley then down to Support Command in Melbourne where he got his W/Os. He stayed at Support Command until posted back to Amberley. In 1990 he took a discharge.

After discharge he had a variety of jobs, including with the ATO, in the rag trade and at one stage in the Child Support agency and finally with the Tax Agents Board.

Doug's funeral was held on Tuesday the 7th June at the Centenary Memorial Gardens in Sumner, a south western suburb of Brisbane. Approx 250 of his family and friends attended to pay their respects to Doug – this number just goes to show the high regard people had of him.



People arriving at the Chapel at the Sumner Memorial Gardens.



The Kenmore/Moggill RSL Sub-Branch, of which Doug was a faithful and regular supporter, conducted a Poppy Service.



After the ceremony, Dianne and family invited everyone to the rear of the Chapel for light snacks and to get together where lots of Doug's "exploits" were swapped.

Doug was the President of the 2Sqn Association for ages and always attended their functions. He was a good bloke, a good mate and will be sadly missed by his family and many friends.

Barry Seedsman.

Barry Seedsman was on number two Radio Apprentice course and went on to become a Caribou pilot in Vietnam and awarded the DFC. He retired as a Wing Commander.



Barry was CO of 35 Sqn from Nov 1968 to Nov 1969 – when the A team ruled Vung Tau.

He was awarded the silver Polar medal in 1979 as reward for his service with the Australian National Antarctic Research Expedition as OIC Casey.

Barry died in Canberra on Tuesday 13 Sept.

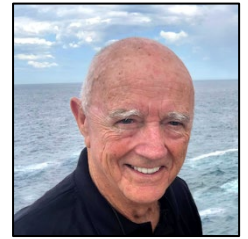


AUSTRALIAN WAR MEMORIAL MALTA0343



Peter Hackett.

Peter was a pilot and flew with 2 Sqn in Vietnam from Apr 1967 to Oct 1967. He passed away on the 19th May 2022 and his Funeral was held at Little Bay, (formerly known as [The Australian Nurses War Memorial Chapel](#)) south of Maroubra, in NSW on 16 June 1922.



Peter's family lived in St Kilda before he joined the RAAF in 1961 as a Cadet Aircrew on No. 44 Pilots Course at No.1 BFTS, Point Cook. He was a very popular member of his course, which was the first composite course to have the last group of RAAF College graduates and direct entry cadets.



He graduated in late November 1962 and the Reviewing Officer was HRH, The Duke of Edinburgh, who was in Perth to open the Commonwealth Games. Peter was selected for fighters and was posted to No 2 OCU at Williamtown for conversion to the Sabre. There was a slight delay in the training schedule and he joined No 17 Sabre OCU after which he was posted, along with all six graduates to Butterworth in Malaysia in December 1963. Peter joined 77SQN and flew operational missions during Confrontation, including a tour at Labuan in Borneo. He also served



four tours in 79SQN in Ubon Thailand on the Sabre. At the conclusion of this posting in mid-1966, he was selected to be amongst the initial cadre of crews to be trained on the F-111. As a precursor to the F-111, he completed a Canberra conversion at Amberley and was on the first deployment of 2SQN to Phan Rang in Vietnam in 1967. Following the completion of his tour at Phan Rang, he spent 1968 in the US training on the F-111.

As the F-111 project was put on hold, Peter was posted to CFS in late 69 to undergo Instructor training after which he was posted to No 2 FTS at Pearce on the Macchi 326 trainer. He flew the Macchi Pair aero display with later AM Doug Riding, for all the RAAF 50th Anniversary displays in 1971.

In late 1971, he was posted to 2OCU at Williamtown where he completed an abbreviated Mirage Conversion and remained on staff before being selected in the team involved in the gifting of retired Sabres to the Indonesian Air Force (TNI-AU). He subsequently served at Ishwahudi Air Base in Indonesia as the CO of the Sabre Advisory Unit assisting the TNI. He returned to the staff of 2OCU in 1974 before being posted to the personnel staff in Canberra in 1976.



He completed [RAAF Staff College](#) in 1979 and remained on staff until in the 79 posting cycle when he was selected as Commanding Officer No. 6 SQN F-111 Strike and Reconnaissance Squadron. He completed the conversion course and assumed command in July 1980, serving for just under two years, when he was promoted to GPCAPT and posted to be the RAAF Diplomatic and Defence Advisor to the Australian High Commission, London.

On return to Australia he was appointed as DPO-AF - Director Personnel - Officers. After this posting. Peter resigned from the RAAF to assume the position of Chairman of the Corrective Services Commission of NSW for a few years after which he went into private consultancies successfully owning and operating three businesses. He became a graduate of the Monash/Mount Eliza School of Business, and a Fellow of the Australian Institute of Company Directors.

Peter married his wife Colleen in Perth a few days after his graduation in 1962 and they had four sons, three of whom moved to the USA, where Peter spent the final few years of his life north of San Francisco. He returned to Australia in 2021.

Postings:

25 Aug 61	No. 1 Basic Flying Training School
09 Jul 62	No. 2 Aircrew Flying Training School
07 Jan 63	No. 81 Wing
07 Jan 63	No. 2 Operational Conversion Unit
16 Dec 63	Headquarters 78 Wing
27 Dec 63	Base Squadron Amberley



30 Dec 63	No. 77 Squadron
22 Apr 64	No. 79 Squadron
17 Jun 64	No. 77 Squadron
12 Aug 64	No. 79 Squadron
07 Oct 64	No. 77 Squadron
15 Mar 65	No. 79 Squadron
06 May 65	No. 77 Squadron
05 May 66	Base Squadron Amberley
18 May 66	No. 82 Wing
17 Apr 67	No. 2 Squadron
24 Oct 67	No. 82 Wing
11 Feb 68	RAAF Washington
08 May 70	No. 2 Flying Training School
13 Dec 71	No. 2 Operational Conversion Unit
07 Aug 73	RAAF Sabre Advisory Unit
06 Mar 74	No. 2 Operational Conversion Unit
12 Jan 76	RAAF Support Unit Canberra
10 Jan 78	RAAF Staff College
05 Feb 80	No. 6 Squadron
29 Dec 82	Headquarters Amberley
23 Jun 83	RAAF Washington
05 Jul 83	RAAF Support Unit Canberra
09 Jun 87	Base Squadron Fairbairn

Honours and Awards:

- *Australian Active Service Medal 1945-75 with Clasps 'MALAYSIA' 'VIETNAM' 'THAILAND'*
- *Vietnam Medal*
- *General Service Medal 1962 with Clasps 'BORNEO' 'MALAY PENINSULA'*
- *Australian Service Medal 1945-75 with Clasps 'THAILAND' 'SE ASIA'*
- *Defence Force Service Medal with First and Second Clasp*
- *National Medal*
- *Australian Defence Medal*
- *Pingat Jasa Malaysia*
- *Republic of Vietnam Cross of Gallantry with Palm Unit Citation*
- *United States of America Air Force Outstanding Unit Award with Valour Device*
- *Returned from Active Service Badge*

Funeral Arrangements

Peter's funeral service ran for about 45 mins after which there was an RSL Service covering Peter's military record, awards, thanks for his service and an invitation to any serving or ex-military to lay poppies on the coffin as the last post was played. Approx.



'Pidge' as he was more well known was one of the characters of his era. Convivial and ever gregarious, he was liked and admired by all who knew and worked with/ for him.

He was 82

Lawson D Stein.

Don Payne advises the passing of Lawson Stein. Lawson, who was nicknamed Von, came from Norsman in WA and was an engine Fitter on 12 Appy (Wombats). He was posted to RTFV/35Sqn in Vietnam from Oct 1965 to 20 June 1966 after which he was posted to Point Cook to work on the Winjeels.

Sorry, no further details.

John Chiller.

Adrian Lutz advises the passing of John Chiller on the 17 June at the Iyell McEwan Hospital in Elizabeth Vale, SA.

John served with 2 Sqn in Vietnam from May 1969 to May 1970. He was a Service Policeman.

Sorry, no further details.

William "Bill" Gilbey.

Arthur Rennick advises that Bill Gilbey passed away at Tenterfield in NSW on the 4th May 2022. His funeral was held at Tenterfield on the 12th May 2022.

Bill was an ADGY and arrived Phan Rang on the 9th Oct 1967.

Sorry, no further details.

Don Dalglish.

We have been advised that Don Dalglish passed away on the 3rd June after a long illness. Don was on 6 Radio Appy. Sorry, no further details.



Ray Hall.

We have been advised that Chris Hall passed away on the 1st August after a fall and prior to that Covid 19.

Ray was an Equipo and served with 2 Sqn in Vietnam from Jan 1969 to Dec 1969. Prior to that he was with 36 Sqn and made 5 trips to Vietnam on the A models, then after 2 Sqn he was posted to 37 Sqn and made further 9 trips back to Vietnam on the E model.

Sorry, no further details.



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Page 3 Girl.

Our lovely Page 3 girl this issue is Marie Henson

Marie Arcidiacono was born in Gordonvale back in 1957. Gordonvale is about 25km south of Cairns and a few km inland from the coast. She was the youngest of 4 kids, 2 girls, two boys. Gordonvale was only a small town in the 1960s, its main industry being sugar.

Before she started school, her family moved a bit further west to the small town of Dimbulah which is about 110 km west of the coast. Back then 110km was a long way and Marie didn't get to see the ocean a lot as a young girl. With the family settled in at Dimbulah, she completed her schooling there and after schooling she applied for and obtained a job in a solicitor's office in Mareeba, another small town half-way between Dimbulah and Cairns.



Early in 1976, she was a little tired of living and working in small towns and began looking for jobs in bigger cities. An Army recruit poster caught her attention and she began making enquiries about joining, but her mum talked her out of it. She switched her attention to the Air Force and with mum's OK, she applied to join, was accepted and in May 1976 she was a member of the WRAAF.

Marie did her rookies at Tottenham – on [236 Course](#), with her course being the first to use Tottenham as a recruit base. After rookies, it was across town to Laverton to join 66 Tprinops (right).

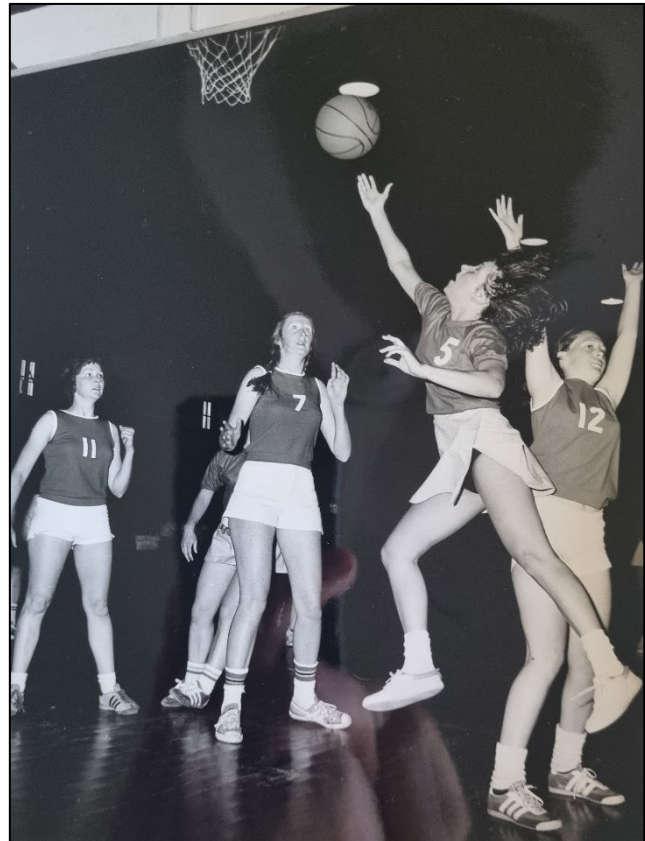




After completing the Course, she was posted west to Base Sqn in Edinburgh, then further west again to Base Sqn in Pearce where she stayed for a number of years. Pearce was a fun posting, there were many trips north to Learmonth for "interservice sports" with the US forces stationed at Exmouth, see story [below](#). (Marie is the high flying number 5 in the pic opposite).

After about 3 years in Pearce, she applied for a posting back east but that request seemed to go to deaf ears. She kept applying but after a further 3 years with no response to her request, she decided to resign.

(You have to wonder at the mentality of some people in personnel management, why would you spend money training someone to do a job then have them working efficiently in that job for a number of years, only to lose them because they were unhappy working in a situation. If personnel had agreed to post Marie she could probably still be serving. Instead they let her go, then had to recruit and train someone else to do the job. Doesn't make sense – tb)



With a discharge certificate in her back pocket, she packed lightly and went overseas for 3 months then when money started to become a bit short, she returned home, back to Mareeba working in various jobs, including as a barmaid, until finally starting with Qld Health where she stayed for 8½ years. Eventually she was transferred to the Rockhampton office then after a further 3 months she was transferred to the head office in Brisbane.

It was in Brisbane that she met her husband Matt Henson who was a qualified boilermaker and who was building green-houses. They married and bought land to the south of Brisbane and 30 years ago built a lovely home and workshop from where they ran their business. They also found time to have 2 children, a boy and a girl. Marie had ridden motor bikes since she first started work in Mareeba and Matt was also a bike fan, so it only natural that eventually a couple of Harleys found new homes in their shed.

Sadly, about 6 years ago, Marie lost her soul-mate Matt to a brain tumour.

Marie still lives in the lovely home she and Matt had built, she still rides her much loved bikes, interspersed with spending several hours a week on a ride-on mower looking after her large lawn areas.

Recently Marie joined the Scootaville event, being their lead rider. She did a marvellous job, riding the full 2400km from Brisbane to Townsville, on a small CB-125 cc motor bike, raising funds for Legacy.



A true herculean task as she was the only one of 20 riders to complete the full journey without a break. She hopes to do the same again in 2023 and as she was a very popular member of that team, they all hope to see her again in 2023 also.

1SD

Few blokes from 1SD (Tottenham)
Maintenance Section about 1983/4

L-R: Bob Forward, Bob DenHartog, Shane
Murphy, Mal Lenard, Craig Dean, Mark
Hoppo, Peter Miklejohn (RIP)





Rigby.



Peter Cooper got in touch, he said: "I recently purchased this print. It was mentioned in the [RAM magazine](#) and was said that you didn't have the caption that was underneath, so there it is. I was also wondering what else anyone knew about this, who has the original, was my print mass produced for those stationed there or anything. It turned up in an op shop in Raymond Terrace NSW." (Click the pic for a bigger view)

If you can help, please let us know and we'll pass on your info to Peter.

Mirage Mob.

Ken Morris got in touch, he said: "The 2022 RAAF Mirage Mob reunion was held at Stockton RSL (Newcastle) on 25th June. Around 250 people attended.



The pic below was taken by Jenny Morris after dinner at Stockton Bowling Club following the reunion function at Stockton RSL



L-R: Mick Kelly, Ken Burt, Pamela Burt, John Lennon, Phil & Sandy Palmer, Peter Nelms, Kay Lennon, Sue Nelms, Ken Morris, Di Houghton, Mike Reymond and Rob Houghton.

The reunion was a bit of a disappointment to me– I knew very few of the attendees or maybe didn't recognise many outside the small RADTECH contingent in the attached pic. When I walked into the area reserved for the function it was like walking into an aged care home – I'd forgotten how old we have all become.

Bill Sharp was to have gone with me but changed his mind late in the planning stage. He is blind from macular degeneration and in very poor shape. I'm glad I was able to visit him when I did. His memory is fading fast, he is badly hunched over and quite frail. Sad to see but I now understand why he would not want to attend the function. I expect having a Beverley ramp dropped on his head when he served with the British Army in Aden wouldn't have helped.

I visited Fighter World at Williamtown while I was there – very impressed! Puzzled though by the newly installed F-18 in Worrimi Aboriginal livery. I don't believe we had a Worrimi squadron of F-18s. We received a very lengthy welcome to country at Stockton RSL.

It was great to catch up with a group of mates I hadn't seen since the Radschool reunion in Brisbane in 2016. My thanks to Mick and Heather Kelly and Ken and Pamela Burt for their great hospitality.



Little America in the remote Pilbara: The ruins of a cold war US defence base



Weeds grow in the cracks around the long-empty pool. The Pilbara town of Exmouth was once a small slice of American military intelligence, transplanted onto the West Australian coast.

Imagine the scenario of a small coastal town where a man leaves work to head home. He gets in his Cadillac and first drives past a bowling alley and on to a club where he has a quick beer, which he pays for with green dollar bills featuring George Washington. He then heads to the local baseball field to watch a team practise as the Stars and Stripes flutters above the grandstand. Then he steers his car for home, driving down the right side of the road.

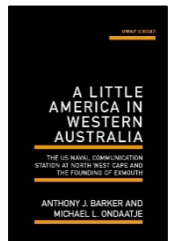
It sounds like a scene that could play out in small US town. But it's also a scene that could easily have played out in north Western Australia, in the late 1960s and 70s.

Commissioned as the US Naval Communication Station North West Cape in 1967, the military base was renamed US Naval Communication Station Harold E Holt following the then prime minister's disappearance three months after the base was opened. The US was dropped from the name in 1974 with the advent of joint operation with Australia and it became the Naval Communication Station, Harold E Holt.



These days Exmouth is known for whale sharks and the Ningaloo reef, but back in the 60s it wasn't on the tourist trail and you would have been forgiven for thinking that you'd woken up in a remote part of the US. It exists today because of the ANZUS alliance.

The town was built to support the Harold E Holt Naval Communications Base and stands as a monument to the cooperation between Australia and the US during the cold war. Associate Professor Anthony J Barker has co-authored a new book with Michael Ondaatje called *A Little America in Western Australia*. It provides a detailed insight into the birth of Exmouth as a town and how, for a few decades, it was a bit of Uncle Sam right here in Australia, and that influence is still felt today.



"The US Navy wanted to communicate, particularly with its submarines and it had this amazing technology for communicating underwater with submarines," Professor Barker said in explaining why the North West Cape was selected as the site for the Naval Communication base. "It needed access to the ocean, it needed some distance from big cities with conflicting radio transmissions, and so its very emptiness was ideal as far as the Americans were concerned."

Prior to the Harold E Holt base being established, the North West Cape was home to the isolated Yardie Creek and Exmouth Gulf pastoral stations, but not much else, but the Naval communications base wasn't the first time that America had had a presence on the North West Cape. "The Americans had a little bit of history there because it had been a drop-off point for flights in and out of Perth during the Second World War," Professor Barker said. "It became known as Potshot, that area in the Exmouth Gulf where there was a kind of secondary base. Potshot actually got incorporated into the name of a famous pub in Exmouth," Professor Barker explained, highlighting just one of the early American influences that can still be found in Exmouth today.





Weeds have grown up around the communications base's church.

"It was the Australian government that particularly wanted a town," he said. "They thought that if the Americans can be persuaded to build a base and actually integrate it with families living in the town alongside Australians, that this would be very good for persuading the Americans to continue, and in fact build their support for Australia. So, in that sense, it was a mixture of the two nationalities right from the start."

Just as the Harold E Holt Communications Base was growing and developing, America was becoming involved in what would become a very protracted and difficult war in Vietnam. Conflict in Vietnam would come to dominate US foreign policy and for many US servicemen, a posting to the North West Cape was a chance to avoid Vietnam altogether. "It counted as sea service but it was not as dangerous as serving in the waters of Vietnam as the Vietnam War took off," Professor Barker said. "But of course some of the people there had been in Vietnam. It was a way of avoiding Vietnam and a way of escaping Vietnam for some."

At the peak of US influence on the town, Exmouth was like slice of America on the Pilbara's North West Cape. US-made cars drove on the other side of the road, US currency was used, American food was shipped in, a large baseball pitch was built at the Harold E Holt base, and a ten pin bowling alley drew in a crowd.

American military architecture still features throughout the town today. "What most people talk about was the way the American houses on the whole don't have fenced back yards, so people



could wander around between," Professor Barker said. "It looked very different from a normal country town."



An abandoned baseball field on the Pilbara's North West Cape reflects a time when there was a little America in Western Australia.

The use of US currency was a point of contention for civil commissioner Ken Murdoch who was pushing to have full integration of the US services into Australian life. "He got really annoyed in messages back to Canberra about how currency was being used and that this was a very bad thing that US currency was being used in the town," Professor Barker said. "But it was unavoidable; it wasn't that everybody was flashing American dollars around, but it was quite accepted that they were being used."

On the whole the two cultures got on together and lived well but there were reports of occasional flare-ups. "I interviewed some Americans, particularly one couple who denied there's ever been violence, but they were only there for a very short time," Professor Barker said. "Other times people said, 'Yes, there were nasty incidents'. There were brawls around the Potshot Inn, the sort of things you'd expect in any kind of military town."

For many US servicemen, especially those from states like Texas, the open skies of the North West weren't completely unfamiliar, but the remoteness and isolation was a new and challenging experience. "It was quite intimidating, the remoteness," Professor Barker explained. "What amazed me is how little preparation they had. Again and again they arrived and were expecting to find a town, a city even, got off the plane at Learmonth and it was absolutely deserted," he said. "They couldn't believe this was their final landing place." "And there was evidence, interviewing one person, who was in a personnel officer role within the navy, said they did have to ship some people out with depression. "They couldn't hack the isolation."



The bar where US and Australian defence staff once relaxed side-by-side.

With cold war hostilities thawing in the late 1980s, US involvement at the Naval Communications Base Harold E Holt was scaled back and eventually they withdrew from the base in 1992. Obviously the end of the cold war meant the end of such an urgent need for communication with its nuclear submarines, which were really the main strike weapon in the cold war as far as the US was concerned. At a ceremony in October 1992, Captain Samuel Grayson Curry of the US Navy, formally handed over command of the Harold E Holt base to Captain Crispin George of the Royal Australian Navy.

Eventually the management and operation of the site was handed over to private contractors, four or five years ago it was being run by Boeing, still as a kind of secret communications area and there have been two other contractors since then, but obviously it is much less important in international relations and American foreign policy than it used to be.



Computers and stuff.

Sam Houliston.

Word Count.

Have you ever written a letter or a story or an article in Word and wondered how many words you've written? You could count them all or get an average by counting how many in a line then multiplying by the number of lines, that's a bit tedious, surely there's an easier way.

Well there is!

All you have to do is highlight all the words then press **Ctrl, Shift, G** together and bingo, Microsoft does it all for you.

Microsoft will give you these figures:

Number of pages
Total characters (no spaces)
Number of paragraphs

Number of words
Total characters (with spaces)
Number of lines.

Very clever.

How Antivirus Software works.

How-To Geek

Everyone accepts that Antivirus programs are essential on computers that connect to the internet, but have you ever wondered how they work.

An antivirus program is an essential part of a multi-layered security strategy, even if you're a smart computer user, the constant stream of vulnerabilities for browsers, extensions and the operating system itself make antivirus protection important.

On-Access Scanning

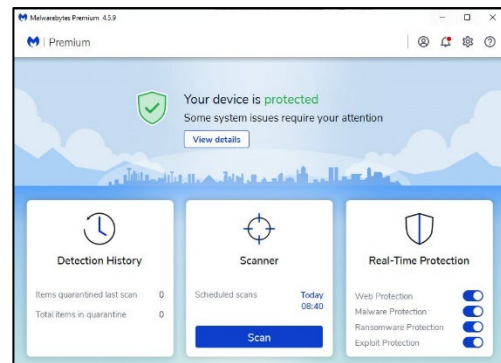
Antivirus software runs in the background on your computer, checking every file you open. This is generally known as on-access scanning, background scanning, resident scanning, real-time



protection, or something else, depending on your antivirus program. On a PC, when you double-click an EXE file, it may seem like the program launches immediately, but it doesn't. Your antivirus software checks the program first, comparing it to known viruses, worms, and other types of malware. Your antivirus software also does "heuristic" checking, checking programs for types of bad behaviour that may indicate a new, unknown virus.

Antivirus programs also scan other types of files that can contain viruses. For example, a .zip archive file may contain compressed viruses, or a Word document can contain a malicious macro. Files are scanned whenever they're used, for example, if you download an EXE file, it will be scanned immediately, before you even open it.

It's possible to use an antivirus without on-access scanning, but this generally isn't a good idea, viruses that exploit security holes in programs wouldn't be caught by the scanner. After a virus has infected your system, it's much harder to remove. (It's also hard to be sure that the malware has ever been completely removed.)



Full System Scans.

Because of the on-access scanning, it isn't usually necessary to run full-system scans. If you download a virus to your computer, your antivirus program will notice immediately, you don't have to manually initiate a scan first.

Full-system scans can be useful for some things, however. A full system scan is helpful when you've just installed an antivirus program, it ensures there are no viruses lying dormant on your computer. Most antivirus programs set up scheduled full system scans, often once a week. This ensures that the latest virus definition files are used to scan your system for dormant viruses. These full disk scans can also be helpful when repairing a computer. If you want to repair an already-infected computer, inserting its hard drive in another computer and performing a full-system scan for viruses (if not doing a complete reinstall of Windows) is useful. However, you don't usually have to run full system scans yourself when an antivirus program is already protecting you, it's always scanning in the background and doing its own, regular, full-system scans.

Virus Definitions

Your antivirus software relies on virus definitions to detect malware. That's why it automatically downloads new, updated definition files, once a day or even more often. The definition files contain signatures for viruses and other malware that have been encountered in the wild. When an antivirus program scans a file and notices that the file matches a known piece of malware, the antivirus program stops the file from running, putting it into "quarantine." Depending on your antivirus program's settings, the antivirus program may automatically delete the file or you may be able to allow the file to run anyway—if you're confident that it's a false positive.



Antivirus companies have to continually keep up-to-date with the latest pieces of malware, releasing definition updates that ensure the malware is caught by their programs. Antivirus labs use a variety of tools to disassemble viruses, run them in sandboxes, and release timely updates that ensure users are protected from the new piece of malware.

Heuristics

Antivirus programs also employ [heuristics](#) and machine learning. Machine learning models are created by analysing hundreds or thousands of pieces of malware to find common attributes or behaviours. The combination allows an antivirus program to identify new or modified types of malware, even without virus definition files. For example, if an antivirus program notices that a program running on your system is trying to open every EXE file on your system, infecting it by writing a copy of the original program into it, the antivirus program can detect this program as a new, unknown type of virus.

No antivirus program is perfect. Heuristics that are too aggressive, or machine learning models that are trained incorrectly, can accidentally mark perfectly safe software as malware.

False Positives

Because of the large amount of software out there, it's possible that antivirus programs may occasionally say a file is a virus when it's actually a completely safe file. This is known as a "false positive." Occasionally, antivirus companies even make mistakes such as identifying Windows system files, popular third-party programs, or their own antivirus program files as viruses. These false positives can damage users' systems, such mistakes generally end up in the news, as when Microsoft Security Essentials identified Google Chrome as a virus, AVG damaged 64-bit versions of Windows 7, or Sophos identified itself as malware.

Heuristics can also increase the rate of false positives. An antivirus may notice that a program is behaving similarly to a malicious program and erroneously identify it as a virus. Despite this, false positives are fairly rare in normal use. If your antivirus says a file is malicious, you should generally believe it. If you're not sure whether a file is actually a virus, you can try uploading it to [VirusTotal](#) (which is now owned by Google). VirusTotal scans the file with a variety of different antivirus products and tells you what each one says about it.

Detection Rates

Different antivirus programs have different detection rates and both virus definitions and heuristics contribute to the discrepancies. Some antivirus companies may have more effective heuristics and release more virus definitions than their competitors, resulting in a higher detection rate.

Some organizations do regular tests of antivirus programs in comparison to each other, comparing their detection rates in real-world use. [AV-Comparitives](#) regularly releases studies that

Security intelligence

Microsoft Defender Antivirus uses security intelligence to detect threats. We try to automatically download the most recent intelligence to protect your device against the newest threats. You can also manually check for updates.

Security intelligence version: 1.363.225.0

Version created on: 4/11/2022 2:52 PM

Last update: 4/12/2022 2:11 AM

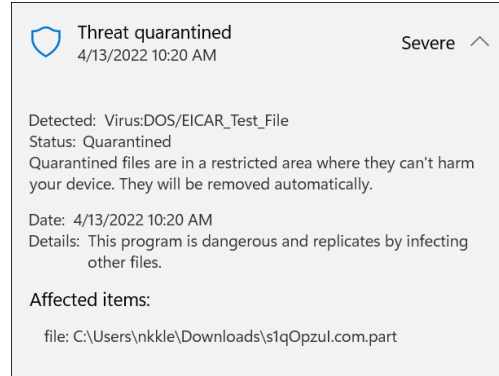
Check for updates



compare the current state of antivirus detection rates. The detection rates tend to fluctuate over time, there's no one best product that's consistently on top. If you're really looking to see just how effective an antivirus program is and which are the best out there, detection rate studies are the place to look.

Testing an Antivirus Program

If you ever want to test whether an antivirus program is working properly, you can use the [EICAR test file](#). The EICAR file is a standard way to test antivirus programs, it isn't actually dangerous, but antivirus programs behave as if it's dangerous, identifying it as a virus. This allows you to test antivirus program responses without using a live virus.



The older I get, the more clearly I remember things that never happened

JPG vs JPEG: Are they the same thing?

If you've used a computer, digital camera, or smartphone long enough, you've likely seen files with either JPG or JPEG extensions in them. But are they the same thing? What's the difference?

Well, not a lot, they're just two abbreviations for the same image format.

"JPG" and "JPEG" are two file extensions that refer to the exact same digital image format. JPEG is an abbreviation for "[Joint Photographic Experts Group](#)," which is a tech industry group that created the JPEG image format widely in use in digital cameras, social media, and on the web.

The JPEG format originated in 1992. At that time, most of the world's personal computers ran the Microsoft MS-DOS operating system, which only supported three-letter file extensions (borrowed from CP/M). As a result, JPEG files gained the extension "JPG" on MS-DOS and early Windows platforms. Meanwhile, the Apple Macintosh platform had no such limitation, so JPEG files often carried the .JPEG file extension there.



Today, both Windows and macOS can handle the full .JPEG file extension and most apps understand and open both .JPG and .JPEG files equally. So, if you have files with either extension that open properly in an image viewer or editor, there's no need to make any changes on your part.

Can I convert JPEG to JPG?



Since JPEG and JPG files are the exact same image format, no conversion is necessary to turn a JPG file into a JPEG, or vice-versa. Instead, all you need to do is rename the image file and change the file extension. For example, if you have a file named “IMAGE.JPEG”, and you’d rather have “IMAGE.JPG”, use the rename feature in your operating system to edit the “IMAGE.JPEG” file name and remove the “E” from the “JPEG” extension. You can also do the same in reverse, changing “JPG” to “JPEG”.

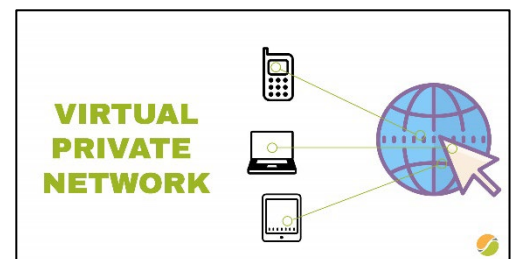
If you have a large number of JPEG or JPG files you want to rename, you can [automate the process](#) fairly easily both on Windows (by selecting multiple files and selecting “Rename” in the context menu) and Macs (using the “Rename Items” option in the menu bar).

The biggest joke on mankind is that computers have started asking humans to prove that they aren't a robot.

VPN

Many people these days use a VPN to hide their real IP address and encrypt their internet connection. There are 3 main reasons why:

- **Your browsing history is private** — A VPN hides your browsing and search history from your Internet Service Provider (ISP). The only thing the ISP can see is your encrypted traffic traveling to the VPN server.
- **You can change your online location** — Your IP address gives away your physical location. With a VPN, you can connect to a server in a different country.
- **Your internet activities are anonymous** — A no-logs VPN ensures that no one knows what you're doing on the web.



However – it can cause a problem. If you do your banking via computer and you're connected via your VPN, your bank will connect your account details with a different IP address originating in another country (that of the VPN) and could consider there is some suspicious activity on your account – and block it.

If you consider using a VPN, let your bank know or you could be locked out.

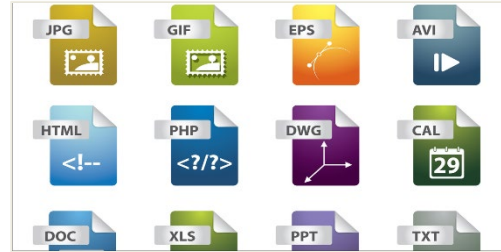
How to make Windows show file extensions.

Windows doesn't show file extensions by default, but you can change a single setting and make Windows always show you each file's full file extension. This works in File Explorer on Windows 10 and Windows 11 as well as Windows Explorer on Windows 7 and Windows 8.



Why you should show File Extensions.

Each file has a file extension that tells Windows what type of file it is. File extensions are usually three or four digits long, but can be longer. For example, Word documents have the .doc or .docx file extension. If you have a file named Example.docx, Windows knows it's a Word document and will open it with Microsoft Word.



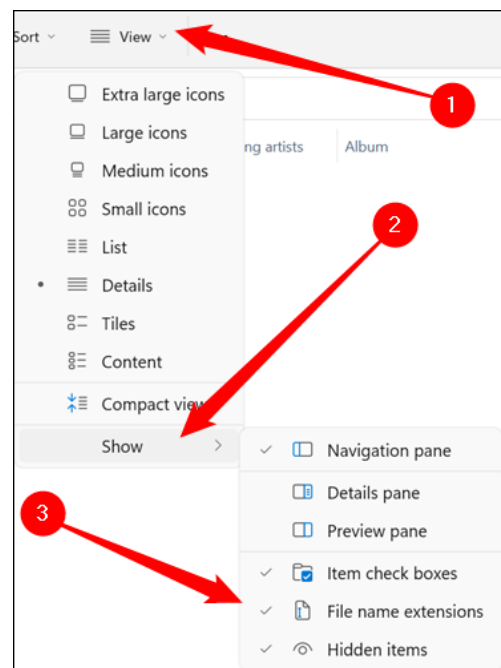
There are many different file extensions. Audio files may have a file extension like .mp3, .aac, .wma, .flac, .ogg, and some common image file extensions are .jpeg, .png, .gif, and .heic.

Setting Windows to show file extensions is helpful for security. For example, the .exe file extension is one of many file extensions that Windows runs as a program. If you can't see what a file's extension is, it's hard to tell whether it's a program or a safe document or media file. As an example, you may have a file named "document" that has the icon of your installed PDF reader. With file extensions hidden, there's no quick way to tell if this is a legitimate PDF document or is actually a malicious program using your PDF reader's icon as a disguise. If you had Windows set to show file extensions, you'd be able to see whether it's a safe document with the name "document.pdf" or a dangerous file with a name like "document.exe". You could look at the file's properties window for more information, but you don't need to do that if you've enabled file extensions.

How to show File Extensions in Windows 11

Windows 11 changed the user interface for File Explorer quite a bit between Windows 10 and 11, but the option to show file extensions is still readily accessible. Click the "View" tab along the top of the File Explorer window. Mouse over "Show" at the bottom of the drop-down menu, and then click "File Name Extensions" in the sub-menu.

File extensions will then be visible for all files in all folders.

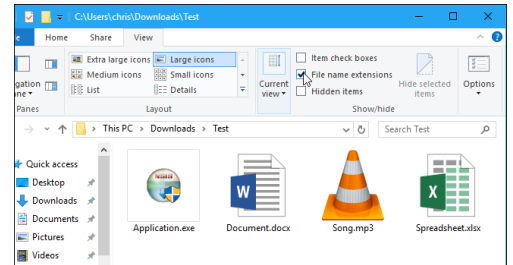




How to Show File Extensions in Windows 10 and 8

This option is easily accessible in File Explorer on Windows 10, and it's in the same place on Windows 8.

Click the "View" tab on the ribbon. Activate the "File name extensions" box in the Show/Hide section to toggle file extensions on or off. File Explorer will remember this setting until you disable it in the future.

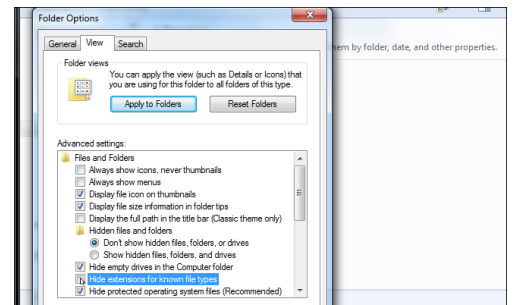
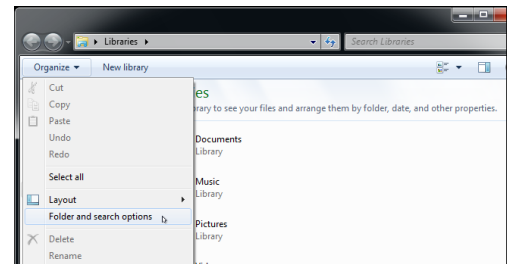


How to Show File Extensions in Windows 7

If you're still using Windows 7 (you shouldn't be) this option is a little more hidden as it's buried in the Folder Options window.

Click the "Organize" button on Windows Explorer's toolbar and select "Folder and search options" to open it.

Click the "View" tab at the top of the Folder Options window. Disable the "Hide extensions for known file types" checkbox under Advanced settings. Click "OK" to change your settings.



(This options window is also accessible on Windows 8, 10, and 11 — just click the "Options" button on the View toolbar. But it's faster to quickly toggle file extensions on or off via the ribbon.)

You can also do it via the Control Panel on any version of Windows. Head to Control Panel, in the **View By:** section, select Large Icons, then Select **File History**, then **View**, then unclick "Hide extensions for known file types."

At age 20, we worry about what others think of us...
At age 40, we don't care what they think of us...
At age 60, we discover they haven't been thinking of us at all.

Picture in Picture.

With picture-in-picture mode, you can shrink down your favourite (online) video and have it playing up on the top right edge of your screen (or anywhere really) while you continue working.



It's a very handy little trick and easy to set up though you will need to be using one of the popular web browsers like Chrome, Firefox or Edge. If, for instance you've got Kayo Sports on your computer, you can watch the footy or cricket while you work, or you can bring up a video on YouTube and watch that while you work. Here's how!

How to use Picture-in-Picture mode in Google Chrome and Microsoft Edge.

Open Chrome or Edge and open the site where your video is located. Start playing the video then right-click on the video and you will see a black menu. Do not select any option from this menu.



Right-click on the video again (outside of the black menu area) and you will see a new menu. From this menu, select "Picture in Picture."



And immediately, Chrome or Edge will detach your video and turn it into a floating window on your screen. You'll probably find it down the bottom right of your screen. You can grab it with your mouse, resize it and move it to anywhere on your screen.

When you're finished with it, hover your mouse over it and click the X top right of the video.

How to Use Picture-in-Picture mode in Mozilla Firefox.

Firefox makes it a bit easier, open the site where your video is located and start to play the video



Hover your mouse anywhere on the video and you will see a square icon with an arrow in it pointing to the bottom-right corner. Click this icon and the picture-in-picture mode is activated.

You can turn it off the same way as above.

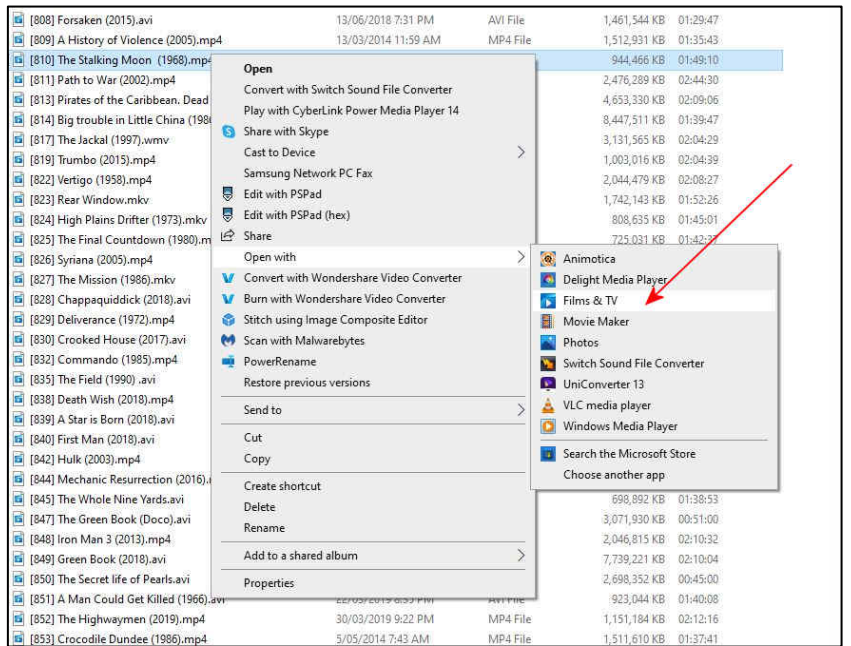


The above procedure may not work for all sites out there, Vimeo is one which will not work.

Off-line videos.

You can also watch a video stored on your computer or on a memory stick in the Picture-in-Picture mode too, here's how:

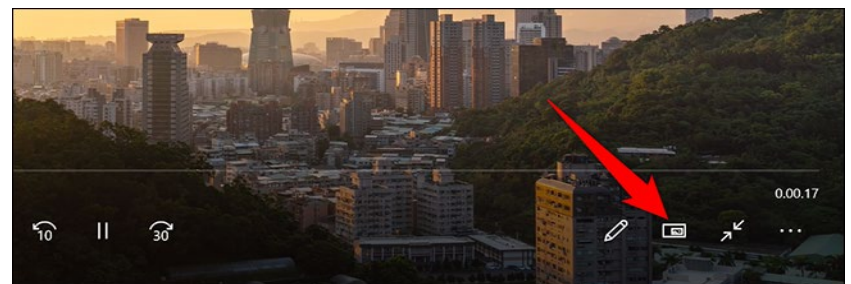
To watch your locally stored videos in Picture-in-Picture mode, use Windows' built-in Films & TV app. Start by opening the storage device or folder that has your video. Click to highlight the video, then right-click it and from the menu that opens, select Open With > Films & TV.



When the movie starts to play, down the bottom right hand corner of the video, click the small "Play in Mini View" icon.

This detaches your video and adds it as a floating window to the top-right corner of your screen.

Once again you can resize it and move it anywhere you want and when you're finished watching it, hover your mouse over the video and click the X at the top right.





Stop Putting Your Phone in Rice.

How-To Geek

For nearly as long as smartphones have existed, people have been putting them in rice after dropping them in water. This often-repeated “trick” to save a water-logged phone has gone too far. It doesn’t work!

Where did it come from?

The rice trick has been around forever and there’s probably a good chance you’ve done it yourself. Where did this common advice originate from? That’s an interesting question.

One of the first high-profile examples of the rice “trick” being recommended dates back to a Lifehacker post from June 2007.

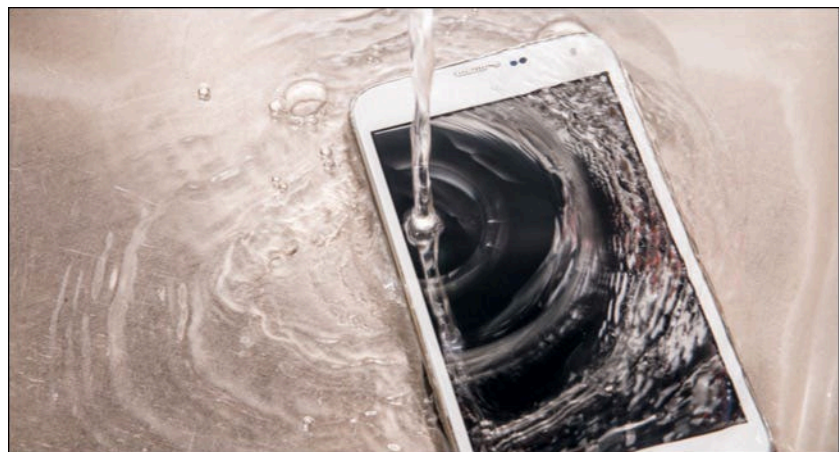
The claim was that dry rice “sucks up the surrounding moisture.” That same line of reasoning has been repeated ever since. The trick certainly predated smartphones, but it really caught on as more people began carrying around expensive, fragile devices that don’t play nice with water. People wanted to know what to do when they dropped their phone in water and the rice trick filled that need.



Why It Doesn’t Work

The harsh truth about putting a wet phone in rice is — it does absolutely nothing. Rice does not have magical moisture-wicking powers. You might as well just put the phone in a completely empty bowl. Rice does have some ability to absorb water from wet things, but it’s very weak. But that’s not the real problem, even a strong desiccant such as silica gel can’t get at the most damaging liquid, which is on the inside of the phone.

Sometimes, if the water didn’t penetrate the phone too much, leaving it powered off and giving it time to dry out will save it. People end up thinking it was the rice that did something when in reality it was simply leaving the phone alone for a while that did the trick.





To make matters worse, rice can actually accentuate the water damage in some cases. The fine rice “dust” can get into the ports and mix with the water to create a paste-like substance that’s harder to remove.

How to Save a Wet Phone

The key to saving a wet phone is not necessarily to just wait for it to dry. That may work if you’re lucky, but it’s much more effective to actually remove as much water as possible as quickly as possible. Simply allowing it to dry will leave behind all the conductive stuff in the water. If your phone has been submerged in water, the immediate first step is to power it off. Don’t try to power it on if the water turned it off. Then you should remove anything that can be removed. This includes cases, the SIM card tray, microSD card tray, and the battery (if it’s even removable).

Next, you can go the low-tech route and use a fan or compressed air to blow the water out of the ports, however, that won’t do anything for water that’s inside the phone. To remove that water yourself, you’ll need to open it up. From there, you can scrub it with 90%+ isopropyl alcohol or set it in front of a fan.

Leave the rice for dinner.

Basic Computer Security: How to protect yourself from viruses, hackers and thieves

People often think of computer security as something technical and complicated and when you get into the nitty-gritty, it can be — but the most important stuff is actually very simple. Here are the basic, important things you should do to make yourself safer online.

Don’t delay automatic updates

All the software applications we use every day are likely riddled with security issues. These security issues are constantly being found, whether we’re talking about Windows, Microsoft Edge, Mozilla Firefox, Google Chrome, Adobe’s PDF Reader, Microsoft Office — the list goes on and on.

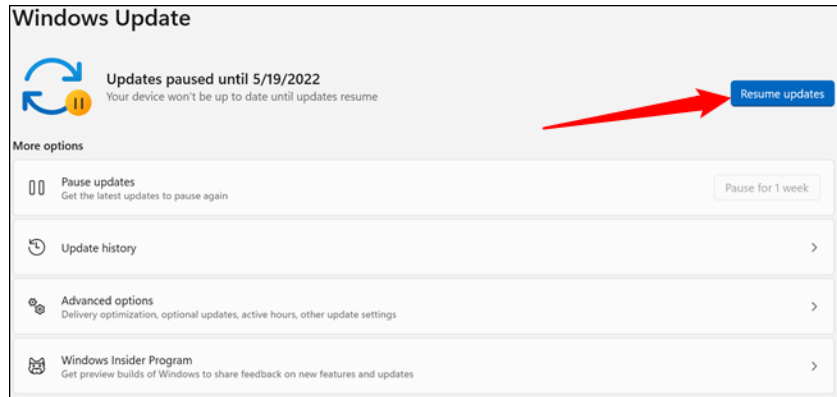


These days, a lot of operating systems and programs come with automatic updates to close these security holes. No longer do you need to click a button or download a file to update your software; it’ll update itself in the background without any input from you.



Some people like to turn this off for one reason or another. Others will delay it for weeks. Maybe you don't like that Windows restarts after installing an update, or maybe you just don't like change. But from a security perspective, you should always leave automatic updates on.

If you have turned off automatic updates previously, for any of your software programs, we suggest you turn them on right now.



Keeping your computer up-to-date is the number one way to keep it safe against online threats. Microsoft provides updates for Windows and associated Microsoft products (Defender, Office, etc) on the second Tuesday of each month. Apple doesn't have a regimented schedule, but they also regularly provide updates. These updates not only fix bugs, but they patch security holes, so the only way to protect yourself against the latest known vulnerabilities is by updating. Malicious attackers are always looking for unpatched systems they can attack and automatic updates keeps you off the list of low hanging fruit.

Use Antivirus and Anti-Malware

It seems like every couple of years an article will come out saying one antivirus is the absolute best. Three more will follow saying three others outperformed the first. On top of these, some security expert will write an article saying antivirus is no longer relevant and you're dumb if you use it.

Let's set the record straight: you should be running antivirus, even if you're careful on the web. Which one? It's up to you, though when it comes to free, simple, and good, there's nothing wrong with using Microsoft Defender. It's built into Windows, it updates automatically with the Windows Update utility, it has a minimal impact on performance and it's free. To be effective, an antivirus application need to integrate with the operating system on a very deep level. Who better to know the internals of Windows than the people who built it? Plus, it won't try to sell you other products or inject other features you don't need, like some antivirus programs do.

Stop using Flashlight Apps.

Flashlight apps were once a clever tool inspired by everyone having a smart phone in their pocket. Those days are long gone, though. You shouldn't be using flashlight apps anymore. Here's why and what you should use instead.

It might be hard to believe, but camera flashes haven't always been included on smartphones. Apple didn't add an





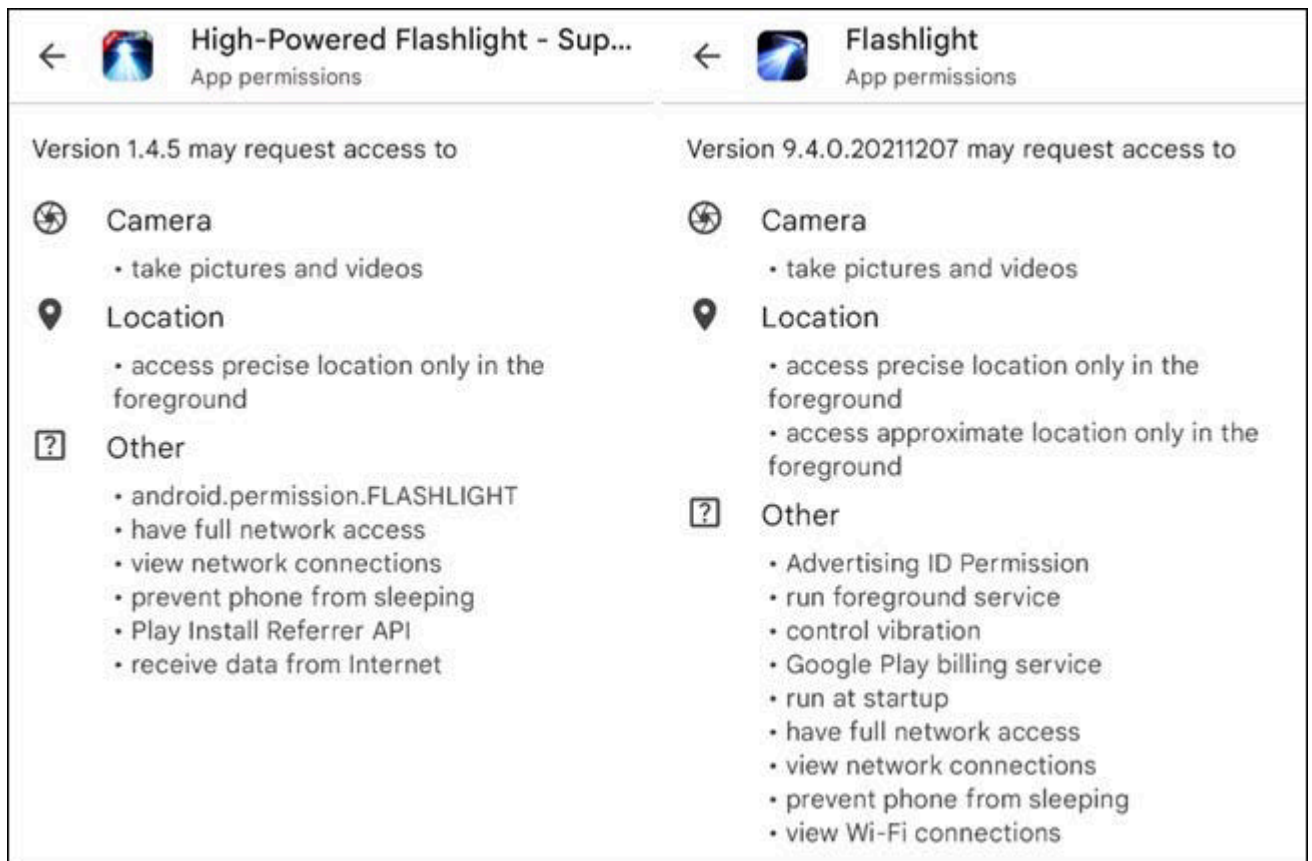
LED flash until the iPhone 4 in 2010. Even after it became more common for phones to include flash, iOS and Android didn't have built-in "flashlights" for a while.

What Is a Flashlight App?

There are two distinct types of flashlight apps. The first type existed primarily before phones included a flash next to the camera lens. These apps would simply crank up the display brightness and show a blank white screen. It was a surprisingly effective way to get some light in a dark space.

The second type of flashlight app uses the flash on the back of the phone. They simply turn the flash on or off. This is an even better way to illuminate a dark space. While both types of flashlight apps technically perform the function they're advertising, there are some major concerns you may not know about.

The Problem with Flashlight Apps



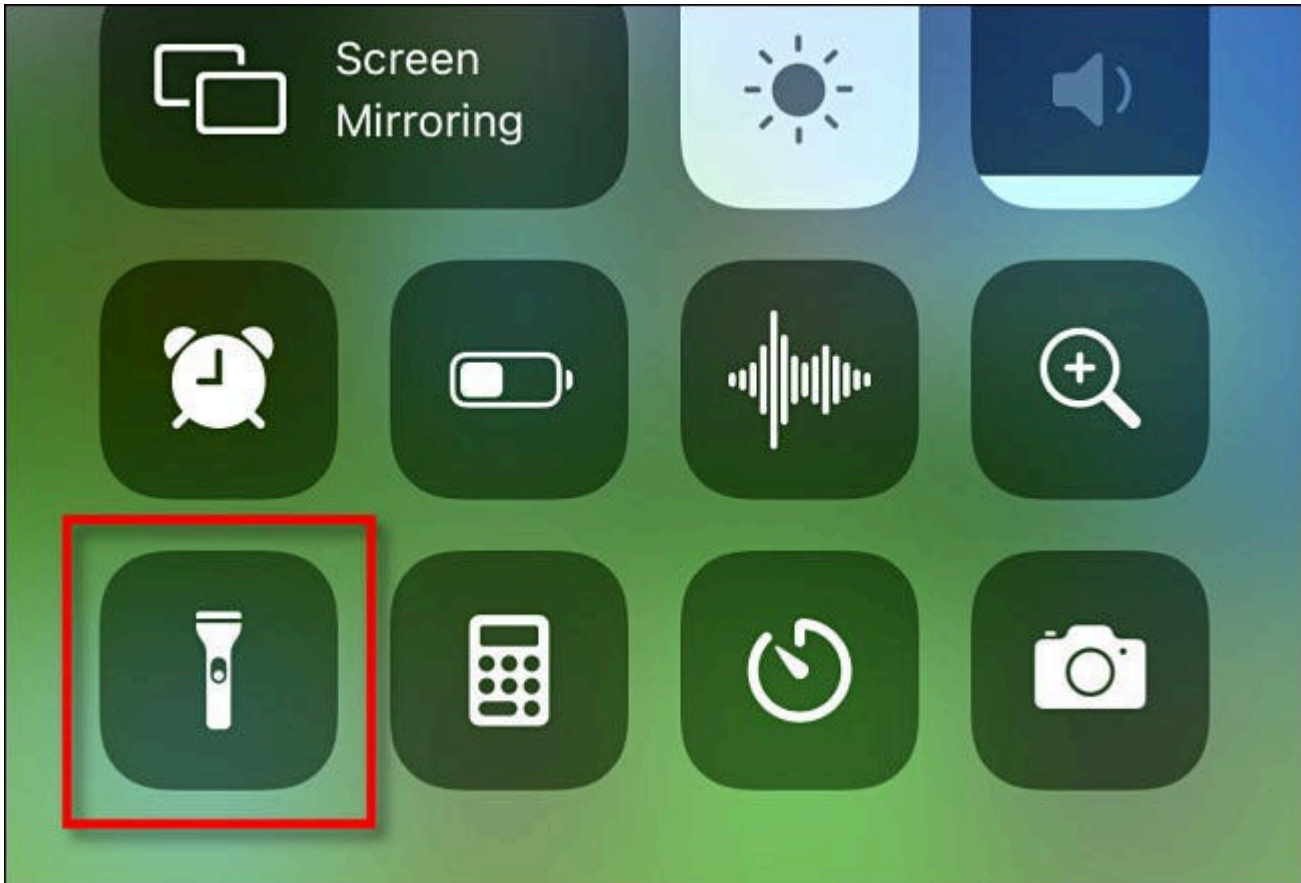
A flashlight app is designed to do one thing—provide light. Some have extra features like strobe lights and different colours to choose from, but at the core, these are very simple apps. That is precisely what makes them easy to not think twice about. The reality is many of these flashlight apps have been found to abuse unnecessary permissions. It's been a bigger problem on Android, but there have been some malicious iPhone flashlight apps too.

Back in 2019, [Avast](#) looked at around 1,000 flashlight apps found on the Google Play Store. Over a quarter of those apps were requesting between 50 to 77 permissions. These were things like recording audio and reading contacts, which are certainly not needed by a flashlight.



The scary thing is several of these apps had over one million downloads. Who would suspect such behaviour from an app that is supposed to be so simple? Thankfully, both the [iPhone](#) and Android now have got much [better permissions controls](#).

What to Use Instead



Thankfully, it's no longer necessary to use any type of flashlight app. Android devices and iPhones now have built-in toggles to turn on the flash. There's nothing to install or worry about permissions being abused.

On the iPhone, you'll [find the flashlight toggle](#) on the lock screen and Control Centre for quick access. You can even [adjust the brightness](#). With the Shortcuts feature, you can even [launch the flashlight by tapping the back of the iPhone](#).

Over on Android, the flashlight (torch) can be [found in the Quick Settings panel](#). Android phones all have slightly different interfaces, but to open the torch on a Samsung Galaxy device, you swipe down from the top of the home screen. This unveils a menu of shortcut icons, in which you should find the torch. You can add an icon to your home screen to turn the "torch" on if you like, here's how:

You do this with a very basic app from the Google Play Store called [Flashlight Widget by David Medenjak](#). Why this app? After all, there are dozens of different torch/flashlight apps in the Google Play Store that promise the same thing, however, this one doesn't ask for any unnecessary permissions, so it isn't a front to harvest data from your phone.



When you install this tiny app, you'll be presented with a screen that asks if you want to Add to Home screen. Tap Add and a small power button icon will appear somewhere on your home screens. You can drag and drop the icon to somewhere convenient.

Smartphones have improved a lot over the years. Many problems that were solved by third-party apps don't exist anymore. Flashlight apps are a relic from days gone by. Let's leave them there.

Oh, and if your phone's flash doesn't cut it, real torches still exist and you can get excellent small ones from \$2.00 shops everywhere.

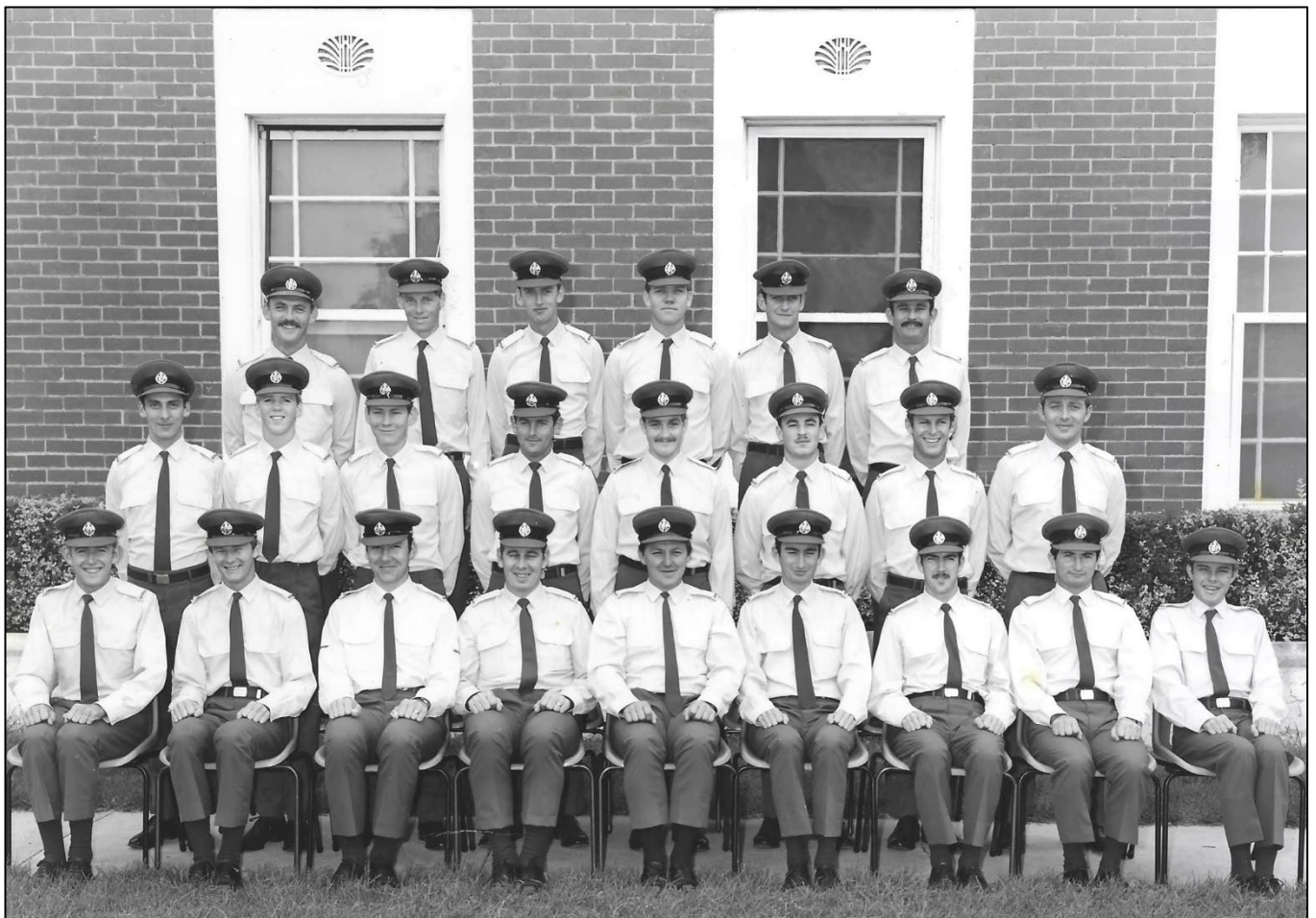


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64 RTC, May 1973

Bill Slaney said, "Hi, did a major cleanout of the garage recently and found some old photos of my time in RAAF. Attached is a photo of 64RTC taken in May 1973. The names I remember are:



Back Row L-R: John Oakhill, Don't know, Don't know, Don't know, Don't know, Darryl "Harry" Gillette.

Middle Row L-R: Bill Slaney, Steve Jacobs, Paul Halliwell, Col Redding, Vince Morton, Don't know, Don't know, Alan Meadows.

Front Row L-R: Don't know, Don't know, Don't know, Don't know, Gordon Munn, Bryan "Joe" Cool, Don't know, Terry Avion, Don't know.

If you can fill in the blanks, please do.



23/84 Sergeant Superman Course.



Sorry – no names.

"MAYDAY, MAYDAY, MAYDAY,

We forget who sent us this!

I was posted to Base Squadron, RAAF Williamtown in May 1960. Trained as a Radio Technician 'Air', this was unusual, as the Base Squadron used 'Ground' Technicians: There were large transmitters, masses of receivers, navigation aids, ground control radar, and an O2 type Crash Boat. To keep me employed I was given responsibility for the Control Tower maintenance, together with a weekly service on the crash boat. This was a learning curve for me. The boat was OK as it was fitted with aircraft type radios.

September 1960, a Staff Officer Inspection was to take place at Williamtown. Squadron Leader Ralph conducting the communications aspects. The Control Tower, (constructed about 1940, of tubular steel frame, perched 30 feet up was accessed via external vertical ladder, a 12 x 12 ft room sat on top) was next to be inspected. Corporal, what does this cable control?' 'I don't know Sir, there are old cables every-where, probably left over from the war.' 'Get your pliers and cut it out.' Nothing happened, all system still worked. 'Now this other cable.' Cut – oops, absolute silence, every-thing was off the air, the 40 pair cable worked everything. (The "Pie Cart" Mobile



Emergency Control vehicle was activated. Jump to it and reconnect the cable,' was the next order. Impossible!!! there was no spare cable and some would have to come from stores. An hour later all was messily repaired.

'This weekend, you and two others will completely rewire the Tower removing any unnecessary wires,' he announced. So that is how Jack, Ted and myself spent Friday till 11 pm, Saturday till 11 pm, and about 2.47 pm when the above fateful words were uttered. They were heard in the Williamtown "Pie Cart", by Air Commodore Pierce flying a Meteor at Richmond; and by a Hercules in bound from Wellington to Richmond. The Williamtown Air Controller alerted us three over the inter-comm, and we found a sequence of events as follows:-

Max was wiring a microphone into circuit. Ted had accidentally operated the transmit button, Jack was connecting the remote transmitter station control lines. The Australia wide Search and Rescue alarm was activated by Richmond Controller, setting off the very loud Claxton every where. The Williamtown Controller sent "Ops Immediate Signals" cancelling the "false.alert." Statements were taken and entered in the Log Book, time 3.05 pm. The subsequent Court of Enquiry resulted me being given a slap across the back of the hand, Ted was admonished and Jack was given a reprimand. The next promotion list we were all promoted, Jack to Warrant Officer, Ted to Flight Sergeant, and me to Sergeant.

Years later, I learned the Richmond Duty Controlled who had activated the alert had lost seniority for not carrying out the procedures and for not sending signals notifying the receipt of the MAYDAY call and not cancelling the Claxton alarm.

Bill.

I remember something similar – it occurred while I was working a circuit in Madang PNG (about 1975). Back then there was a helicopter pilot named Bill who lived in Australia but who come up to PNG to fly (I think) a Bell 47 every now and then. He had a very distinct accent and as we used a very congested HF frequency (5666KHz) which was shared with Moresby and Wewak, everyone knew when Bill was flying. Bill would call his departure details which would be acknowledged by the FIA in which he was flying but other stations would then usually say "G'day Bill" to which Bill would reply "G'day, G'day, G'day". This went on for ages, every morning Bill called his departure details, someone would say "G'day Bill", and Bill of course would reply, on HF, "G'day, G'day, G'day"



Independence was coming or had just occurred and we were in the process of training the local PNG people to eventually take over Airways Ops. On one particular day, when Bill responded with his usual "G'day, G'day, G'day" a local trainee in Moresby though he'd heard "Mayday, Mayday, Mayday" and immediately declared a Distress Phase.



Unfortunately he didn't get the aircraft's call-sign nor its position so the region had a Distress Phase but nothing else. All Airways Ops units made contact with their active strips, someone pulled and checked the tape and eventually it was realised that no-one was missing and the Phase was cancelled.

It was strongly suggested we didn't say hello to Bill after that. tb

5 Sqn.

5 Squadron was first formed in England in 1917, as a training squadron for the Australian Flying Corps (AFC). After the First World War the squadron was reformed as a fleet cooperation squadron, working with the RAN and flying amphibious aircraft. In January 1941, 5 Squadron became an army cooperation squadron, serving on Bougainville at the end of the war. On 4 May 1964 the squadron was reformed at RAAF Base Fairbairn, near Canberra, with four new Bell UH-1B Iroquois "Huey", helicopters. A month later, in June, the squadron moved to RAAF Base Butterworth, Malaysia.

Although the Malayan Emergency was over, Indonesia hostility towards Malaysia continued. As the tension escalated, the British and Malaysian governments repeatedly requested that Australian troops be deployed to Borneo. These requests were refused but Australia did agree for its troops to help defend of the Malayan peninsula. The 3rd Battalion, Royal Australian Regiment



(3RAR), was deployed to Malaysia in July 1963, as part of the Far East Strategic Reserve. In April 1964 the Australian government announced it would also send a field engineering squadron for duty in east Malaysia, while a light anti-aircraft battery and 5 Squadron's four Iroquois helicopters, later increased to six helicopters, would be based at Butterworth. The RAAF would also routinely fly troops and supplies between Malaya and Borneo. Two RAN coastal minesweepers would help patrol the waters around Borneo. 5 Squadron was to operate along the Thai border region.

During late June and early July 5 Squadron pilots began flying familiarisation exercises in the jungle areas of north-east and south-east Ipoh, where they were assisted by members of 10 Squadron, Royal Air Force (RAF). On 7 July several airmen were flown to Vung Tau, South Vietnam, to study American methods of helicopter maintenance. A detachment from the squadron also took part in a joint exercise with 28th Commonwealth Infantry Brigade and the RAF.

On 8 September a small party of Australian soldiers were reported missing close to the Thai border and the squadron helped in the search-and-rescue operation. The missing soldiers and a ground rescue team were located on 10 September and they were winched out of the jungle three days later.

During October the squadron flew 420 sorties, mostly supporting 3RAR, transporting 250 troops to and from landing zones. Several sorties were also carried out in cooperation with Senio Praak



troops, and the Special Branch Malayan Police Force. On 18 November a helicopter from the squadron was detached to RAF Seletar to support the Singapore Regiment against Indonesian infiltrators in the East Johore area.

Throughout January 1965 the squadron transported both Malaysian and Australian personnel, and also carried out reconnaissance sorties, communication flights, and medical evacuations. Similarly, in April and May the squadron flew a number of missions in support of the 1st Malaysian Rangers, the Senio Praak troops, and Malayan special police branch.

From July 1964 to 5 April 1966, 5 Squadron moved 21,638 passengers and 760,653 pounds of freight, and carried out 727 medical evacuations.



Confrontation came to an end in August 1966, by which time the main focus of Australia's military commitment was in Vietnam. It was thought that 5 Squadron would be sent to Vietnam to support the 1st Australian Task Force (1ATF) but 9 Squadron was deployed instead.

Confusingly, on 12 April, 1966, 5 Squadron, still at Butterworth, became 5 Squadron Detachment "C", while 9 Squadron, at Fairbairn, was renumbered 5 Squadron. Having non-existed for less than a day, 9 Squadron was reformed on 13 April, with eight Iroquois from 5 Squadron. This allowed 9 Squadron to be sent to Vietnam, while 5 Squadron was based at Fairbairn. The two squadrons were closely associated for the rest of the war, both in training and service in Vietnam.



5 Squadron Detachment "C" remained at Butterworth and continued transporting personnel and equipment, and undertaking sorties in support of Malaysian forces, until it disbanded on 23 May 1966.

Upon its return to Australia, No. 9 Squadron was based at RAAF Base Amberley, where it continued to provide airlift to the Australian Army and search and rescue for the civilian community. In February 1988, it began to re-equip with S-70A Black Hawk helicopters, but after conversion training had been completed, the unit moved to Townsville where it disbanded on 14 February 1989. The squadron's personnel and helicopters were then used to form the nucleus of the Army's 5th Aviation Regiment.

From July 1976 to August 1979, 5 Sqn was involved in a peace keeping role. It was attached to UNEF II (United Nations Emergency Force), based at Ismalia, Sinai. The role of the UNEF was to supervise the Yom Kippur War ceasefire between Egypt and Israel.

The AWM has video of personnel from 5 Sqn at work and play in the Sinai, you can see it by clicking the pic below.





Later, in 1984, 5 Sqn acquired AS350B Squirrel utility helicopters and along with the Iroquois UH1-Hs, it continued the training role and Army support, in addition to providing aid to the civil community in times of natural disaster

5 Squadron remained at Fairbairn until it disbanded on 9 December 1989.

No 34 Loadmaster's Course, 1969.



Photo courtesy David Hadfield, APR20

Standing L-R: Don't know, Don't know, Col Knudson, David Hadfield, Col Bruce, Don't know, Tom Mills, Don't know.

Kneeling L-R: Doug Elliott, Terry Manning, Bill De Boer, Don't know, Varry Stringfellow, Don't know, Gary Power, Nev Church, Don't know.

As a member of the Australian Defence Force, you may think you know what a loadmaster does; you may even have observed one working on a flight while you were a passenger. The reality, however, is that most of these observations are made when the loadmaster is conducting the most benign of their responsibilities – monitoring aircraft systems and ensuring the passengers are as comfortable as possible.



What then is a loadmaster?

An Air Force loadmaster is a crew member on a tactical transport aircraft responsible for the calculation of aircraft weight and balance, loading/unloading, the rigging and dispatching of airdrop loads, and the safety and security of passengers and cargo. While this neatly summarises the role, it does not adequately express the responsibilities and demands of this unique occupation – it's just too elementary.

Air Force loadmasters are employed on C-130J-30 Hercules, C-17A Globemaster and C-27J Spartan aircraft operated by Air Mobility Group (AMG). The crews that operate these aircraft conduct a very broad range of mission skills and work in some of the most hazardous environments of anyone employed in aviation.

Defining the challenges of being a loadmaster is difficult. While aptitude is important, in my experience it's not the catalyst for what makes a great loadmaster. If you can understand some basic mathematical formulas, extrapolate data from a graph and can memorise a bunch of numbers, you most likely possess the required aptitude. This baseline aptitude is usually enough to demonstrate your 'loadmaster prowess' in a controlled environment, such as at a National Support Base with an established Air Movements section, but it will not be enough once you enter the loadmaster's natural habitat – disarray.



Disarray can be described as a 'state of disorganisation'. It is the loadmaster's home ground, and it is where the best of us shine! It is also where many find themselves out of their depth wondering why they chose such a career.

While the aircraft captain remains firmly in command, it is the loadmaster who assumes control of coordinating activities on the ground. Loadmasters operate internationally under strict time pressures, and at times with limited support. If you have ever been involved in a Humanitarian Assistance and Disaster Relief (HADR) mission, you can be certain that AMG aircraft have been there for days, if not weeks before the cavalry arrived. It is these missions where things can stretch beyond disarray and become chaos! While chaos is rare, disarray is just another day in the office, and how a loadmaster copes in this environment is a defining factor of their operational effectiveness.

Disarray typically occurs at remote international airfields, where the true nature of the situation is not known until arrival. The forklift you were expecting turns out to be too small, the driver doesn't speak English, nobody has inspected the cargo, the pallets are not prepared and the generator that needs to be drained of fuel isn't.

Once the situation is understood, the loadmaster glances down at their watch, taking a mental note – '50 minutes till planned departure time, no sweat'.



Meanwhile, under a shady tree sipping their orange juice, the aircraft captain watches on in awe (kidding!) as disarray becomes a slick series of coordinated activities which create order. Converting disarray into order relies on a loadmaster's ability to forge relationships and coordinate individuals, groups, or agencies towards a common goal. Depending on the nature of the mission, loadmasters liaise directly with world leaders, senior military officers, regular forces, special forces, government officials, foreign defence personnel, emergency services, aid workers, displaced persons and, of course, the remainder of the crew. These broad range of interactions require a heightened level of social mastery and situational leadership.

Once the loadmaster has arranged customs, quarantine, inspected the cargo, prepared/accepted any dangerous goods, briefed the passengers, conducted baggage inspections, built the pallets, weighed everything, raised the paperwork, loaded the aircraft, secured the load, ensured structural limitations are not exceeded (there are many) and calculated the aircraft weight and balance, it's now time to brief the captain and prepare for departure.



The loadmaster takes another quick glance at their watch as sweat drips down their face onto the paperwork – '5 minutes till engine start'.

As the aircraft engines roar to life and the loadmaster climbs aboard, it would be incorrect to assume that this is where they can finally relax. Loadmasters are in constant communication with the pilots, conducting various in-flight procedures, responding to checklists, monitoring aircraft systems/radios, de-coding messages and must remain ready to respond to any type of emergency.

If you have travelled on an AMG aircraft and observed a loadmaster not looking all that busy, be grateful, because if they were there is a good chance something has gone drastically wrong. Loadmasters are trained to deal with a range of in-flight emergencies including, but not limited to, hydraulic failures, fire, smoke and fumes and the jettison of cargo. If necessary, loadmasters can quite literally pull panels off aircraft in-flight, access the landing gear and lower it manually. Some missions require the airdrop of cargo and/or paratroopers. While the drop itself can take just seconds, the planning, preparation and rigging is a meticulous and lengthy process with very little room for error. More complex loads can take hours to rig, check and double check! Then, as a crew, pilots and loadmasters work interdependently to deliver these loads onto a very precise location from hundreds, if not thousands of feet in the air. A great example of this is the C-17A crew who airdropped supplies to the Mawson Research Centre in Antarctica from 1300 feet – impressive!

While being a loadmaster does not define who you are, many would describe it as a lifestyle and not simply a job. Being a loadmaster requires an immense amount of personal dedication and sacrifice. In just my final year of flying, I accumulated approximately 600 C-130J-30 flying hours, participated in two HADR missions, and deployed to the Middle East Region. These three tasks alone totalled more than six months away from home.



Many loadmasters have walked out the door for a planned three-day task, promising to be home for that birthday or anniversary, only to have returned three weeks later having missed another milestone event.

Loadmasters are at times exposed to hard realities, such as the aero-medical evacuations following the 2002 Bali bombings. The blast killed 202 people (88 Australians) and left a further 209 injured. A total of five C-130 aircraft were used to fly out 66 casualties for treatment in Australia. The injuries were horrific and the scene confronting. In 2004 disaster struck shortly after departure from Baghdad; a small calibre round impacted the aircraft instantly killing an American contractor. The damaged panel now forms part of the C-130J-30 fuselage trainer (cargo compartment simulator) at RAAF Base Richmond. It serves as a constant reminder to current and future generations of the very real risk associated with this occupation.



Finally, one of the most difficult tasks a loadmaster can ever do is the repatriation of an Australian soldier, sailor or aviator. In just one four-month deployment, I carried out six of these. I have never felt a greater sense of responsibility.

While the focus of this article has been on the loadmaster, it would be irresponsible of me to not mention the amazing pilots that fly these aircraft. Readers will have noticed that I took an opportunity to poke fun at the aircraft captain, sipping an orange juice under the shade of a tree (still funny). However, this is simply reflective of the humour shared between pilot and loadmaster. AMG pilots fly the crew in and out of some of the most dangerous airfields in the world, utilising night vision equipment at extremely low altitudes. I often sat in the flight deck watching them do what they do best, and found myself amazed at how they made such a complex task appear simple. I genuinely have nothing but immense respect for these very talented professionals. The relationship between an aircraft captain and a loadmaster is one that is built on trust. This doesn't happen overnight, but once you have it, it can remain enduring for an entire career.

Personally, I believe that being a loadmaster is the greatest and most rewarding job in the world. One of my earliest mentors once said to me 'we are all human and we all have bad days, but loadmasters are not allowed to have bad days'. I have used this simple piece of advice across my career.

Ryan Wilson.



Caribou Loadmaster's Course, 1969



Photo courtesy David Hadfield, APR20.

L-R: Col Knudson, David Hadfield, Col Bruce, Tom Mills.

An American lawyer asked, "Paddy, why is it that whenever you ask an Irishman a question, he answers with another question?" "Who told you that?" asked Paddy.



F-111 troops.

(We're short of a few names, if you can help, along with a when, please do)



L-R: ? Barry, ? Gray, Ross Flewell-Smith, Wally Bellamy, John "Boy" Boyle, Bob Howard, Don't know, Kev Purkis, Marty Chalk, Kev Thomson, Ian Hunt, Terry Farquharson, "Shorty" Jordan, HJans Buikstra, Norm Watt.

Why do leaves fall off trees?

When it comes to autumn, the first thing many people think of is leaves. The red, golden, and orange-hued foliage that coats trees and eventually falls to the ground is a must-see sight for many. But why exactly does it happen?

As it turns out, trees are pretty smart, and falling leaves are a self-preservative method during the colder months. Deciduous trees are typically the ones you'll see lose their leaves during autumn. This is because those don't tend to have waxes and resins to protect them (like other types such as magnolias). During winter, those more fragile leaves would be more susceptible to damage because as water freezes, like it would be likely to do in winter, it expands causing damage to the leaves and making them incapable of photosynthesis.



Instead of keeping those leaves around, they're dropped in advance. Plus, shedding those leaves helps ensure the tree's physical integrity is intact. Snow caught on fragile leaves and windy conditions could bring added weight and stress to branches ultimately causing damage.

How does a tree do this, though? It's actually a hormonal change that occurs when days shorten and temperatures fall. When those hormones kick in, an abscission process starts and chlorophyll production stops. Here, vessels carrying water and sugar close off and a new cell layer begins to grow and as it does, the leaves are steadily loosened from the tree and fall.



A man phoned the maternity ward at the hospital. "Quick!" he said. "Send an ambulance, my wife is going to have a baby!" "Tell me, is this her first baby?" the intern asked. "No, this is her husband, Kevin, speaking."

Final flight farewells trusted friend.

Newcastle Herald, 1 July 1995

A piece of military aviation history flew off into the sunset on the 30th June 1995 as RAAF Williamstown's last Winjeel aircraft were decommissioned. The aircraft used by 76 Sqn mainly for pilot and forward air command training were replaced by the PV9 trainer aircraft.

The Winjeel has been a steady work horse over all the years and many senior people in the Air Force trained on the Winjeel and have an affection for it. The Winjeels have been taken out of service because of their high running costs and maintenance costs. The PC9 is a higher performance aircraft, capable of travelling twice the speed and higher than the Winjeel with less maintenance.

Never used in combat, the main purpose of the Winjeel was to provide air training under battle conditions. During the Vietnam war, pilots who were trained in Winjeels had supported the US forces in forward air control.





The first Winjeels took to the skies in 1955 and 62 of the two seater aircraft have been used to prepare young pilots for all sorts of battle conditions. It was said that the Winjeel was like the “Rolls Royce or Bentley of the skies”, it was said to handle great, fly great and sound great.



Be careful when you shop online.
We ordered a German shepherd and now this bloke lives with us.

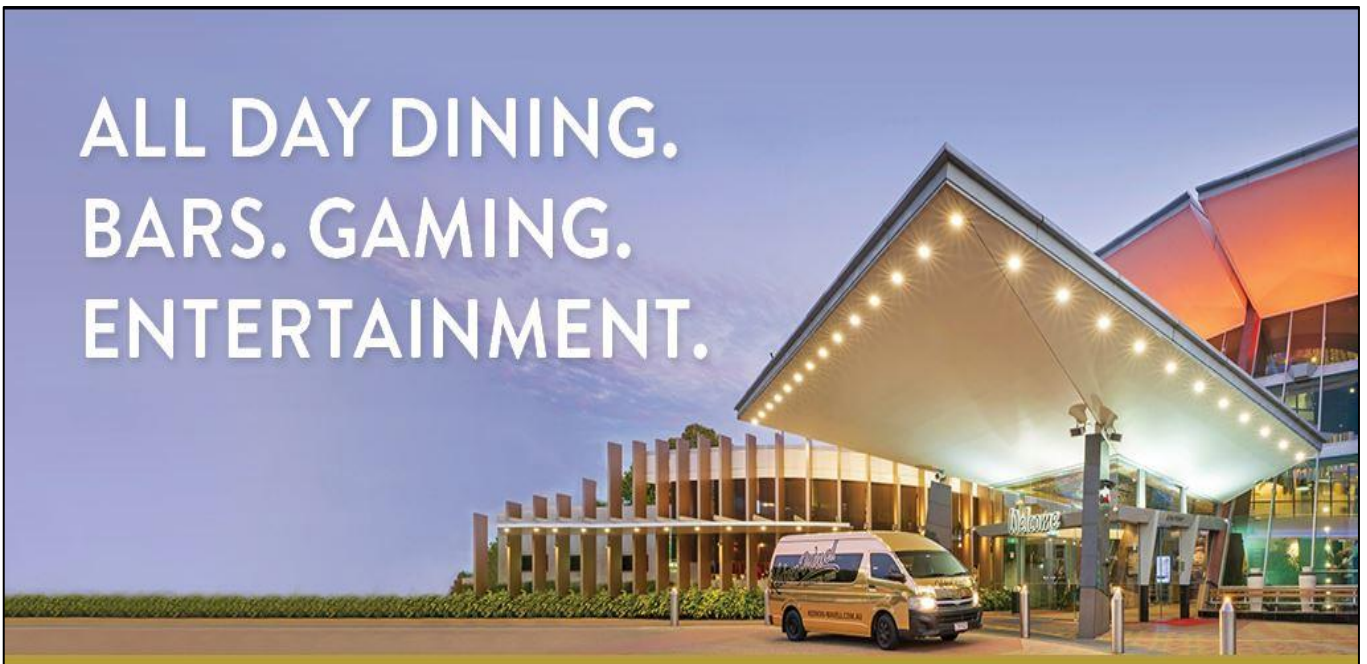


Out in the Shed with Ted.

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

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

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RAAF Air Tattoo 2022.

The Australian Defence Force has just announced that the Royal Australian Air Force in partnership with the Ipswich City Council, will host the Ipswich Amberley Air Tattoo over the weekend of 29 and 30 October 2022. As part of the Air Tattoo, Australia's largest Air Force base, RAAF Base Amberley, will open its gates to the public for the first time since 2008.

This year RAAF Base Amberley celebrates its 80th year of operations and celebrates a long association with the City of Ipswich with the Base first commencing operations on 17 June 1940 during World War II and will mark the return to Defence Force Airshows since the Airshow at RAAF Base Edinburgh located to the North of Adelaide in South Australia in 2009.



The Air Tattoo will give people a rare insight into the base, people, aircraft and military capabilities that call Amberley home. It is also a great opportunity for Defence to thank the people of Ipswich and surrounding communities for their support of RAAF Base Amberley and the Australian Defence Force members who serve at the Base. Air Force aircraft will conduct flypasts over RAAF Base Amberley during the two day event.

Aircraft will also be on static display on the ground as well as a range of military equipment on display showcasing the capabilities of a number of Australian Defence Force units and squadrons located at the base.

Squadrons which call Amberley home include, from 82 Wing, No.1 and No.6 Squadrons that fly the F/A-18F and EA-18G Growler, and from 86 Wing No. 33 and No. 36 Squadron which operate the KC-30A and the C-17A Globemaster III with No.35 Squadron a part of 84 Wing that operates the C-27J Spartan.

It's understood that there will be solo displays from Air Combat Groups F-35, F/A-18F and Hawk Mk.127 display teams as well as displays from aircraft apart of Air Mobility Group in a mock battle simulation, and there is rumour of International participation especially from the United States Air



Force Pacific Air Forces based in Japan and South Korea and the Republic of Singapore participating as well.



This is a major and welcomed development for the ADF and RAAF as Covid robbed the RAAF of completely fulfilling what they had wished to achieve as the Air Force celebrated 100 years of operations and cancelled the 2021 Avalon Airshow which was said to have various participants from all over the world.

The best bit for spotters and all avgeeks alike is that they won't be taking images with their cameras into the sun. Details on how to obtain tickets for the base open days will be released later in 2022 via official RAAF channels. Members of the public will also get the chance to see the Air Force flypasts free-of-charge at designated viewing hubs in Ipswich, Springfield and Rosewood.

Click [HERE](#) to see aviation movements at Amberley.

Key information

Event Date:

Saturday 29/10/2022 – 10:00am to Sunday 30/10/2022 – 4:00pm

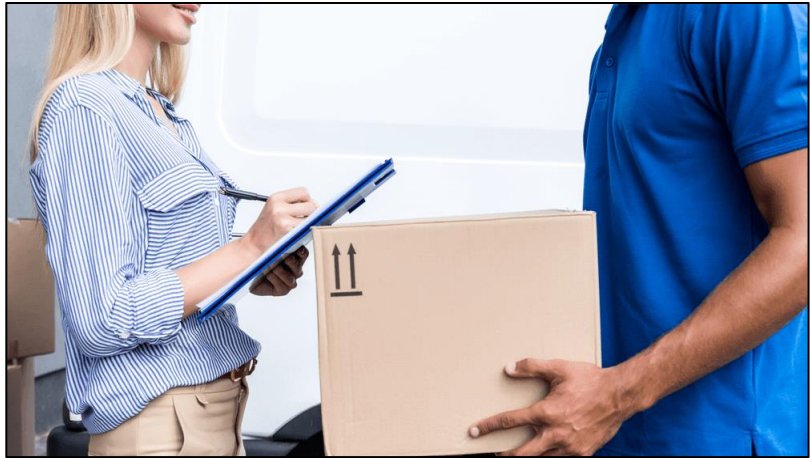


A new very clever Scam - be careful.

This is a scam clever enough to catch some seniors off guard! Just when you thought you'd heard it all. Be very careful out there! Beware of people bearing gifts!

It works like this.

First you'll get a phone call from someone saying that he was from some outfit called: "Express Couriers," (The name could be any courier company). He'll ask if someone was going to be home because there was a package for someone that required a signature. The caller would say that the delivery would arrive in approximately an hour. Sure enough, about an hour later, a uniformed delivery man will turn up with a beautiful basket of flowers and a bottle of wine. Since there would be no special occasion or holiday you wouldn't expect anything like it. You would ask who the sender was. The courier would say something like "I don't know, I'm only delivering the package but I think a greeting card is being sent separately".



The Courier will then explain that because the gift contained alcohol, there was a \$3.50 "delivery/verification charge," providing proof that he actually had delivered the package to an adult (of legal drinking age) and not just left it on the doorstep where it could be stolen or taken by anyone, especially a minor. This would all sound logical and if you offered to pay him cash, he would say that the delivery company required payment to be by credit or debit card only, so that everything is properly accounted for and this would help in keeping a legal record of the transaction. He'd say "Couriers don't carry cash to avoid loss or being, likely, targets for robbery." As most people these days pay with the card this would all sound logical to you.

So, as it's only \$3.50, a trivial amount, you'd think nothing of it, so out would come the credit card, the delivery man would ask you to swipe the card on a small mobile card machine with a little screen and keypad. You'd be asked to enter your pin and the little machine would print out a receipt, you'd be given the flowers and the wine and you'd think nothing more of it.

To your horrible surprise, in a few days' time you'd see \$4,000 or more had been charged/withdrawn from your credit/debit account at various ATM machines. That little "mobile credit card machine," which the deliveryman carried, now, has all the info necessary to create a "dummy" card with all your card details including the PIN number.

Be wary of accepting any "surprise gift or package," which you neither expected nor personally ordered, especially if it involves any kind of payment as a condition of receiving the gift or package. Also, never accept anything if you do not, personally, know or there is no proper identification of who the sender is. Above all, the only time you should give out any personal credit/debit card information is when you yourself initiated the purchase or transaction!



Memories.

Those of us with 3 score and ten years or more under our belts have memories of things that current kids will never know or enjoy because, sadly, they have all gone. The fun police have removed most of these from our planet as they were considered far too dangerous or morally corrupt for our “youngsters” but strangely, and for some unknown reason, we seemed to cope with them quite well.

Let’s ban the fun police and bring some kid stuff back into the lives of our kids.

Click the pic at right to see a few more of those “terrible” things that were sure to harm us physically or would upset our minds in such a manner that we’d all become bank robbers or politicians.





As well as all the “fun” things we had and did that today’s kids miss out on, there are a myriad of things that were so commonplace to us when we were growing up, that today have gone forever. I guess it’s called progress.

If you showed them to today’s kids they would not understand what they were, what they were used for or even why they were used.

Things like the spinning top at right, kids couldn’t or wouldn’t understand what it was or how or why we could be amused for hours at a time by making the drum spin. It didn’t have lights, there’s no screen, you didn’t need the internet - but it kept us amused for ages, we reckoned it was fun.



Click the pic to see more “things” that old Father Time has decided are no longer required:



Going to Heaven

3 nuns died and arrived at the pearly gates. They were asked the obligatory pre-entry questions. See [HERE](#).



World Population.

The population of Earth is around 7.8 Billion.

For most people, it is too large a number to appreciate, however, if you condensed 7.8 billion into 100 persons and then into various percentage statistics, the resulting analysis is relatively much easier to comprehend.



Out of 100

*60 are in Asia
15 are in Africa
11 are in Europe
9 are in South America
5 are in North America
51 live in cities
49 live in the countryside*

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

*75 have mobile phones
25 do not.
30 have internet access
70 do not have the availability to go online
7 received university education
93 did not attend university
83 can read
17 are illiterate.*

*26 live less than 14 years
66 died between 15 - 64 years of age
8 are over 65 years old.*

If you have your own home, eat full meals and drink clean water, have a mobile phone, can surf the internet, and have gone to university, you are in the less than 7% privileged lot.

Amongst 100 persons in the world, only 8 live or exceed the age of 65. If you are over 65 years old, be content and grateful. Cherish life, grasp the moment.

Jumping from serviceable aircraft.

Back in 1962, being young and just a little bit stupid, three of us on 14 Radio Appy Course, (Mick Deecke, Ian Guthrie and I) decided to have a lash at sky-diving. We joined an Army weekend-warrior outfit which, if I remember correctly, was situated in Balaclava, Melbourne.

Each jump used to cost £2.0.0 (\$4.00) which was a lot of money for an apprentice back then. We used X-type parachutes which had been modified to allow steering.



This pic, with Mick Deeke on his stomach, was taken at Laverton in circa 1962.

This was a pre-jump training course.

This was one of those *“Do things and think of the consequence after.”*



Do women ever sit back and think:
“My man sure does know a lot, maybe I should just be quiet and listen to him.”



Newspapers.

Someone once said you should never believe everything you see and read in newspapers and I think they could be right.

Click the pic below.



Using Wi-Fi for everything? Here's why you shouldn't

How-To Geek

Wi-Fi is ubiquitous at this point but that doesn't mean you should default to using it exclusively. Here's why you should skip using Wi-Fi in favour of Ethernet where you can.

Wi-Fi Is a Compromise.

First off, lest you think we're crusading against Wi-Fi, let us assure you that we think Wi-Fi is pretty great. Breaking free from physically tethered networks makes it possible to do all sorts of useful and fun things.

From backyard laptop use to wireless security cameras and, of course, goofing around on your smartphone with high-speed internet, it's all possible over every inch of your home thanks to Wi-Fi. That's amazing. A blazing fast modern router paired with a new smartphone really is a "the future is now" kind of moment.



But, Wi-Fi is ultimately a compromise. It's a compromise based on accepting that we have to give up some performance to not be physically tied to the wall by a cable. To use a real-world example that predates Wi-Fi by a long shot, broadcast radio is exactly the same kind of compromise.



Radio allows you to listen to music anywhere but you won't get the same fidelity you get from listening to an album at home with hardwired speakers. Same thing with streaming services. The bitrate of a Netflix stream is a fraction of the bitrate you get from a Blu-ray player fed into your TV over an HDMI cable.

Like those things, when we use Wi-Fi we make trade-offs. Wi-Fi isn't as fast as Ethernet. It has higher latency. Too many devices connected to a Wi-Fi create congestion and connectivity issues. And that's OK. We make those compromises because it's convenient. If we could only use network-connected devices like tablets and smartphones where we could plug them in, things would look a whole lot different than they do now, but we shouldn't compromise where we don't have to—and that's where Ethernet comes in.

Ethernet is great (but often overlooked).

If you're a computer geek of a certain age, you can remember a time when Ethernet was it, as far as network connectivity was concerned. There was no Wi-Fi and if you wanted one computer to communicate with another computer in your home or office you needed a physical cable connecting the two of them.

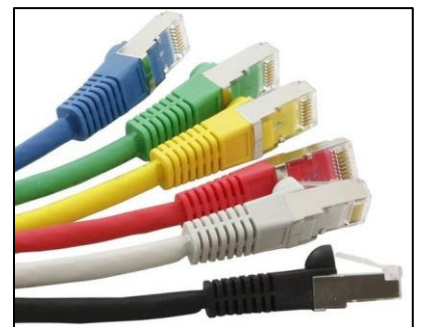
The arrival of Wi-Fi in the late 1990s and the increasing adoption throughout the 2000s, however, eventually relegated Ethernet, as far as the average household was concerned at least, to the



annals of history. As a result, there are lots of people who simply don't think about Ethernet at all. They default to adding things to their Wi-Fi network and never even consider using an Ethernet cable.

For example, a neighbour asked me for help with a smart TV issue they were having. The problem? The TV just wouldn't maintain a stable connection and streaming media connections would frequently drop leaving them staring at the message "Netflix has encountered an error." When I popped over to help them, I noticed their cable modem/Wi-Fi router combo unit was right there under the TV in the entertainment centre. I grabbed a short spare Ethernet cable from my tool-bag, hooked the TV directly to the router and their streaming experience went from working some of the time to working perfectly all of the time.

The biggest takeaway from that particular experience wasn't that Ethernet saved the day (which was an outcome I expected) but that my neighbour simply hadn't considered there was anyway but Wi-Fi to connect their TV to the internet. And that's a shame because when you have the opportunity to use Ethernet, it's a huge upgrade over Wi-Fi.



There are a host of advantages to using Ethernet over Wi-Fi in the home, including:

- Ultra-low Latency:** Wi-Fi will never be as responsive as an electrical impulse sent down a wire.
- Speed:** Even the best Wi-Fi routers still don't hit their maximum theoretical speeds, but it's easy to max out an Ethernet connection.
- Stability:** Barring damage to the cable or hardware, Ethernet connections are rock solid.
- No Authentication:** You don't need credentials for Ethernet. Just plug the device into the network and go.

Finally, here's an advantage that isn't inherent to Ethernet but is an advantage when you're using Ethernet and Wi-Fi in a mixed environment. Taking the high-demand devices off the Wi-Fi network (like your PC or smart TV) and putting them on Ethernet works wonders for lightening the load on your Wi-Fi router. Maybe you don't need a new Wi-Fi router after all, maybe you just need to put the most demanding items on Ethernet.

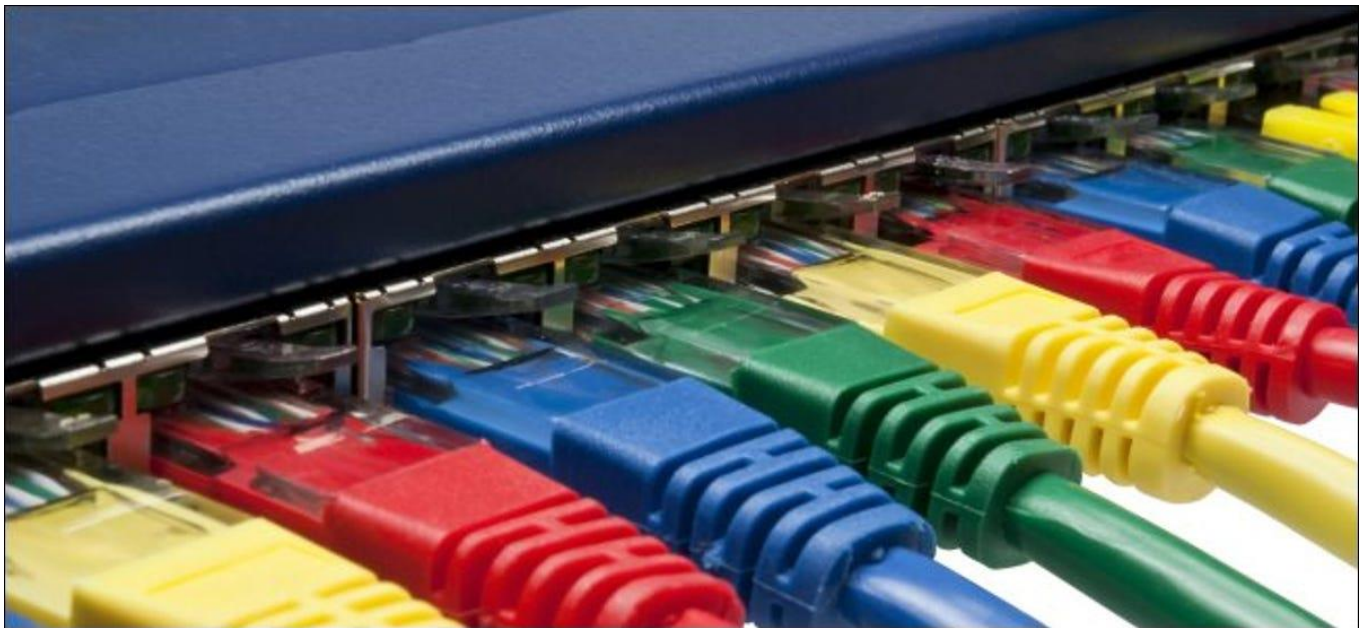
Considering how cheap Ethernet cable is, if you have the ability to connect a device with it then there is little reason not to do so.

A man asked a Fairy to make him desirable and irresistible to all women.
She turned him into a credit card.



Wi-Fi vs Ethernet: How much better is a wired connection?

Wi-Fi is obviously more convenient than wired Ethernet cables, but Ethernet still offers significant advantages. You probably won't be connecting an Ethernet cable to your smartphone any time soon, but it's usually worth running Ethernet cables to the devices that matter, if you can—gaming and media PCs (or consoles), backup devices, and set-top boxes being just a few examples. To help you make the decision, we're going to take a look at the three main advantages of using Ethernet over the best Wi-Fi router—faster speeds, lower latency, and reliable connections.



How much faster is Ethernet?

Ethernet is just plain faster than Wi-Fi—there's no getting around that fact but the real-world differences are smaller than you might think. Wi-Fi has become significantly faster over the last few years, thanks to new standards. Even though this is a maximum speed for all your wireless devices to share (and you likely won't get those speeds in the real world), Wi-Fi has become good enough to handle most of our daily tasks.

On the other hand, a wired Ethernet connection can theoretically offer up to 10 Gb/s if you have a Cat6 cable. The exact maximum speed of your Ethernet cable depends on the type of Ethernet cable you're using, however, even the Cat5e cable in common use supports up to 1 Gb/s and, unlike with Wi-Fi, that speed is consistent.

While all that speed is great, the thing to keep in mind is that the speed of your Internet connection is the bottleneck for activities involving the Internet. If your Internet speed is significantly lower than whatever type of connection you're using, upping the speed of that connection won't matter much.



Ethernet will, however, affect the speed between devices on your network. For example, if you want to transfer files as fast as possible between two computers in the house, Ethernet will be faster than Wi-Fi. Your Internet connection isn't involved in this, so it's all up to the maximum speeds your local network hardware can provide.

Here are just a couple of good examples of when this local speed might be important:

If you have multiple devices that back up to a backup server or shared hard drive, backups will go faster over an Ethernet connection. If you're curious about the difference in local file transfer speed, try transferring a large file between two computers while they're both connected to Ethernet and while they're both connected to Wi-Fi. You should see a speed difference there.



How much less latency (Ping) does Ethernet offer?

Connection speed and quality isn't just about raw bandwidth. Latency is also a big factor. In this case, latency is the delay in how long it takes for traffic to get from a device to its destination. We often refer to latency as "ping" in the networking and online gaming worlds.

If reducing latency as much as possible is your concern, for example, if you're playing online games and need reaction time to be as quick as possible, you're probably better off with a wired Ethernet connection. Yes, there will be other latency that factors in along the Internet path between your device and the gaming server, but every little bit helps. On the other hand, if you're just streaming videos, listening to music, or browsing the web, latency won't matter much to you.

You can test latency by running an internet speed test. You can do that by logging onto <https://www.speedtest.net>. The test will show you the PING time in milli seconds, obviously the smaller the number the better. Run the test while connected to your router via an Ethernet cable then by Wi-Fi, Compare the results to see how much latency the Wi-Fi is adding.

In summary, with Wi-Fi, there's a bit more of a delay when signals travel back and forth between a Wi-Fi device and your wireless router. With a wired Ethernet connection, there's much less latency.

Wireless Interference and Connection Reliability



Ethernet offers a more reliable connection than Wi-Fi. It's just that simple. Wi-Fi is subject to a lot more interference than a wired connection. The layout of your home, objects blocking the signal, interference from electrical devices or your neighbours' Wi-Fi networks—all these things contribute to Wi-Fi being generally less reliable.



This interference can cause a number of problems:

- Dropped signals:** Occasionally, Wi-Fi will lose the signal and have to reacquire it. This may not be a big deal for daily browsing or even streaming video (which gets buffered on the local device), because the re-acquisition happens quickly. But if you play online games, it can get pretty irritating.
- Higher latency:** Increased interference can mean higher latency, which can be a problem for all the reasons we outlined in the previous section.
- Lowered speeds:** More interference also means lower signal quality, which results in lower connection speeds.

It's tough to quantify interference because it tends to ebb and flow—especially if you're moving around with your device. However, there are [THINGS](#) you can do to reduce wireless interference and get the best Wi-Fi signal possible.

When does it make sense to use Ethernet?

We don't mean to come down too hard on Wi-Fi. It's pretty speedy, super convenient, and perfectly serviceable for most of what we do on our networks. For one thing, Wi-Fi is essential if you've got mobile devices. Also, there are times you just can't use Ethernet. Maybe it's too difficult to run a permanent, out-of-the-way cable to the location you want. Or maybe your landlord won't allow you to run cables the way you want to.

And that's the real reason to use Wi-Fi: convenience. If a device needs to move around or you just don't want to run a cable to it, Wi-Fi is the right choice. On the other hand, if you have a desktop PC or server that sits in a single place, Ethernet may be a good option. If you want better quality streaming (especially if you're doing it from a media server on your network) or if you're a gamer, Ethernet will be the way to go. Assuming it's easy enough to plug the devices in with an Ethernet cable, you'll get a more consistently solid connection.

In the end, Ethernet offers the advantages of better speed, lower latency, and more reliable connections. Wi-Fi offers the advantage of convenience and being good enough for most uses. So, you'll just have to see if any of your devices fit into the categories where Ethernet will make a difference, and then decide whether it will make a big enough difference to run some cable.



The bikini is undoubtedly the greatest symbol of democracy. It separates the left from the right, protects the centre, changes everyone's "point of view" and forces all the people to look in the same direction with the same goal.

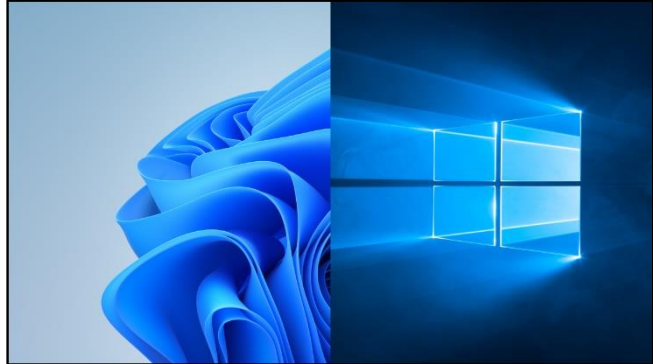
(I've included the above pic solely for educational purposes only – and if you believe that, you'll believe anything.)

What's the best Antivirus for Windows 10 and 11? (Is Microsoft Defender good enough?)

Windows 10 and Windows 11 won't hassle you to install an antivirus like Windows 7 did. Since Windows 8, Windows now includes a built-in free antivirus called [Microsoft Defender](#), but is it really the best for protecting your PC — or even just good enough?



Microsoft Defender (formerly Windows Defender) was originally known as Microsoft Security Essentials back in the Windows 7 days when it was offered as a separate download, but now it's built right into Windows and enabled by default. Many people have been trained to believe that you should always install a third-party antivirus, but that isn't the best solution for today's security problems, like ransomware.



So, What's the best Antivirus?

Historically, we've recommended a combination of Microsoft Defender and [Malwarebytes](#). Since we know that tons of people will just scroll down and skim, here is our recommendation on how to keep your system secure:

- **Use the Built-in Microsoft Defender for traditional antivirus** – The criminals have moved on from regular viruses to focus on Ransomware, zero-day attacks and even worse malware that traditional antivirus just can't handle. Microsoft Defender is built right in, blazing fast, doesn't annoy you, and does its job cleaning old-school viruses.
- **Use [Malwarebytes](#) for Anti-Malware and Anti-Exploit** – Many of the huge malware outbreaks these days are using zero-day flaws in your browser to install ransomware to take over your PC and only Malwarebytes provides really excellent protection against this with its unique anti-exploit system. There's no bloatware and it won't slow you down.

There are a lot of people who prefer to use a more full-featured security suite instead of Defender or they may be looking for an alternative to Malwarebytes. If you are one of these, be sure to consider the list of [the best antivirus programs](#) for other excellent tools that are recommended.

How the internet started, according to the Bible

In ancient Israel, it came to pass that a trader by the name of Abraham Com did take unto himself a healthy young wife by the name of Dorothy (Dot for short). Dot Com was a homely woman, large of breast, broad of shoulder and long of leg. Indeed, she was often called Amazon Dot Com.

And she said unto Abraham, her husband, "Why dost thou travel so far from town to town with thy goods when thou canst trade without ever leaving thy tent?" And Abraham did look at her as though she were several saddle bags short of a camel load, but simply said, "How, dear?"

And Dot replied, "I will place drums in all the towns and drums in between to send messages saying what you have for sale and they will reply telling you who hath the best price. The sale can be made on the drums and delivery made by Uriah's Pony Stable (UPS)." Abraham thought long and decided he would let Dot have her way with the drums. And the drums rang out and were an immediate success.



Abraham sold all the goods he had at the top price, without ever having to move from his tent. To prevent neighbouring countries from overhearing what the drums were saying, Dot devised a system that only she and the drummers knew. It was known as Must Send Drum Over Sound (MSDOS), and she also developed a language to transmit ideas and pictures - Hebrew to The People (HTTP).

And the young men did take to Dot Com's trading as doth the greedy horsefly take to camel dung. They were called Nomadic Ecclesiastical Rich Dominican Sybarites, or NERDS and lo, the land was so feverish with joy at the new riches and the deafening sound of drums that no one noticed that the real riches were going to that enterprising drum dealer, Brother William of Gates, who bought off every drum maker in the land.



Indeed he did insist on drums to be made that would work only with Brother Gates' drum heads and drumsticks. And Dot did say, "Oh, Abraham, what we have started is being taken over by others." And Abraham looked out over the Bay of Ezekiel , or eBay as it came to be known. He said, "We need a name that reflects what we are." And Dot replied, "Young Ambitious Hebrew Owner Operators."

"YAHOO," said Abraham. And because it was Dot's idea, they named it YAHOO Dot Com. Abraham's cousin, Joshua, being the young Gregarious Energetic Educated Kid (GEEK) that he was, soon started using Dot's drums to locate things around the countryside. It soon became known as God's Own Official Guide to Locating Everything (GOOGLE)

That is how it all began.

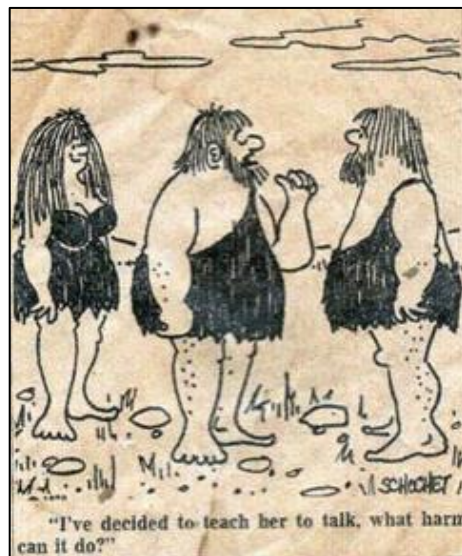
And that's the truth. I would not make up this stuff.

Pension Rates.

The DVA Pension rates WEF 21 Sept 2022 are as below. The Carer's allowance is unchanged at \$136.50 per fortnight and is adjusted every year on the 1st January.



Pension	Old Fortnightly rate	New Fortnightly rate	Increase	
Special rate (TPI) Pension/MRCA Special Rate Disability Pension	\$1,518.80	\$1,578.70	\$59.90	3.9%
Extreme Disablement Adjustment	\$839.50	\$872.70	\$33.20	4.0%
100 per cent General Rate of Disability Pension	\$540.10	\$561.40	\$21.30	3.9%
50 per cent General Rate of Disability Pension	\$273.90	\$284.55	\$10.65	3.9%
Intermediate Rate Disability Pension	\$1,031.40	\$1,072.10	\$40.70	3.9%
Service Pension - Single	\$987.60	\$1,026.50	\$38.90	3.9%
Service Pension - Couples	\$1,488.80	\$1,547.60	\$58.80	3.9%
Rent assistance single	\$145.80	\$151.60	\$5.80	4.0%
Rent assistance couples	\$137.40	\$142.80	\$5.40	3.9%
War Widows/ers Pension	\$1,004.70	\$1,044.30	\$39.60	3.9%
Income support Supplement	\$297.60	\$309.60	\$12.00	4.0%



If you're looking for me – I'm on leave.



My Story

The Mighty Herc.

Who wanted to build a stubby turboprop cargo aircraft at the dawn of the jet age?

It was 1951, and the U.S. Air Force was seeking designs for an aircraft capable of hauling large bulky equipment, including artillery pieces and tanks, over long distances. It had to land in tight spaces, slow to 125 knots for para-troop drops, and fly, if need be, with one engine. What the Air Force wanted, in other words, was a tough, versatile heavy lifter with plenty of “boot” space. One to replace the [C-119 Flying Boxcar](#), [C-47 Skytrain](#), and [C-46 Commando](#), which were inadequate for modern warfare

Hall Hibbard, Lockheed’s chief engineer, eyed the request and saw potential. Design genius Kelly Johnson, by contrast, viewed it as a potential disaster, a diversion from the high-speed, high-performance jet fighters that were his focus. “If you send that in,” Johnson told his boss, Hibbard, referring to an early proposal for the aircraft, “you’ll destroy the Lockheed Company.”



It’s a good thing Hibbard didn’t listen. When the prototype YC-130 taxied for its inaugural flight on the 23rd August 1954, it was clear to all, even Johnson, that the Lockheed engineers had forged something timeless out of a seemingly simple list of Air Force requirements. Later officially nicknamed Hercules, the prototype had a cargo deck that was capable of carrying an astonishing 135kg per square foot, lifted into the air after a ground roll of a mere 260 metres, an astoundingly short distance considering most aircraft of that size required 1,500 metres. Soon after that first flight, 2,000 C-130 Hercules’ were put into production.

Building the Herc.

The creation of the C-130 Hercules came about largely as a result of America’s experience in the Korean War. U.S. forces fighting along the 38th parallel dividing North and South Korea, quickly discovered that their aerial transports were ill-equipped for the missions at hand. Some were too heavy. Some needed longer runways for take-offs and landings. Others had weight restrictions, which prevented them from transporting bulky supplies or large numbers of soldiers.



What the U.S. military needed was a single versatile aircraft that could be used for any and all transportation needs, one aircraft that would perform the role of many. Which is precisely what Lockheed's Hercules accomplished. With a sweeping array of 23 cockpit windows allowing for clear visibility on steep approaches and high wings to operate from rough fields, the original C-130 Hercules was the antithesis of the sleek, speedy jets of its day. It had a low centre of gravity, reached 310 kts and boasted a large, easily accessible cargo area that could carry 18,000 Kg.

But it was a key design element, instituted by a team of engineers that may have proven most useful for its longevity. The inclusion of four turboprop engines provided surplus power to pressurize the fuselage of the plane, including the cargo compartment, which was necessary to fly efficiently at higher altitudes. The strengthening of the airframe to accommodate pressurization added an extra layer of durability that eventually protected the plane for its unprecedented six decades, and counting, of military and humanitarian service.



Throughout the more than 70 variants and more than 2,400 aircraft, the Hercules has more than proven its worth. There is quite literally a Hercules airborne somewhere in the world every minute of every day.

A new era in Australian airlift began on the 13th December 1958 when Wing Commander Ian Olorenshaw, a former fighter pilot and his crew touched down at RAAF Richmond, completing the delivery flight of the first C-130A Hercules for the Royal Australian Air Force. Just two years after the US Air Force accepted its first Hercules, Australia became the first international C-130 operator.

War Bird

The C-130 was pressed into action in Vietnam, where it picked up and dropped off troops and supplies in the most remote of locations. Wherever there was a dirt road surrounded by jungle or an asphalt runway riddled with potholes, the C-130 Hercules was there, either to supply needed



reinforcements or rescue injured soldiers in need of medical assistance. C-130s were also perfectly equipped to carry out low-altitude parachute extraction drops of cargo, which led to the plane's key role in the defence of Khe Sanh in 1968, when C-130s accounted for 90 percent of the supplies used by troops defending the village from a North Vietnamese siege.

As the war progressed, C-130s were modified into MC-130 Combat Talons, which not only picked up special operations forces in hostile territories but acted as flying fuel tankers, orbiting in the sky as American rescue helicopters docked with them to refuel. Equipped with ground-target radar, 20mm Gatling guns, 40mm cannons, and later, a side-firing 105mm Howitzer, C-130s morphed into AC-130 gunships, destroying 10,000 enemy trucks and repelling countless enemy attacks.



Late in the war, Hercules planes were even being fitted with the largest bomb in the U.S. arsenal, the 15,000-pound BLU-82.

Three decades later, Marine Corps KC-130J tankers were being fitted with missiles so crews could take out hostile targets on the ground in Afghanistan while waiting to refuel fighters and helicopters.

Life Savers

There has been one constant over nearly three generations of devastating humanitarian crises: The C-130 has been there to help. The people of the Congo, Somalia, Bosnia, Rwanda, Kosovo, Japan, and points all over the world, including New Orleans after Hurricane Katrina, have all benefitted from the C-130's unparalleled delivery and airdrop capabilities, whether they were acting as a flying hospital or delivering hay to cows marooned by a snowstorm or a flood. In January 2010, C-130s helped haul more than 13,600 short tons of cargo, transport more than



25,800 passengers, and route 280 patients for medical evaluations from Haiti, after the country's devastating earthquake.

After cyclone Tracy, an A Model Herc from 36 Squadron carried 7,000 blankets, 6,000 lbs of milk and 2,000 lbs of Red Cross medical supplies to Darwin. It returned with 35 evacuees for Brisbane and 82 for Sydney. Another Herc carried 24,000 lbs of freight to Darwin and brought back 115 evacuees to Mascot and another carried clothing, food, blankets, rolls of plastic and water purifiers with a total weight of 24,000 lbs, returning with 121 evacuees. On one C-130E flight (37Sqn) 183 evacuees (107 children and 76 adults) were flown from Darwin to Adelaide.

One C-130A from 36Sqn landed at Charleville with a U/S engine – evacuees had an unscheduled overnight stop in Charleville while the RAAF went AOG.



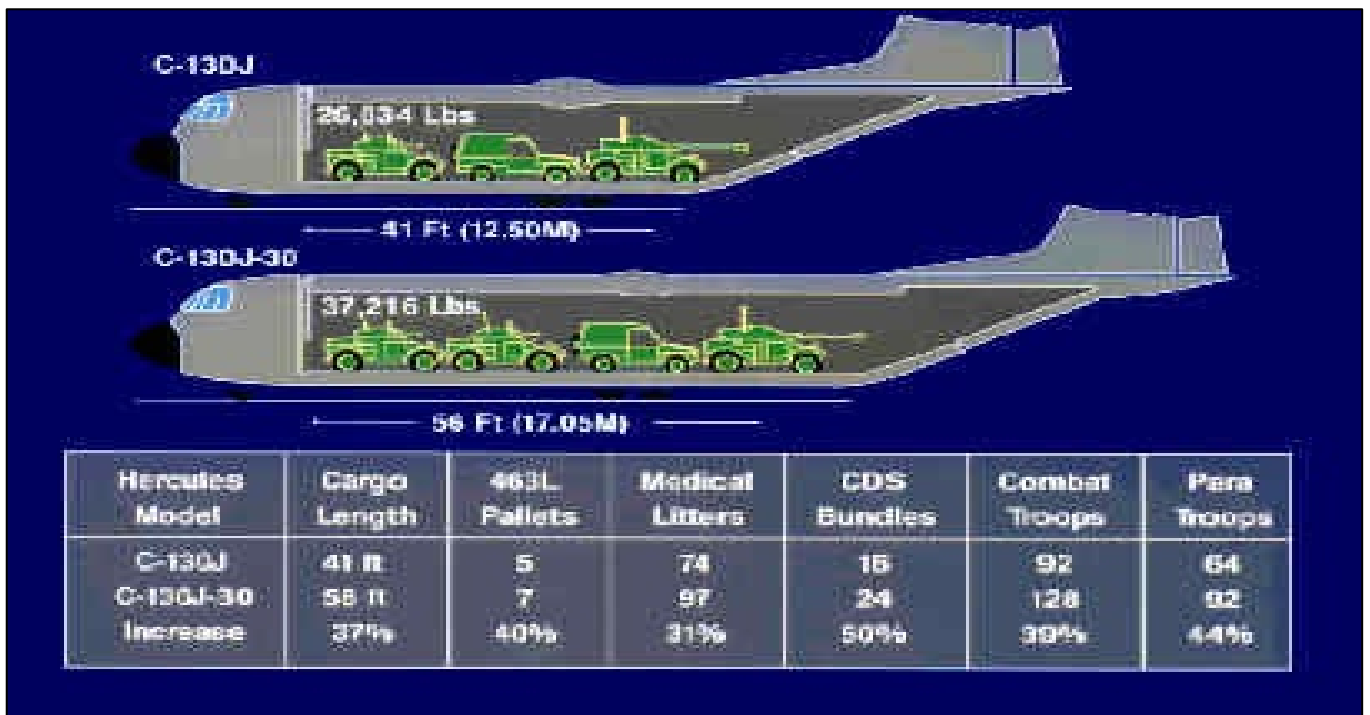
When aircraft were forced to remain at Darwin for prolonged periods awaiting passengers, the crews rested on board. Foam rubber mattresses, pillows, rugs and stretchers were carried for this purpose. On the 26th December, the RAAF's Hercules evacuated 680 persons and on the next day 1218 in 22 sorties.

36 Sqn C-130A's carried evacuees to all major capital cities. It transported 3,074 passengers and 1.4 million lbs of cargo. By the end of January 1975, 37 Sqn's aircraft had carried 2,160,627 lbs of stores and equipment, 4,990 passengers and 210 medical evacuees.



One crew had to perform a three-engine takeoff because the base commander said no spare parts were available to fix the engine. In total, the RAAF Hercules flew a total of 1197.8 hours serving Darwin after Tracy which included 247 medical evacuations.

During fire season in the United States, eight specially equipped C-130s are put through their paces by crews with little margin for error. Flying over rugged mountainous terrain, often through deadly plumes of black smoke, the C-130s must slow down to 120 knots, zoom in over targeted hot spots and drop fire retardant before quickly pulling up to avoid the oncoming ridges. It's essential to firefighting efforts, as the mixture of water and fertilizer coats the foliage to slow the rate of burn, thus buying precious time for the firefighters on the ground to contain its spread.





The C-130 is equally adept on snow and ice. Equipped with skis and Teflon-coated runners, the durable aircraft has earned great respect for safely delivering supplies deep into Antarctica or to the Greenland ice cap.

In the 1990s, the improved C-130J Super Hercules was developed by Lockheed (later Lockheed Martin). This model is the newest version and the only model in production. Externally similar to the classic Hercules in general appearance, the J model has new turboprop engines, six-bladed propellers, digital avionics, and other new systems. There are two versions of the C-130J aircraft, the C-130J and the C-130J-30. The RAAF operates the C-130J-30 model.

The RAAF and 9/11.

Throughout its history, Air Force's No. 37 Sqn has often been first on the scene during times of crisis. Few might be aware that, following the Al Qaeda attacks on the 11th September, 2001, (9/11) a 37 Sqn C-130J Hercules and its crew were amongst the first to land in New York City. The Pilot, SqnLdr Kevin Bruce (right), currently a reservist instructor with No. 37 Sqn, recounted the events that led to a mission from Atlanta to New York City following the attacks.



"We were in the United States in September 2001 completing the testing of the Block 5.3 upgrade to the C-130J. The aircraft used for the trials, A97-442, was operated from Dobbins Air Base in Atlanta, Georgia, adjacent to the Lockheed Martin C-130 Hercules manufacturing plant. The crew included pilot FltLt Paul Long, and FltLts Jayson Livingstone and Michael Crooks as the co-pilots. They were supported by loadmasters Warrant Officers Mick Smith and Graeme Clark. 9/11 happened towards the end of our final phase. The following day, we went to Lockheed Martin, but no aircraft were allowed to fly, all airborne aircraft during 9/11 were landed at the nearest airfield once air traffic control worked out what was happening.

Dobbins Air Base, located just 50 kilometres from Atlanta, was filled with commercial airliners in the days following 9/11. Atlanta also happened to be the home of the United States' Centres for Disease Control and Prevention (CDC). GpCapt Steve Bucholtz, (right) the RAAF Assistant Air Attachè in Washington DC, received a request to ferry CDC personnel and equipment to New York. To some extent, this was because the United States Air Force command chain was focused on recovery from the attack on the Pentagon, as well as responding in other areas. The CDC team would investigate the ground zero site and determine whether any biological agents had been used in the attacks.



The mission on September 14 was a joint task between Lockheed Martin and the RAAF, taking a Lockheed Martin Test Pilot. The CDC team and the intermediaries were truly grateful for the assistance the RAAF was providing during an unprecedented moment in their nation's history.



The Hercules carried 31 passengers for the two-and-a-half hour flight to New York, with the only other air traffic being fighter aircraft on combat air patrol missions, and refuelling tankers. The flight up was eerie, airspace that for decades before and the decades since were and are a continual buzz of activity was literally silent, we were handed from one air traffic controller to another with little more than a welcome, then silence. This was on airwaves that are typically a continual stream of control instructions and replies. We were often thanked with sincerity and transferred to the next controller where the scene was repeated. I doubt and hope that this experience will ever be repeated again.

Both the weather and air traffic around New York on the 14th September contrasted heavily with that of the 11th September. The arrival into La Guardia Airport was truly surreal; The airfield had been closed since the 11th and the weather was poor with low cloud and showers about, "if this had been the weather 72 hours earlier, [I wonder] how would the events of the 11th September, and the geostrategic events that followed, would have played out? We approached the airfield from the south roughly paralleling Manhattan Island, through breaks in the cloud I can still recall seeing the gap in the skyline where the towers had stood three days before.

The C-130J was the first aircraft to land at La Guardia Airport since all airline traffic had been grounded. With the CDC team unloaded, the Hercules departed back to Atlanta a few hours later; a week later the Block Upgrade test programme was resumed. The more time that passes, the more I realise that this was a moment in time that was unique in every aspect," Squadron Leader Crooks said. "It is a significant, but little known part of the RAAF's C-130J's story."



In 1978, 36 Squadron replaced its A-models with a dozen C-130Hs, which arrived in a camouflage paint scheme to emphasize its tactical airlift focus. In 1999, 37 Squadron retired its E-models and started flying the first of a dozen light grey, C-130J-30s. In 2006, 36 Squadron gave its Hercs to 37 Sqn and moved north to RAAF Amberley, to operate the RAAF's new C-17s.

AirCdre Ian Scott, commander of Air Lift Group, says we love the Hercules and we're going to keep them. There is something about the Hercules, it is so flexible and such a versatile aircraft. Nothing in the world can replace it. Although some newer aircraft are better in some aspects, nothing performs like the Hercules. It is hard to imagine our Air Force without C-130s.

Of course, the aircraft has changed. Pilots used to need top-notch stick-and-rudder skills. The flight management system in the J-model does that now automatically. The aircraft tells you what time it is and where you are. The navigator in the H-model used to gather information and make decisions. Now, the nav focuses more on strategy and tactics.

The environment in which the aircraft operates has also changed. What used to be a relatively benign environment for aircraft operations now requires higher performance, tactics, and countermeasures to defeat threats. An airlift crew can't go anywhere without self-protection. In the old days, the C-130 announced help was arriving, so it was not considered a target. Our enemies don't treat it with the same respect today. A Hercules is just another target to them.



Despite the RAAF's focus on the combat role of the Hercules, the vast majority of our work has been humanitarian. We flew medevac missions out of Vietnam, flood relief in Australia, disaster relief in Iran and Pakistan, and famine relief and refugee support in many places around the world. See <https://youtu.be/5wmPifULmA>.

The RAAF as strike-breakers.

Under Operation Immune, eight C-130s, two Boeing 707s and several HS-748s were chartered to the airlines between 25 August and 15 December 1989. While the RAAF crews were treated as heroes by their passengers, the extra increase in RAAF flying hours meant a greater maintenance load and the expense of the deployment of numerous load teams across Australia.



As such No 486 Squadron and the movements teams were heavily tasked. By the time the strike was over, the RAAF had ferried 172 287 passengers and flown an extra 6524 hours on this national support task. For their service to tourism, No 36 Squadron were awarded a Queensland Tourism Award in 1990

What next?

Speaking at the Dubai Air Show in mid-November 2021, Lockheed Martin Aeronautics Executive Vice President Greg Ulmer said that the Air Force has requested details for the supply of 30 C-130J Hercules. "They are talking to us about potential for 24 C-130J-30s and six KC-130Js tankers," Ulmer told overseas journalists. The C-130J-30s could be seen as a solution to the RAAF's requirement for a replacement medium airlift capability forecast by the recent Force Structure Plan. The FSP 2020 document allocates up to \$13.2 billion to replace the RAAF's



existing twelve C-130J-30 aircraft, which will reach its 30 year life of type by 2030/31 and expand the fleet under Air 7404, with funding to begin in 2029.

Ulmer went on to say, "The RAAF is one of the most active and visible C-130 Hercules operators in the world. From having the distinction of being the first global C-130 operators in 1958 to operating one of the largest C-130J Super Hercules fleets in the world today, RAAF Hercs have long-served Australia in supporting national, regional and global mission requirements. Lockheed Martin is proud to partner with the RAAF in meeting its tactical airlift needs, standing ready to support the RAAF with its current Super Hercules fleet and in meeting future mission requirements."

What is also interesting is the fact that Airbus's A400 aircraft is also being discussed.

Yesterday morning I bought two six-packs of beer on sale at BWS, put 'em on the front seat of the car, and headed back home. I stopped to fuel up, and a drop-dead gorgeous "almost" blonde was filling up her car at the next pump. It was very warm and she was wearing tight shorts and a revealing light top. She glanced at the beer, bent over and knocked on my passenger window. Practically falling out of her skimpy top, she said, in a sexy voice, "I'm a big believer in barter, old fella. Would you be interested in trading sex for beer?" I thought for a few seconds and asked, "What kind of beer ya got?"

The people I meet.

The other day I was invited to the Djinnang AGM/Reunion which I readily accepted. The Djinnang Association holds very well attended AGMs every year and it's nice to meet with and reminisce over our time in the Royal Aussie AF with these lovely people.

The Djinnang Association represents the men and women who were in the communication musterings and most, if not all, would be aware of the allure associated with Radtechitis. I had to be careful.

That day I rose at 3.30am, as I usually do, rubbed some Vaseline where needed to stop chafing, donned the purple lycra suit, the Dunlop volleys and Richmond FC beanie and hit the roads for my usual 25km run. Back home again at about 5.30am, I stripped off, hit the super hot shower for a cleansing tub with a fresh cake of Palmolive Gold, then it was off with the hot water and up with the cold for 5 mins in order to close the pores.



Then it was time for breakfast. Last night I had chopped up some carrot fingers, washed some kale leaves and broccoli and had them in the fridge covered in Glad Wrap. I removed a small assortment, placing them in a bowl, then sat in the lotus position on the mat facing north and ate my breakfast in silence. After breakfast, I sat that way for 30 mins contemplating world events, then it was time to ready the body in order to mix with other mortals.

As I had been the best Radtech the Royal Aussie AF had ever had, I was burdened with copious amounts of Radtechitis, which if left unchecked, can ooze from one's person. Radtechitis, as everyone knows, has one fatal fault, it is intensely attractive to the fairer sex, the ladies are not able to resist it, on many occasions while shopping in Coles and before I became older and wiser and never ventured from home without first masking it, I was often mobbed by more than 100 panting females all wishing to soak up some Radtechitis. Many years ago I would have thought I'd died and gone to Heaven, but, today, contrary to popular belief, age does weary them and today as the old gray mare discovered, "*she ain't what she used to be.*" There is a lot of truth in the old adage, "*the spirit is willing but the body is weak*" and these days I try and curb those occurrences.

On the day of the Djinnang Association AGM, after breakfasting and contemplating world events, it was time to prepare for a mixed company outing. First thing was to cover the body in the old faithful Johnsons baby oil. I've found, over the years, that this old faithful does a wonderful job of masking Radtechitis and if applied sufficiently, leaves the body somewhat slippery and makes it difficult for the ladies to hold on. Standing in the bath-tub, I liberally applied the oil to my body, using the long handled brush to smear my normally unreachable back area.





Once suitably protected, I shaved, Old Spiced, dressed, Californian Poppied the locks and donned the corduroyed duds and Hush Puppies. Out in the shed I fired up the trusy old 61 V-dub, backed out and headed for the Paddo.

At the AGM, as I am a very shy and timid person, I found a seat at the back of the room, purchased a glass of no-sugar coke and sat and watched the people in the room enjoying each other's company. A young lady was moving around the room offering finger food to those interested and as she moved past me, she lightly brushed my elbow revealing my bare skin. Before the Johnny's baby oil was able to flow and re-cover the bare spot, a miniscule amount of Radtechitis escaped and drifted across the room, drawn by the natural draft.

It so happened that two lovely ladies, Ros Curran and Candy Hardy, were each enjoying a Pimms at a table near the entrance and that draft of air which carried the miniscule amount of Radtechitis wafted past their table. Both registered its presence and being only human, were instantly captivated. They leapt off their stools, spilling their Pimms, shouting wildly, and lifting their knees high, they spun around 3 times, fiercely looking here and there until finally settling on my person as being the source. They hurtled across the room, like front-row forwards heading for the line, crashing people, drinks and tables in their wake and draped themselves upon my person in an attempt to soak up some Radtechitis.



I allowed this to continue for 47 minutes before extricating my person from those two lovely ladies, such is the burden a Radtech must endure.

Ros and Candy, two lovely people who enjoy life, each with a great sense of humour. The world needs more like them.



Queensland Community Foundation.

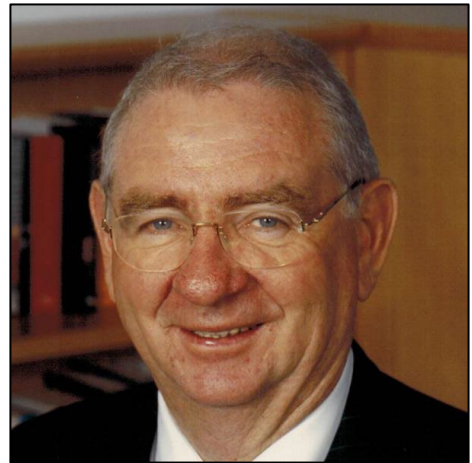
On Friday the 10th September, the Queensland Community Foundation (QCF), which was launched in 1997, held their annual Philanthropy Awards at the magnificent Brisbane Town Hall and we were invited.





The QCF was established under the trusteeship of The Public Trustee in 1997 by former Queensland Premier, The Honourable Mike Ahern AO.

QCF is a leading State and National trust fund providing an enduring income stream to charities. Comprising of a General Fund and a collection of sub-funds with monies contributed by charities, corporations, government agencies and individuals, QCF supports charities to deliver sustainable services by promoting philanthropy, investing donated monies, distributing income earned and facilitating grants.



As Trustee of QCF, the Public Trustee is responsible for the administration, investment and granting of funds. In investing the donations and bequests made to QCF, the Public Trustee takes advice from the Queensland Investment Corporation (QIC) – one of Australia's leading investment managers.

Donations are pooled and invested with the income distributed to eligible charities on an annual basis. QCF's General Fund provides a dedicated granting program. These grants are currently targeted towards organisational capacity-building within eligible charitable organisations throughout the State to support the development of quality business practices.

The QCF annual SME Philanthropist of the year award recognises a small business with less than 200 employees whose grass roots level of charitable support has impacted the local community. Successful nominees will have had an established record of philanthropic support in regional Queensland and/or a business with a holistic approach to philanthropy.

Nominees in the Emerging Philanthropist category this year were good friends of ours, Thai and Diamond Dang, shown here with the Governor of Qld, Her Excellency the Honourable Dr Jeannette Young PSM. Thai and Diamond very generously support the Royal Brisbane and Womens' Hospital (RBWH) Foundation, the Princess Alexandra Hospital (PAH) Research Foundation and the Vietnam Veterans Association of Australia.



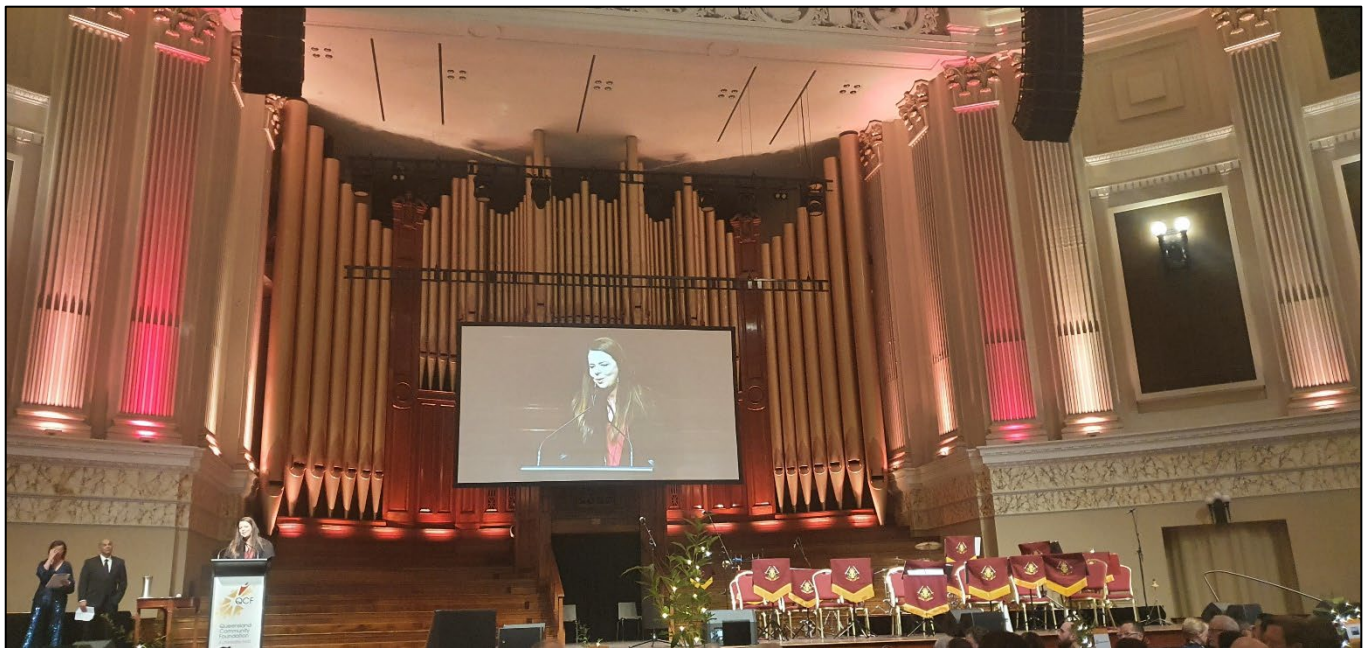
The QCF Emerging Philanthropist of the Year Award honours an innovative, emerging philanthropist, whose significant early achievements embody the qualities that define philanthropic excellence, including outstanding generosity and creativity. This Award is not about the biggest cheque, or the largest public profile. The successful nominee will have demonstrated creativity in philanthropic efforts through leadership, voluntary commitment of time, advocacy, financial



donations and fundraising. They will be an inspirational role model, whose charitable impact is measurable.

Thai and Diamond are passionate about giving back to healthcare after Thai received exceptional patient care while undergoing leukaemia treatment at the PA hospital in 2018, and later received a life-saving bone marrow transplant at the RBWH. They generously fundraise tens of thousands of dollars and personally give annual donations in the thousands to each hospital. "Staff in the medical profession understand their role in people's lives, and within Cancer Care there are often terminal outcomes. Cancer Care staff receiving yearly visits from patients such as Thai, provides uplifting hope to all - staff and current patients alike. PA Research Foundation and RBWH Foundation staff have learned of a Vietnamese proverb that has since become a core part of our ethos: 'When eating fruit, remember who planted the tree.'"

Some photos from the afternoon:



The magnificent Brisbane City Hall Organ.

The Brisbane City Hall Organ is one of best preserved examples of a five-manual Father Henry Willis Organ anywhere in the world. The organ was built in 1892 by Henry Willis and Sons of London for the Queensland National Agricultural and Industrial Association (QNA) at Bowen Hills. In 1897, the QNA was declared bankrupt and several Brisbane musicians joined together to rescue the organ from the auctioneer's hammer by helping the Brisbane Municipal Council to raise funds to purchase the organ. In 1928, work began to enlarge and modernise the organ for its new home in Brisbane City Hall.

The organ's first public recital was on 8 April 1930, the day City Hall officially opened. The installation was completed nine months earlier and its very first performance was a private preview concert in July 1929 for the aldermen of the amalgamated Greater Brisbane City Council.



Both figuratively and literally, the organ belongs to the people of Brisbane by virtue of the fact that an earlier generation of Brisbane citizens saved it, investing 3000 pounds in the future of local classical music.

The organ was removed from City Hall for restoration in early 2010. All 4,391 pipes were restored in an off-site workshop. The organ was brought back to City Hall in early 2013. Many smaller pipes have progressively been reinstated since then and subsequently tuned by the organ builders.

There are regular tours of the Town Hall, click [HERE](#) for details.



Interior of the Great Hall before the guests arrived.

Guest speaker for the afternoon was the indomitable Ronni Kahn (left), the founder of OzHarvest.

From her early years growing up under the brutal system of apartheid in South Africa, to a socialist commune in Israel, Ronni finally settled in Australia to discover a profound new way of living. As the owner of a successful events company, throwing away huge volumes of leftover food at





the end of the day came with the territory, but when she hit midlife, she found herself no longer able to turn a blind eye to her food waste problem. Hand delivering the untouched food to homeless shelters around Sydney became her renegade solution. Little did she know that fixing her small problem at work would lead her to unlock a hidden purpose at the very core of her inner life.

Now founder and CEO of the food rescue organisation OzHarvest, Ronni leads hundreds of staff and thousands of volunteers with the goal to nourish Australia. She serves in an advisory capacity to government and is an instrumental leader in changing federal laws to improve social justice and environmental policies.

The afternoon was EMCEED by the very professional Kim Skubris, who has been a news journalist with Channel 7 for 25 years.



Diamond with Kim Skubris.

Others at the afternoon were:



Lisa Smith, Thai and Diamond Dang.

Lisa is Director of International, Multicultural and Community Affairs with Retail First P/L, a division of YFG Shopping Centres.



Thai and Diamond with Sheriff Jalloh, the eventual winner of the Emerging Philanthropist's division. Sheriff has co-founded 2 charities since arriving in Qld as a refugee from war torn Sierra Leone in Africa in 2001.



Trev Benneworth with Cathy Yang.

Cathy is the fundraising manager with the RBWH Foundation.





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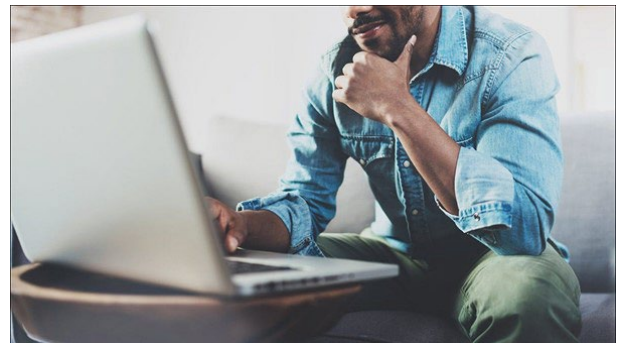


Allan George's Gems

How much download speed do you really need? **How-To Geek**

Your local internet service provider (ISP) likely has a variety of packages ranging from budget options to the fastest speeds available in the region. But how much download speed do you actually need?

To get to the bottom of how much download speed you actually need from your ISP, let's look at what common internet activities require, how to calculate what your household needs, and the times when having the fastest speed available actually provides some benefit.



How much bandwidth common activities require.

It's interesting to note how frequently a person's internet plan is mismatched with the internet activities in which they're actually engaging.

Frequently retired people who use the internet for little more than social media to keep up with family and some light YouTube browsing, are paying for a gigabit fibre connection, yet the family next door, who spent the last two years working from home, was using a slow DSL connection a mere fraction-of-a-fraction the speed of the elderly neighbour's fibre line. Clearly, the internet packages are mismatched to their users, but how is the average person supposed to know that?

The easiest way to put how much bandwidth, or download speed, you need into perspective is to consider how much bandwidth various common internet activities require and then consider how big a role those activities play in your internet use.



Let's look at some common activities, ranked from the least demanding to the most demanding.

Internet Activity	Minimum recommended download speed
Email	1 Mbps
Music Streaming	2 Mbps
General Web Browsing	3 Mbps
Social Media	5 Mbps
Online Gaming	5 Mbps
Video Conferencing	5 Mbps
HD Video Streaming	5 Mbps
4K Video Streaming	15 Mbps

It might come as a surprise to many people, but when you look at individual internet activities, they simply aren't that demanding. Low bandwidth activities like using email (or any other text-based communication like chatting), streaming music, or just browsing around the web searching for things or reading posts on your favourite forum, just don't use that much bandwidth.

And what you might think is a high bandwidth activity, like streaming video, isn't actually particularly high bandwidth in the grand scheme of things. You just don't need that much download speed to stream video. With a 100 Mbps connection, you could likely stream 4K video to TVs in every single room in your house, plus all the handheld devices and still have some bandwidth to spare. Further, it's important to emphasize that more bandwidth doesn't make a less-demanding bandwidth activity better.

There is an upper threshold to how much bandwidth any given activity is going to use. If you need 5 Mbps of bandwidth to enjoy a smooth and stutter-free HD video stream, having 100 Mbps doesn't make for an exponentially improved experience. It's just extra bandwidth you're not using—but paying for the privilege of keeping on perpetual standby just in case.

Calculating your household's bandwidth needs.

If you read that bit above about how a 100Mbps connection could stream 4K to a dozen or more devices in your home without strain, you might have thought "But I don't need to stream 4K to every single room of my house, that's silly," and it is silly. For the vast majority of people, purchasing the highest tier of internet service available to them, especially if that's 100 mg speeds, is overkill.



Instead, they should look at how their household actually uses the internet and purchase an internet package that aligns with that. For a single person household where the regular internet activities are playing around on Instagram while



watching Netflix after work, there really isn't much need for more than 15-20 Mbps of bandwidth, and that assumes the person is watching 4K content and furiously scrolling through Instagram at the same time. You can adjust that estimate easily by looking at the chart above and guesstimating how often high-demand activities happen simultaneously. Have a larger household where multiple adults or teenagers are all streaming video simultaneously in the evening and, perhaps, gaming at the same time while they binge-watch Netflix? Multiply the number of users in your household by those activities.

Again, you might be surprised to see that the number, even if you believed your household to be pretty internet hungry, is actually fairly low. The reality is that despite the shiny allure of getting 100Mbps internet, most households really only need around 40Mbps of internet bandwidth to meet all their needs.

Even a household full of people living in a more-or-less permanent online state likely won't need more than 40 Mbps to give everybody a satisfactory experience.

Bandwidth recommendations by streaming providers.

If you're curious what your preferred streaming provider recommends, you can check below. For consistency, the video quality is indicated by resolution first and then the common name.

	480p (SD)	720p (HD)	1080p (HD)	2160p (4K)
Netflix	1 Mbps	3 Mbps	5 Mbps	15 Mbps
YouTube	1.1 Mbps	2.5 Mbps	5 Mbps	20 Mbps
Prime Video	1 Mbps		5 Mbps	25 Mbps
Hulu	1.5 Mbps	3 Mbps	6 Mbps	16 Mbps
Apple TV+				25 Mbps



A sign in Australia to advise that slow drivers are about to temporarily increase their speed.



A hug a day keeps the doctors away!

Scientists have identified which chemicals tell your brain a cuddle feels good.

We humans crave touch from a young age to make us feel better. When a kid scrapes their knee, they turn to their parents for a hug. When they walk to school for the first time, they hold their parent's hand tight.



Perhaps unsurprisingly, that need for physical contact doesn't go away when we get older, as scientists from the Washington University School of Medicine know only too well. Researchers from the school have recently [identified the chemical messenger](#) that sends the 'pleasant touch' sensation from your skin to your brain. Often taking the form of hugs, hand-holding, or caressing, 'pleasant touch' delivers for most people a psychological boost that helps reduce their social isolation and stress.

But for people with disorders characterised by physical contact-avoidance and impaired social development, such as autism, those benefits aren't shared. To better understand and treat these disorders, the US scientists used mice to identify the neural circuit and neuropeptide (a chemical messenger that carries signals between nerve cells) that sends the feel of pleasant touch to your brain.

The neuropeptide has the catchy name prokinectin 2 (PROK2).

It's an important discovery, because it suggests that one day scientists may be able to artificially increase pleasant touch signals in people who would otherwise miss out on their health benefits. Now that we know which neuropeptide and receptor transmits only pleasant touch sensations, it may be possible to enhance pleasant touch signals without interfering with other circuits, which is crucial because pleasant touch boosts several hormones in the brain that are essential for social interactions and mental health.

The sensation of pleasant touch is important to all mammals.

Holding the hand of a dying person is a very powerful, comforting force, animals groom each other, people hug and shake hands.

Loss of pleasant touch leads to antisocial behaviour. It was found that mice bred without PROK2 were unable to sense pleasant touch signals but continued to react normally to other physical sensations, such as feeling itchy. They also stopped grooming themselves and showed signs of stress not seen in normal mice. On top of this, the researchers found that mice lacking pleasant touch sensation from birth had more severe stress responses and were less social than mice whose sense of pleasant touch was blocked in adulthood.

These findings emphasised the importance of maternal touch in the development of babies. Mother dogs like to lick their pups, and adult mice also groom each other frequently, for good reasons, such as helping emotional bonding, sleep and stress relief. But mice without PROK2



avoid it. "Even when their cage mates try to groom them, they pull away. They don't groom other mice either. They are withdrawn and isolated."

A man and his wife were having some problems at home and were giving each other the silent treatment. Suddenly, the man realized that the next day, he would need his wife to wake him at 5:00 AM for an early morning business flight. Not wanting to be the first to break the silence (and LOSE), he wrote on a piece of paper, 'Please wake me at 5:00 AM.' He left it where he knew she would find it. The next morning, the man woke up, only to discover it was 9:00 AM and he had missed his flight. Furious, he was about to go and see why his wife hadn't wakened him, when he noticed a piece of paper by the bed. The paper said, 'It is 5:00 AM. Wake up.' Men are not equipped for these kinds of contests.

US Navy wirelessly beams 1.6 kW of power a kilometre using microwaves

A microwave dish transmitter is pointed toward a rectifying antenna in part of the Safe and Continuous Power Beaming – Microwave (SCOPE-M) demonstration. In what it describes as the most significant demonstration of its kind in half a century, the Naval Research Laboratory (NRL) beamed kW of power over a kilometre using a microwave beam at the US Army Research Field in Maryland.



US
1.6

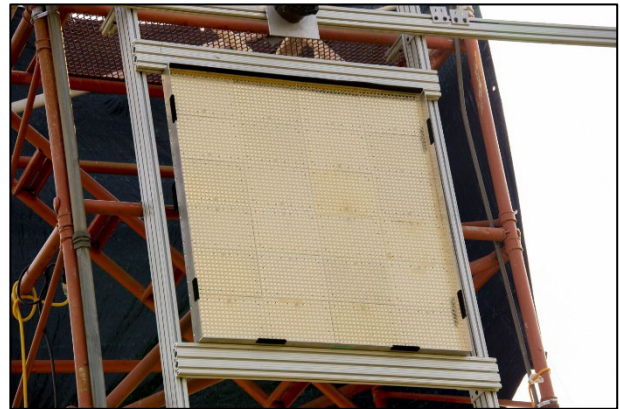
The idea of transmitting power over long distances without wires has been around for well over a century. By the 1970s, the technology was mature enough to make it a key component in a concept by American physicist Gerard K. O'Neil that proposed establishing space colonies to build huge solar collector stations to beam power back to Earth.

The principle is simple enough. Electricity is converted to microwaves, which are then focused in a tight beam at a receiver made up of what are called rectenna elements. These are very simple components that consist of an x-band dipole antenna with an RF diode. When microwaves strike the rectenna, the elements generate DC current.

Despite initial doubts, microwave beaming turns out to be surprisingly efficient and the NRL team has been tasked by the US Defence Department with developing the Safe and Continuous Power Beaming – Microwave (SCOPE-M) project to explore the practicality of fielding the technology.



Using a 10-GHz microwave beam, SCOPE-M set up at two locations. The first was the US Army Research Field at Blossom Point, Maryland, and the second was at the Haystack Ultra Wideband Satellite Imaging Radar (HUSIR) transmitter at MIT in Massachusetts. (Rectifying antenna at right).



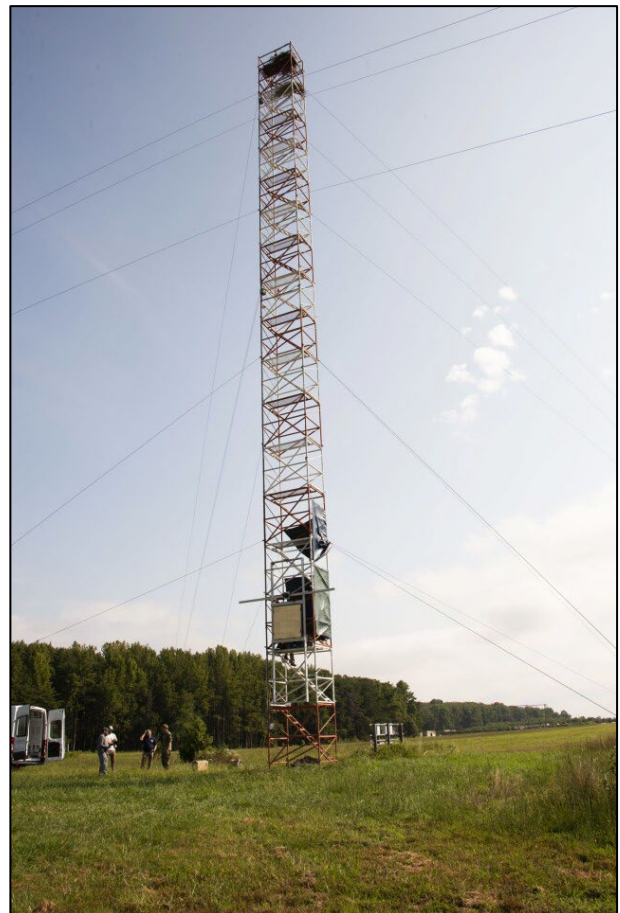
The frequency was chosen because it was not only able to beam even in heavy rain with a loss of power of under five percent, it's also safe to use under international standards in the presence of birds, animals, and people. This means the system doesn't need the automatic cut-outs developed for earlier laser-based systems. In the Maryland tests, the beam operated at an efficiency of 60 percent. The Massachusetts test didn't reach the same power peak, but had a higher average power level, so more energy was delivered.

The Rectifying antenna was attached to a receiver tower.

The SCOPE-M technology could one day be used to transmit power on Earth or from large orbital solar power stations to provide electricity to the national grids 24 hours a day, 365 days a year. However, a more immediate application that the DOD is interested in is to beam power directly to troops in the field, eliminating the need for vulnerable fuel shipments.

Although SCOPE-M was a terrestrial power beaming link, it was a good proof of concept for a space power beaming link. The main benefit of space to Earth power beaming for the DOD is to mitigate the reliance on the fuel supply for troops, which can be vulnerable to attack.

See this video. <https://youtu.be/JGuPaYtcJx8>

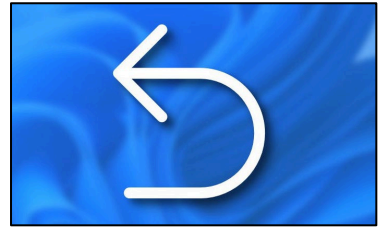


Last night my neighbour came home drunk and banged on his own front door and rang the bell for at least 10 mins. Problem is he lives alone so I went outside and told him he wasn't there. He thanked me and left.



What does the Ctrl+Z keyboard shortcut do?

If you've typed the wrong thing, deleted by mistake, or performed another accidental action in Windows, you'll likely want to use Ctrl+Z at some point. Here's what it does.

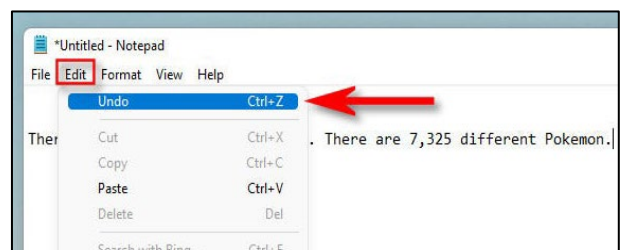


It's the Undo Shortcut

If you press Ctrl+Z on Windows 10 or Windows 11, you'll [Undo](#) your previous action in most apps. This comes in handy when you make an input mistake or delete some content and you want to quickly fix it. The shortcut also works in File Explorer when renaming files and while performing some other actions.



Often you can also perform an Undo from a menu command in an app, such as Edit > Undo in apps with a traditional menu bar at the top.



The Ctrl+Z Undo shortcut originated in Windows with version 3.1 in 1992, borrowed from the Apple Macintosh (where it is Command+Z instead). The Mac borrowed the Command+Z shortcut from the Apple Lisa (1983), which (along with the cut/copy/paste shortcuts) was created by Larry Tesler as Apple+Z for the Lisa keyboard layout at the time.



Prior to Windows 3.1, early Windows releases supported an alternative Undo shortcut, Alt+Backspace, which is still usable in many Windows apps today, but it might not be universally supported in every app.

You can Redo, too

After pressing Ctrl+Z to Undo, you can revert to the previous state (before the Undo) in many apps by performing a “Redo.” To do so, press Ctrl+Y, or select “Redo” from a menu.

Good luck, and happy editing!



She said she missed me. Normally that would be good but she’s reloading.

How to make videos look better on a Samsung Galaxy phone’s display.

Samsung phones have some of the best displays you can get. You probably take advantage of these big, beautiful displays by watching videos, so why not make those videos look the best they can? That’s where “Video Enhancer” comes in.



What makes Samsung displays look so nice, anyway? Most Galaxy phones have what Samsung calls “[Super AMOLED](#)” displays. Essentially, it’s a special type of OLED display for Samsung devices. It offers very rich, deep blacks and vibrant colours.

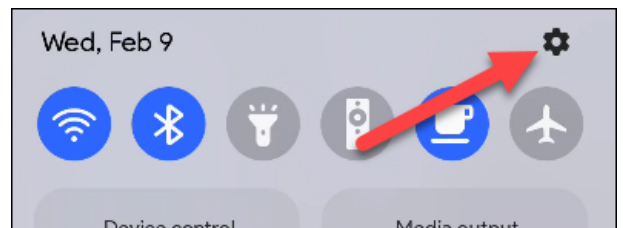
To get the most out of your Samsung device’s display, you will use a tool called “Video Enhancer.” Some Galaxy devices simply call it “Video Brightness” and that’s probably a more accurate name.



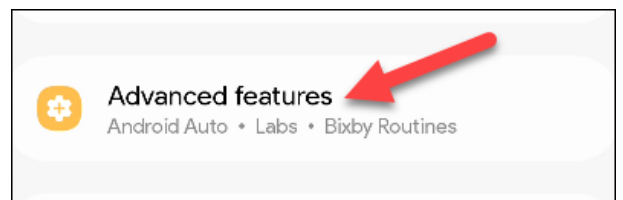
With Video Enhancer enabled, your device will increase the screen brightness and make colours more vibrant while you watch videos. You don’t have to manually turn up the brightness every time you watch a video. What’s even cooler is you can decide which apps will trigger the Video Enhancer. So, if you only want to use it for YouTube but not Netflix, you can do that. It will simply turn on and do everything for you.

Here's how to set it up.

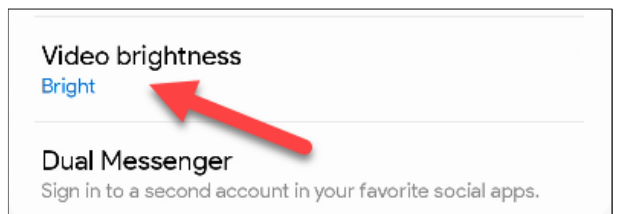
Depending on the model of your phone and how you’ve set it up, either swipe down from the top of the screen once and tap the gear icon or just open SETTINGS.



Scroll all the way down to “Advanced Features.”

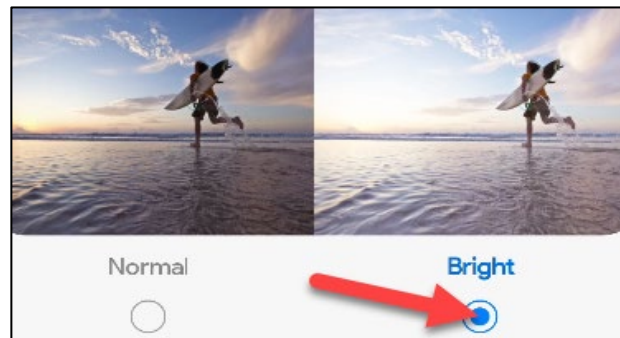


Next, find “Video Enhancer” or “Video Brightness.”

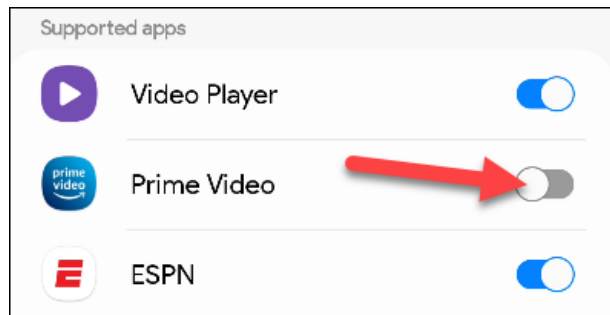




Then switch over to “Bright” mode.



Under that, you’ll see a list of supported video apps. Toggle on or off any of the apps that you want to use Video Enhancer adjustments.



That’s all there is to it! You’ll notice the screen gets a bit brighter and colours will look a little extra saturated when you’re using the selected apps.



Since I bought this toy for my dog I’ve not been bothered by salesmen, break-ins, or friends dropping in unannounced. Just peace and quiet.



What's that white stuff on my chocolate?

If you've ever left chocolate uneaten, especially in the fridge, you'll recognise this white powdery residue.

The words 'chocolate' and 'disappointment' don't often go together but you may have experienced some disappointment if you've ever unwrapped an Easter egg to discover white, chalky chocolate inside. What is this white substance? Is it mould? Bacteria? Is it bad for you? Can you still eat it?!



The answer is yes, you can! It's called "bloom" and it's caused by the fats or sugar in the chocolate. To understand why it forms and how to avoid it forming, you need to consider the chemistry of chocolate.

Chocolate is made up of a relatively small number of ingredients, cacao beans, sugar, milk solids, flavourings, and emulsifiers to keep it all mixed together. Fermenting and roasting cacao beans triggers many chemical reactions that develop delicious flavours. Much in the same way peanut butter can be made from peanuts, the roasted cacao beans are ground into a paste known as cocoa liquor. The liquor is mixed with the other ingredients and ground together with heating (known as conching) to form liquid chocolate.

The fluidity of the cocoa liquor comes from the fats released when the beans are ground. These fat molecules are known as triglycerides and they resemble the letter Y with three long zigzagging arms connected to a central junction. The triglyceride arms can vary, but they tend to be a mixture of saturated and unsaturated fatty acids.

When the melted chocolate cools, these triglyceride fats assemble into highly ordered structures that are crystals at the molecular scale. Depending on how well the temperature is controlled, the fats can take on one of six different crystal structures. These different crystal forms are called polymorphs. The most desirable crystal form gives chocolate a smooth, glossy appearance, a clean snap and a melt-in-your-mouth texture. Achieving this requires careful temperature control from liquid to solid through a process known as 'tempering'.



Poorly controlled cooling of the melted chocolate results in other crystal forms, which tend to have a less pleasing look and mouth feel, often chalky or gritty. These less-desirable forms can convert during storage and as the underlying crystal structure of the fats change, some of the triglycerides separate. These separated fats collect at the surface as colourless crystals, giving the chocolate a white fat bloom. This is especially noticeable if the chocolate is poorly stored and goes through melting and resolidification.



The ingredients can also affect fat bloom. Cheap chocolate tends to use less cocoa butter and more milk solids, which introduce more saturated fats. Saturated fats are also common in nuts and can migrate from the nut to the chocolate surface. So, a chocolate-covered hazelnut is more likely to show fat bloom than a nut-free version.

Sugar bloom is less common than fat bloom, although they can look very similar. It occurs when sugar crystals separate from the chocolate, particularly under humid storage conditions. You can tell the difference with a simple test. Sugar bloom will dissolve in a little water, while fat bloom will repel water and will melt if you touch it for a while. Unfortunately, chocolate bloom can't be reversed unless you completely melt the chocolate and recrystallise it at the correct temperature.

The easiest ways to avoid bloom in chocolate is by choosing a brand with a high cocoa butter content, transporting and storing your eggs in a low temperature and humidity and making sure you eat it before their best before date – assuming it lasts that long!

Why was there no Windows 9?

Microsoft jumped between Windows 8 and Windows 10, why there was no Windows 9.

The press assumed the next major version of Windows, after Window 8, would be called “Windows 9” and yet on the 30th September, 2014, Microsoft surprised everyone by announcing “Windows 10” instead. The reason why had a lot to do with the previous major version of Windows, Windows 8.



Windows 8, while innovative, wasn't well-received. It was generally regarded as an embarrassing flop from Microsoft. Windows 8.1, launched in 2013, fixed some (but not all) of its most unpopular features in recognition that Windows 8 wasn't an ideal release.

In naming “Windows 10,” the firm wanted to show that Threshold was not just an upgrade or continuation of the unpopular technology found in Windows 8. Windows 10 would be a clean break with a new major version. Also, Microsoft envisioned Threshold as a “wave” of operating systems that would apply to desktops, tablets, Windows Phone, and Xbox One while adapting the UI to each device in an ideal way.



Microsoft emphasized Windows 10 platform unity in this graphic from 2014. Microsoft Interestingly, has had very little to say officially about skipping over Windows 9. During the 2014 Windows 10 launch event (as reported by ExtremeTech since the video is currently unavailable), Windows Chief Terry Myerson gave some important clues about the company's thinking: "We know, based on the product that's coming, and just how different our approach will be overall," he said. "It wouldn't be right to call it Windows 9."

Also, Myerson gave another clue that the firm might have wanted to name the release "Windows One," but was foiled by the existence of Windows 1.0 (way back in 1985). According to ExtremeTech, Myerson mentioned that Windows One would make sense in the context of OneNote, OneDrive, and Xbox One, but "unfortunately Windows 1 has been done by the giants that came before us."

So if Windows One was taken, we speculate, why not add a zero and call it Windows 10? In the world of marketing, there are no hard logical rules for naming products, so this explanation seems as good as any.

Still, Microsoft's somewhat vague ("It came and went") official explanations haven't satisfied everyone, so alternative theories remain. And here's a doozy: On the very day of the Windows 10 announcement, someone on Reddit claiming to be a Microsoft developer wrote that Microsoft avoided "Windows 9" because it might confuse programs checking for Windows 95 or Windows 98, two previous Windows releases from the 1990s.

With Microsoft's famous commitment to backward compatibility—and a proven history with version number check shenanigans—the claim seemed plausible enough to make the rounds on many news sites at the time. Windows fans who are in the know might immediately poke holes in this theory, considering that Windows 95's official version number wasn't "Windows 95." A well-



written program doing a version check would actually see a version number of 4.00.95 (and up), and for Windows 98, it would see 4.10.1998 (and up). So the explanation doesn't seem to hold much water.

But wait: Not all programs are well-written, and people have [found evidence](#) of existing legacy code written in Java that checks for Windows version by looking at the string name of the OS instead of the version number. So there may be some truth to the Reddit claim after all. What we don't know is whether that influenced Microsoft's naming decision or not, but considering Microsoft's history of bending over backwards to not break compatibility, it's very possible.

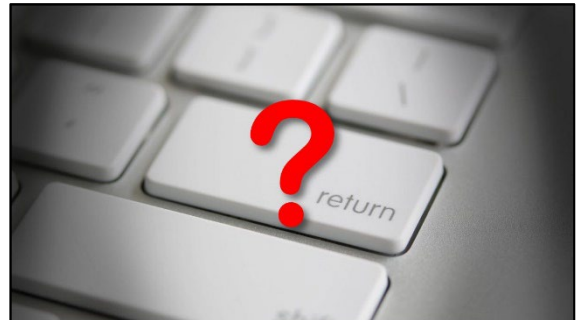
Also, the number 9 is unlucky in Japan.

While naming Windows 10, it's possible that someone pointed out that the number 9 is considered unlucky to some in Japan. When pronounced, it sounds similar to the word that means "torture," although this meaning might not be widespread. Still, considering that "Windows Torture" doesn't have a great ring to it for the Japanese market, we can understand another reason why Microsoft might have wanted to avoid "Windows 9"—but this is entirely speculative.

Another popular speculation is that Microsoft wanted to bring Windows to version parity with Mac OS X (pronounced "ten"), which stayed in the 10.x version numbers for 20 years. No matter what the reason, if you think about it, hundreds of millions of people use what could have been Windows 9 today—we just call it "Windows 10." It's all marketing.

What's the difference between the "Enter" and "Return" keys?

On a Mac extended keyboard, there's a "Return" and an "Enter" key. On most PC keyboards, there are two "Enter" keys, but some say "Return" instead. What's going on here?



The historical difference between Enter and Return

To understand the difference between Return and Enter, we'll need to go back to their origins. The Return key comes from typewriters. On an electric typewriter (such as the [IBM Selectric](#) series), pressing the Return key executes a "carriage return," which moves the carriage (the roller assembly holding the paper on which you're typing) back to the start of a line. It also rotates the



roller so the paper advances down a line or two at the same time (called a “line feed”). It’s how you begin typing on a new line.



The Enter key originates from early video screen computer terminals, when the need arose to differentiate between adding a carriage return within a form field and submitting the information itself. “Enter” in this case means to send data into the computer after typing a value. Enter also derives somewhat from computer numeric keypads, which come from a lineage of adding machines and data entry devices. In this context, it’s often used as an equivalent to the equal sign (“=”) or Total key on an adding machine, which keeps a running total of values entered.

Mac and PC Do Things Differently

On a standard Windows PC keyboard with a numeric keypad, you’ll find two Enter keys: One just above the right Shift key, and one in the far lower-right corner of the keyboard as part of the numeric keypad. This design emerged on the PC platform with the 101-key “Model M” keyboard back in 1984.

On a Windows PC, both of these keys return the same internal ID code (“13” for Carriage Return), which means that most programs don’t differentiate between them. Internally, however, they return different location codes, which means a properly coded program can tell the difference if it wants to.

Some Microsoft Office apps and a variety of Adobe apps treat the two Enter keys differently depending on context. In general, the Enter in the main section of the keyboard sends a Carriage Return (new line), and the Enter on the numeric keypad is used for submitting data in an entry, similar to clicking an “OK” button. But that can easily change based on the software context.

On a Mac, you’ll see a Return key in the main alphanumeric section of the keyboard and an Enter key in the numeric keypad section of extended keyboards. This arrangement first appeared on the Apple Lisa keyboard in 1983 and carried over to the Mac Numeric Keypad in 1984 and the Mac Plus extended keyboard in 1986.



On a Mac, the Return and Enter keys have two different ASCII codes (36 and 76), and as with the PC, many apps consider them the same key, but some apps treat them differently. If your keyboard doesn’t have a numeric keypad, the Return key might also say “Enter” on it. To make your Return key act like Enter, press Fn+Return.



So we're left with an unsatisfying conclusion. Enter and Return are non-identical twins of each other, each with different functions based on different contexts. They are two different keys and yet they often do the same thing. Ultimately, their value comes from their different locations on the keyboard—although, if you think about it, when has the standard keyboard layout ever really made sense?

HP vs BHP

You are bound to have stumbled upon the term Horsepower (HP), whether you own a car or not. HP is a measurement which is used during ads for cars and it's also something that you will often hear being used by those who work in machine shops, or even men who are car enthusiasts, but what about the term Brake Horsepower, (BHP)? What is the difference.

HP was invented by James Watt, horsepower originally measured the amount of work that a horse lifting coal out of a coal mine could do in a minute. Back then, one HP equated to 33,000 foot-pounds. Today, you can easily convert HP into different units, like 1 HP that equates to 746 Watts. It can also be converted into British Thermal Units, or BTU, joules and calories.

However, the most common use of HP, as a unit, is to measure the power of an engine which you can determine by hooking it to a dynamometer. What HP actually measures, is the maximum rate of acceleration and the top speed of the car.

On the other hand, Brake Horsepower measures the HP of an engine without considering the loss in power that is caused by some parts of the engine, like the alternator, power-steering pump, gearbox, water pump and other auxiliary parts. There are actually no other key differences between BHP and HP, other than the fact that when BHP is measured, the engine torque is determined by applying a break to the flywheel as opposed to using a torque converter, like in the case of HP.

To summarize, HP is measured with all the accoutrements attached to the engine, to determine its maximum rate and speed. BHP, on the other hand, is more of a theoretical calculation, which is made under lab-controlled conditions, and without having anything attached to the engine.

Summary:

1. HP is the output horsepower rating of an engine, while BHP is the input brake horsepower of an engine.
2. BHP is the measurement of an engine's power without any power losses, while HP is BHP less the power losses.
3. HP is measured by hooking up the engine to a dynamometer, while BHP is measured in a controlled environment without anything attached to the engine.



Vely Intelesting - but stoopid!!





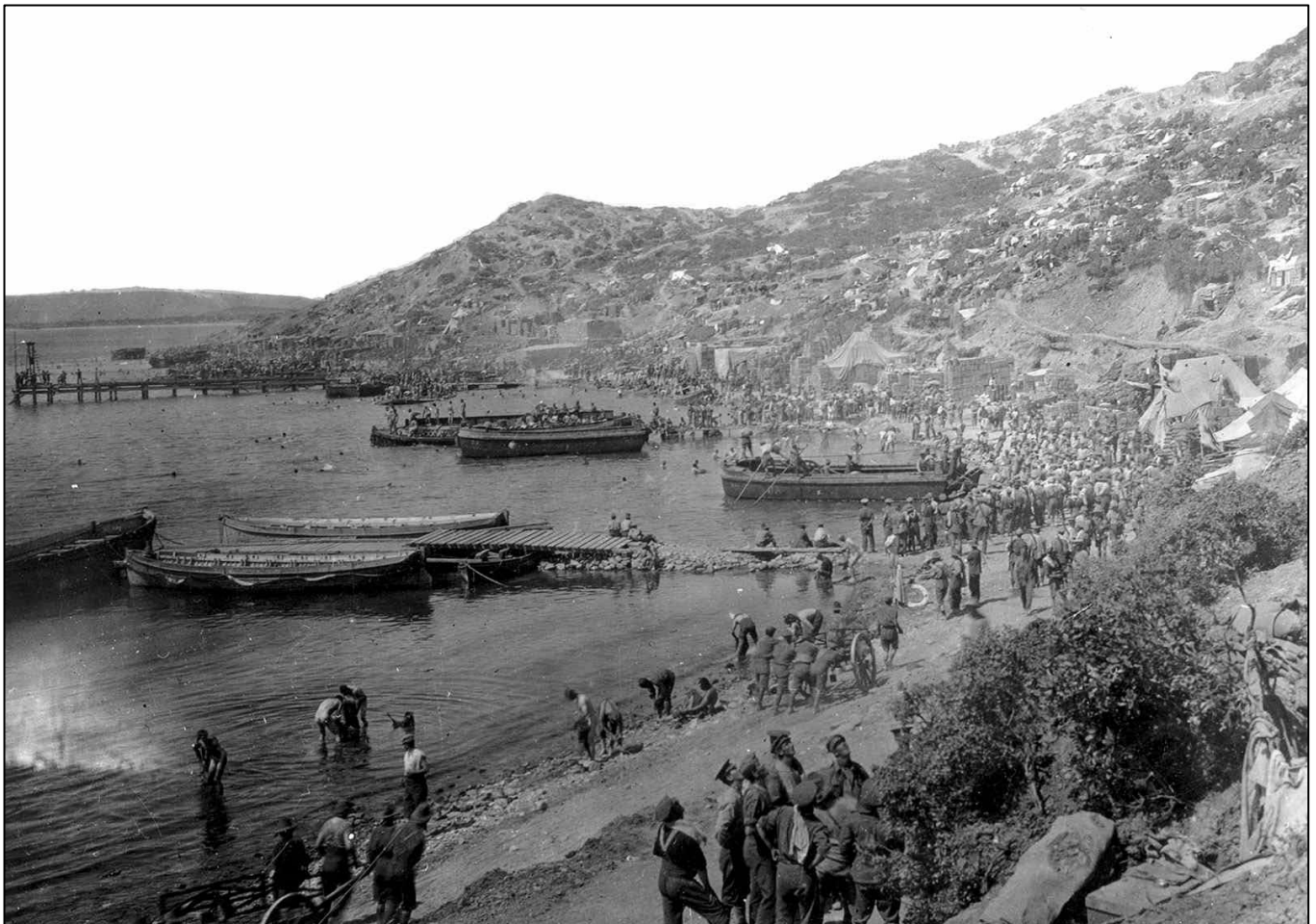
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ANZAC Day – 2022

The 25th of April was officially named ANZAC Day in 1916. The word 'ANZAC' stands for Australian and New Zealand Army Corps.

On the 25th of April 1915, Australian and New Zealand soldiers formed part of the allied expedition that set out to capture the Gallipoli peninsula. They became known as ANZACS and the pride they took in that name continues to this day.

Why is this day special to Australians?



On the morning of 25th April 1915, the ANZACs set out to capture the Gallipoli peninsula in order to open the Dardanelles to the allied navies. The objective was to capture Constantinople (now Istanbul in Turkey), the capital of the Ottoman Empire, and an ally of Germany. The ANZACs landed on Gallipoli and met fierce resistance from the Ottoman Turkish defenders. Their plan to



knock Turkey out of the war quickly became a stalemate, and the campaign dragged on for eight months. At the end of 1915, the allied forces were evacuated. Both sides suffered heavy casualties and endured great hardships. Over 8,000 Australian soldiers were killed. News of the landing on Gallipoli and the events that followed had a profound impact on Australians at home. The 25th of April soon became the day on which Australians remember the sacrifice of those who had died in the war.

The ANZACs were courageous and although the Gallipoli campaign failed in its military objectives, the Australian and New Zealand actions during the campaign left us all a powerful legacy.

What does ANZAC Day mean today?

With the coming of the Second World War, ANZAC Day also served to commemorate the lives of Australians who died in that war. The meaning of ANZAC Day today includes the remembrance of all Australians killed in military operations.

What happens on ANZAC Day?

ANZAC Day remembrance takes two forms. Commemorative services are held at dawn (the time of the original landing in Gallipoli) across the nation. Later in the day, ex-servicemen and women meet to take part in marches through the major cities and in many smaller centres. Commemorative ceremonies are more formal and are held at war memorials around the country.

Members from Australia's Federation Guard form a catafalque party around the Tomb of the Unknown Australian Soldier at the Australian War Memorial.

A typical ANZAC Day ceremony may include the following features:

- an introduction,
- hymn,
- prayer,
- an address,
- laying of wreaths,
- a recitation,
- the Last Post,
- a period of silence,
- either the Rouse or the Reveille,
- and the national anthem.



After the Memorial's ceremony, families often place red poppies beside the names of relatives on the Memorial's Roll of Honour, as they also do after Remembrance Day services.



Rosemary is also traditionally worn on ANZAC Day, and sometimes on Remembrance Day. Rosemary has particular significance for Australians as it is found growing wild on the Gallipoli peninsula. Since ancient times, this aromatic herb has been believed to have properties to improve the memory.



The ANZAC Biscuit

During World War One, the friends and families of soldiers and community groups sent food to the fighting men. Due to the time delays in getting food items to the front lines, they had to send food that would remain edible, without refrigeration, for long periods of time that retained high nutritional value; the ANZAC biscuit met this need.

Although there are variations, the basic ingredients are:

- rolled oats,
- sugar,
- plain flour,
- coconut,
- butter,
- golden syrup or treacle,
- bi-carbonate of soda,
- and boiling water.



The biscuit was first known as the Soldiers' Biscuit. The current name, ANZAC Biscuit, has as much to do with Australia's desire to recognise the ANZAC tradition and the ANZAC biscuit as part of the staple diet at Gallipoli.

The ANZAC biscuit is one of the few commodities that are able to be legally marketed in Australia using the word 'ANZAC', which is protected by Federal Legislation.

See how to make ANZAC biscuits [HERE](#).

2022

This year, with Covid seemingly under-control, or more accurately, with restrictions relaxed as Mr Covid is still out there and causing discomfort to a huge number of people, people throughout Australia were once again able to celebrate and commemorate ANZAC Day as they normally would. In the last couple of years people celebrated the Day by holding vigils at home by standing in their driveways at or about an hour before dawn usually with a lighted candle in their hands. Someone up or down the street would either attempt to play the Last Post on either a bugle or trumpet, or someone would broadcast the music from a pair of speakers placed at the curb. Although mass gatherings were not permitted, the people did not forget the significance of the Day.



This year it wasn't Covid that put a dampener on things, it was mother nature. The eastern side of Oz was abnormally wet. In Brisbane ANZAC Day is usually hot and sunny, with marshals handing out bottles of water to help overcome the heat.

Not this year.

About half-way through the March the heavens opened up and dumped buckets of water on those that that were lined up on the streets. The RAAF were last on the grid, after Army and Navy and by the time the March was completed, everyone was soaked to the bone.

Those with a brain found shelter and hoped the rain would have gone by the time their turn to head off arrived – didn't work. Mother Nature had other ideas.





The WRAAFs also braved the weather and weren't to be discouraged by a bit of rain. They too lined up in the rain, patiently awaiting the nod to head off.



Dave Fields (banner bearer), John Griffiths (OC), Trev Benneworth, (banner bearer) Narelle Grigoriou (banner bearer over-rider).

At about 11.45am, RTFV-35Sqn stepped off and began the 1Km march through the streets of Brisbane. As usual, and in spite of the terrible weather, thousands of Brisbane people, both young and elderly, lined the route clapping, holding up complimentary signs and shouting "thank yous" and even though the weather wasn't as most would want it, the atmosphere created by those wonderful people made you feel proud to have served.



As usual, it was the Army who showed us all how to march, though they stepped off early before the heavens opened.



After being dismissed, people who marched under the RTFV-35Sqn and 3Sqn banners headed for the Jade Buddha for a cold one or two, a casual meal and to catch up with mates, some of whom hadn't been together for some years. The beautiful girls from the Vietnamese Community were there to greet everyone and to handout a colourful lei. These lovely ladies, along with Thai and Diamond Dang give up hours of their time each year to brighten up a dull old "Old-boys" get together. We thank them very much.





Once again, members from 35 Sqn at Amberley joined the Associations at the Jade Buddha, led by their new CO, WngCdr David Torrington. It's great to have the current serving members join us, though they probably get sick of hearing "the way we used to do it".



John Sambrooks, Secretary/Treasurer RTFV-35sqn Assoc, WngCdr David Torrington, CO 35 Sqn, Amberley.



WngCdr David Torrington, WngCdr Scott Egan - at the handover-takeover ceremony at Amberley.

David took over from Scott Egan on the 18th Jan this year after completing a "get to know the C-27 Aircraft course" and a few plates of spaghetti, in Italy.



Dave Torrington was introduced to everyone and gave a brief “this is who I am” speech.



Those at the Jade Buddha included, all names left to right:



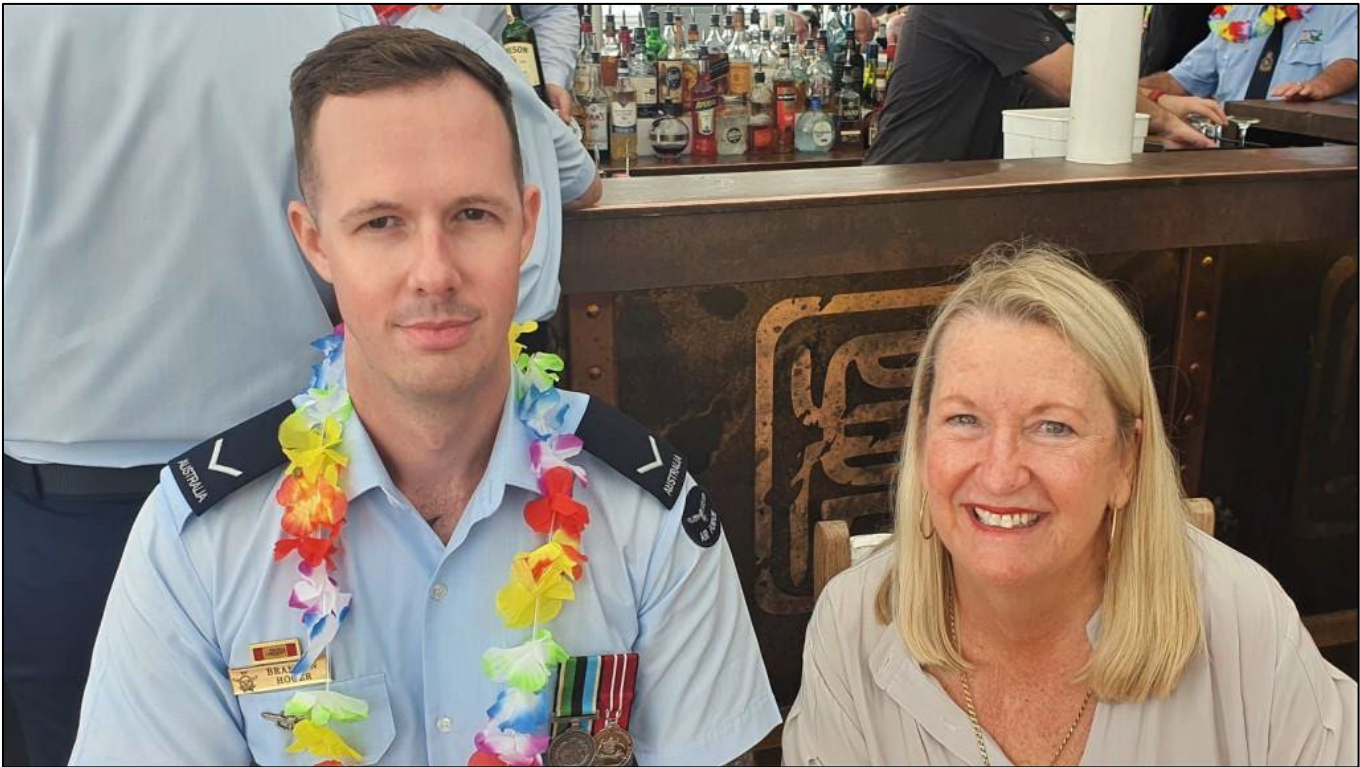
Andrew Willersdorf, Felicity Hull, Antonia Guterres, Nicholas Pound, Caitlin Snowdon.



Beth and Amelin Muffett.



Alison Cridland.



Brandon Hoyer, Paula Schultz.



Chuck Connors, Thien Khuong.



Dave Fields, Bill Luyton,



Elizabeth Colbran, Mitchell Cocks.



Emily Renshaw (from south of Oatlands), John McDougall, President of the RTFV-35Sqn Assoc.



Emily Renshaw (agreeing that Launceston is the better City) with friend.



Jakeb Thorogood, Mackenzie Golighty, Daniele Helman, Josiah Eggert.



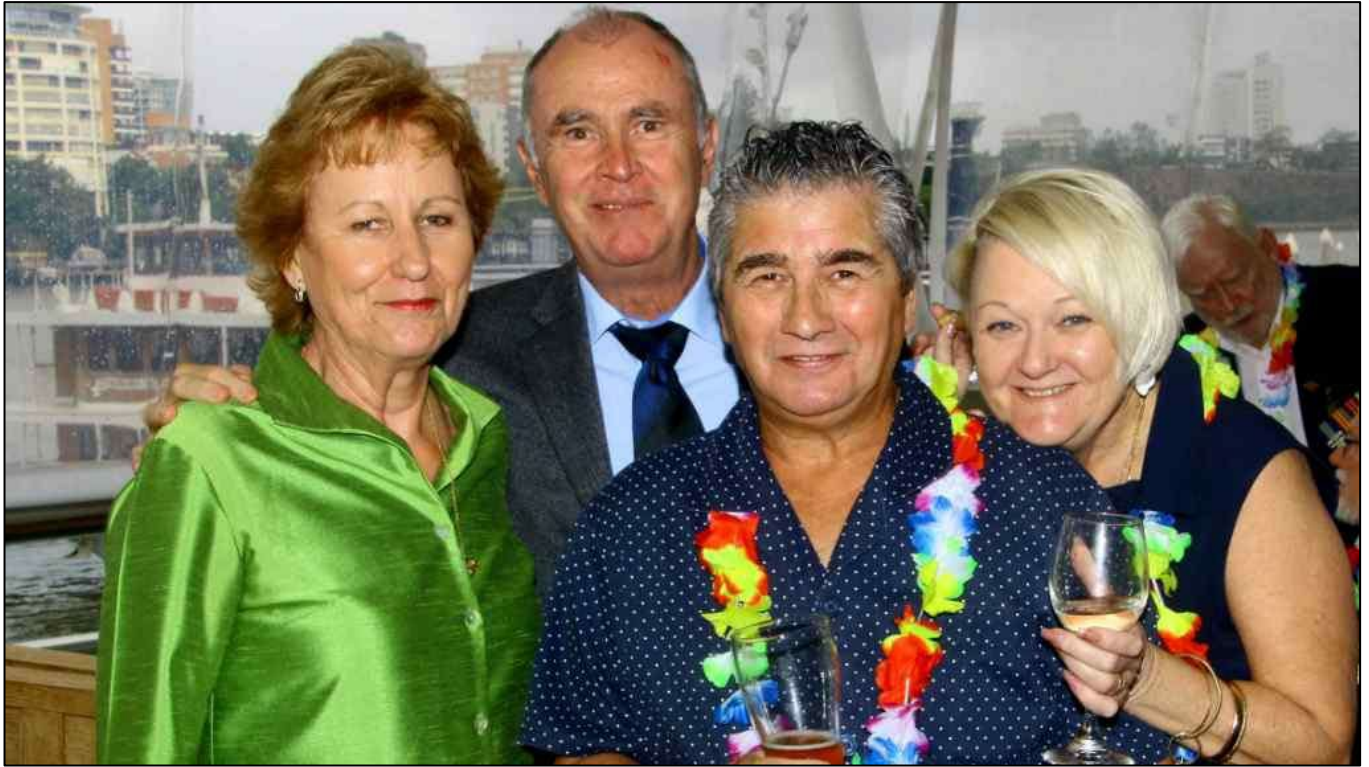
John Donohue with his lovely God-daughter Shan-Belinda Strugnell.



John Millsom, 'Jake' Jacobsen, John Griffiths, Bob Williams..



Julie Struthers, Sonja Brown.



Laurel and Liam Shanley, John and Jennie McIntosh.

Laurel is the CO of KM Smith Funeral Directors, the major sponsor of the RTFV-35Sqn Association. Jennie is their PR manager.



Jennie and Laurel present Sambo with their much appreciated annual sponsorship cheque.



Lesley Farrell, Megan Bayfield, Jarrad Seaton, Janet Thompson.



Lila Samysheva, Joanna Fletcher.



Linda Thompson, Tim Heyman.



Lila Samysheva, Mitch Pieper-Mills



Bill Luyton, Diamond Dang, Chris Bramwell.



Peter Gleeson, Molly Schulze, Ash Brunotte.



Rhonda Griffiths, Alison Cridland.

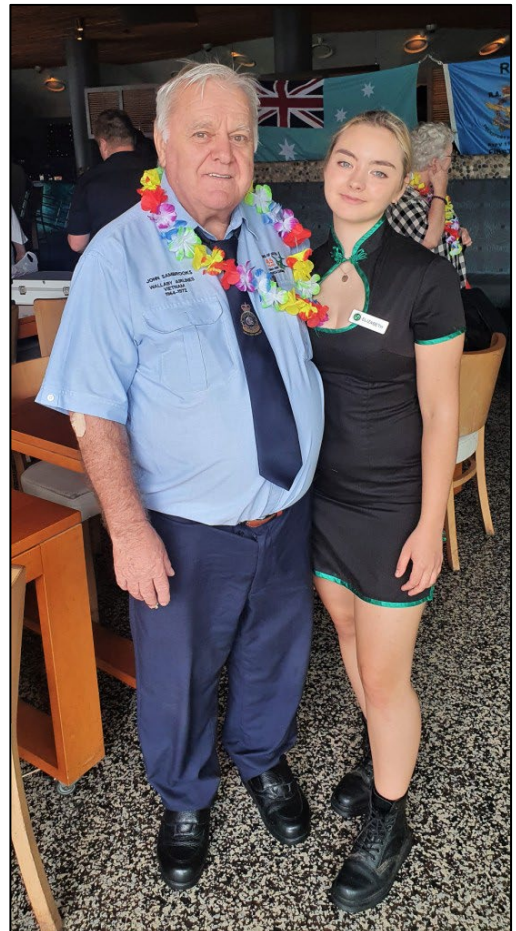


Rob Crawford, Laura Sevil



Sarah McLoughlin, Katrina Puranik.

John "Sambo" Sambrooks with Elizabeth, one of the Jade Buddha's lovely young ladies that looked after us all day.





Thai and Diamond with the Vietnamese community who gave of their time and helped those at the Jade Buddha enjoy the day.



Continued Page 17



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

Bananas have plenty of health benefits, but also some risks.

YourLifeChoices

Bananas are a little pre-packaged serving of health, but sometimes there is too much of a good thing, they are high in potassium, a good source of vitamin B6 and Australians love them.

According to the Australian Banana Growers' Council, we eat 16kg of them per person per year and they are one of Australia's top-selling grocery items.



They also soothe the gut, thanks to their high pectin content that helps lower cholesterol and improve bowel function and they are great for exercising. Their combination of low water content and high sugar levels supplies an instant, yet sustained, boost of energy.



But of course, like anything, don't eat too many. While bananas' high potassium level is usually a good thing as potassium is crucial for survival, some people should take care, especially people with kidney disease who should be aware of their intake.

Patients who have very low kidney function can potentially see a build-up of harmful potassium levels in their bloodstream because they can't get rid of the mineral when they pass urine, however, for everyone else, it's almost impossible to overdose on bananas.

You would probably need around 400 bananas a day to build up the kind of potassium levels that would cause your heart to stop beating, they are not dangerous, in fact they are, and always have been, very good for you.

But if you have a latex allergy, you might also need to avoid bananas.

According to the Victorian Department of Health, up to half the people who have a latex allergy may also have an allergic reaction to bananas, avocados, chestnut, kiwifruit, passionfruit, plum, strawberry and tomato, because some of the proteins that cause allergic reactions to latex are also in these fruits. Common symptoms include tingling in the mouth, stuffy nose, itchy eyes and wheezing. Children with a banana allergy often grow out of it, but not so if you develop it later in life.



Bananas are also found to trigger migraine headaches, however, if not a trigger, they can be used to recover from an attack as they can provide a quick boost of energy.

Australia's most popular banana is the Cavendish, named after the 6th Duke of Devonshire, [William Cavendish](#), who cultivated them in the early 20th century in his massive greenhouse. (It was enormous, 84m long and required 300 tons of coal a year to heat.)

Technically, banana plants are giant herbs. In fact, it's the largest flowering herbaceous plant and the fruit is classified as a berry. The bananas we eat are entirely cultivated by humans and wouldn't exist without our intervention. Wild type bananas have chunky seeds throughout and are pretty much inedible.

Nine food and heart health myths busted.

Should you cook with butter or olive oil? Is that drink of red wine protecting your heart? Pink Himalayan salt is healthy, right?

There are plenty of food myths disguised as facts on the internet, discussed at dinner parties, and in magazines. It can be both confusing and contradictory. Let's dive into nine common food and health myths and the facts behind them.



Myth 1: Butter is healthy for your heart.

Butter is used in cooking across the world. It's very versatile and is used for sauteing, frying, greasing, baking and in sauces. Butter is not a health food and is something that should be limited in a heart healthy diet. Evidence shows a there is a relatively small or neutral risk between butter and mortality and heart disease. The problem is that butter raises both good and bad cholesterol levels, with the rise in the bad outweighing the benefit of the rise in good cholesterol. If you already have high cholesterol, butter can raise bad cholesterol levels even further.



Is butter part of a heart healthy diet? Butter should only be eaten sometimes and in small amounts. Swap butter for foods that reduce risk of heart disease, such as avocado, olive oil, nut butters, and spreads made from canola or olive oil.

Myth 2: Coconut oil is a healthy superfood.

Coconut oil has been the centre of a raging debate for the past few years. Named by some as a superfood, does it deserve this title? Coconut oil contains 92 per cent saturated fat. Even though this type of saturated fat is slightly different to that found in animal products, it doesn't make it a healthy option. Coconut oil raises both good and bad cholesterol, with the rise in bad cholesterol outweighing the rise in good cholesterol. Like butter, coconut oil is not a health food. Coconut oil is something that should only be consumed occasionally and in small amounts. Go for healthier cooking oils instead, such as olive oil.

Myth 3: Sugar is toxic for heart health.

Sugar in food or drinks can be naturally occurring or added during processing. In recent years, sugar has been under attack, with some people aiming to completely eliminate it from their diets. There's no scientific consensus that sugar as a nutrient causes heart disease, however, high intakes of added sugars and refined carbohydrates are linked to an increased risk of heart disease.

Too much sugar can increase the amount of energy (kilojoules) people consume and may lead to increased weight gain, which is a risk factor for heart disease. Your whole diet matters, not just one single nutrient like sugar. The bulk of the added sugars in Australian diets comes from junk foods, particularly sugary drinks. Limit or avoid these foods and drinks as part of your overall heart healthy diet.



Myth 4: Omega-6 fats can cause inflammation.

Food sources of omega-6 include nuts, seeds and their oils (including sunflower, safflower, sesame, canola and, to a lesser extent, olive oils). There are some claims that omega-6 fats promote inflammation and increase the risk of heart disease.



Omega-6 is an essential fatty acid, as the human body cannot make it naturally. Research has not found evidence about an association between inflammation and omega-6. You can include omega-6 rich foods as part of your heart healthy eating pattern. Overall, the scientific evidence strongly supports the benefits of polyunsaturated fats (PUFAs), including omega-6 polyunsaturated fats, in a heart healthy diet.

Myth 5: Saturated fat is healthy.

Saturated fat comes from many different sources, including meat, chicken, dairy products and palm and coconut oil. It's also in discretionary or processed foods such as biscuits, pastries and takeaway foods. Saturated fats are unhealthy than unsaturated fats, but preferable to trans fats. The evidence supports reducing saturated fats in your diet and replacing them with unsaturated fats to reduce the risk of heart disease.



Swapping out saturated fat with wholegrains also reduces your risk of heart disease, but not to the same extent as with unsaturated fat. Substituting saturated fat with refined carbohydrate doesn't reduce the risk of heart disease. Junk food and drinks are the leading contributors to saturated fat intake. Cut down on these foods by replacing them with heart healthy foods. Get more healthy fats in your diet from sources such as nuts, seeds, avocados, olives and their oils, and oily fish.

Myth 6: Pink Himalayan salt is healthier.

Salt now comes in a range of varieties. As more options become available, the myths about salt and health have started to grow. So, is pink Himalayan salt actually healthier?

It's true that some gourmet salts do contain trace minerals not found in table salt, but only in tiny amounts. These minerals can be found in larger quantities in healthy foods such as vegetables. Sodium and chloride are in all types of salt (table salt, pink salt, rock salt, black salt, etc.) and it's the sodium that can be damaging to health. Too much of any type of salt can lead to high blood pressure, which is a leading risk factor for heart disease.



The maximum daily amount of salt you should eat is about a teaspoon (5g). One way to cut down on salt is to use herbs and spices in cooking or to season your meals.

Myth 7: You shouldn't cook with olive oil

People are often concerned about cooking with olive oil due to the smoke point. Olive oil is a healthy and versatile oil that you can use in a variety of cooking methods. It is a great option for medium-temperature frying (i.e., stir frying or warming food in a pan). Oils that are suitable for



high-temperature frying (e.g., deep frying) include extra virgin olive oil, high oleic canola oil and high oleic peanut oil, as they are more stable at high temperatures.

Myth 8. Dark chocolate and red wine are good for your heart

You might hear this myth over a glass of red at a dinner party with a vague reference to antioxidants and [polyphenols](#). Unfortunately, it's a classic case of it being a bit too good to be true. Antioxidants are naturally occurring agents or compounds in foods that may protect your cells against free radicals. There's a lack of consistent evidence to confirm that the antioxidants in red wine can either prevent heart disease or be beneficial after a heart attack. The quantity of alcohol drunk is more important than the type of alcohol.



While red wine contains a variety of polyphenols (the amount varies greatly between each bottle), it is not a good source of antioxidants for preventing heart disease. The good news is that consuming high polyphenol cocoa/chocolate can reduce risk factors for heart disease, however, most manufactured chocolate is low in these substances. Dark chocolate doesn't necessarily mean the presence of high amounts of polyphenols as manufacturers aren't obligated to put these on their nutrition information panels, so reading labels doesn't help.

Raw cocoa powder does have high levels of polyphenols and it's recommended to use raw cocoa powder in drinks and cooking.

Myth 9. Reduced-fat milk is healthier.

You have a lot of choices when it comes to milk but is reduced fat actually healthier for your heart? Milk can be included in a heart healthy diet, but there is mixed evidence about whether full-fat or reduced-fat products are the healthiest option. Some studies show one is better than the other, while others say there is no difference. There isn't enough conclusive evidence to recommend one over the other so it's up to you whether you choose to have reduced-fat or full-fat milk – as long as it's unflavoured.

The fat in dairy raises cholesterol, which for most healthy people is not an issue, however, if you have existing heart disease or high LDL cholesterol, then it's best to choose reduced-fat milk products. Whether you choose reduced-fat or full-fat milk, a heart healthy diet is about the combinations of foods you eat over days and weeks.

Myths start for all sorts of reasons and there may even be elements of truth in some. To separate fact from fiction, trust authoritative sources, such as government or peer-reviewed scientific publications, for credible information. And remember that leading a healthier life is all about balance.



100 years ago everyone owned a horse and only the rich had cars.
Today everyone owns a car and only the rich have horses.

Eggs are good for your health, but how many?



The health benefits, or dangers, of eggs has meandered wildly in past decades, with some studies saying they are too high in cholesterol and others finding they are high in good cholesterol.

So what does the latest research say about the health – or otherwise – of eggs?



For egg lovers, there's good news, and especially for your heart. A study conducted in China three years ago demonstrated a significantly lower risk of heart and stroke in those who ate an egg a day compared to those who consumed them less frequently. Now, scientists have cracked the code (and no doubt many eggs) as to why that occurs. And the answer does indeed revolve around cholesterol – good and bad.

A new study, conducted by the same researchers who ran the first study, has identified 24 metabolites associated with the consumption of eggs, and zeroed in on a protein in blood called apolipoprotein A1.

Apolipoprotein A1 is a building block of high-density lipoprotein (HDL), which is known by laypeople as good cholesterol. Not only is HDL a good cholesterol in and of itself, it also does a very good job of clearing away low-density lipoprotein (LDL), which we know as bad cholesterol.



The good guys, HDL molecules, absorb the bad guys, LDL molecules, and carry them to the liver, where they are flushed from the body.

These benefits were borne out in the new study, for which the researchers recruited 4778 participants from the China Kadoorie Biobank, 3401 had a cardiovascular disease, 1377 did not. Using a technique known as targeted nuclear magnetic resonance, the researchers measured 225 metabolites in plasma samples taken from the participants' blood. As the name suggests, metabolites are substances that are involved in the process of metabolism, which involves the body breaking down food and other chemicals, and converting them to energy. Metabolites are either used in the process or produced by the process.

The study's author, Canqing Yu, Associate Professor at the department of epidemiology and biostatistics at Peking University, said: "Together, our results provide a potential explanation for how eating a moderate amount of eggs can help protect against heart disease." Prof. Yu did add a caveat, though: "More studies are needed to verify the causal roles that lipid metabolites play in the association between egg consumption and the risk of cardiovascular disease."

But the signs are positive. In China, the dietary recommendation is for an egg a day, but the average consumption is lower than that. It's the same in Australia, where we each consume an average of 249 eggs per year.

So if you love eggs and you're averaging fewer than one per day, the good news is you can add a few more to your diet and it will likely be doing you good, rather than harm.

Health tips: How loud is too loud?

Every day, people are surrounded by noise. The bustle of traffic, the hums and grinds of machinery, people talking, music and chatter from the radio and aircraft flying overhead are all examples. Most people probably think nothing of these familiar sounds. They generally aren't loud enough to interfere with daily routines or cause ear damage, but sometimes a noise is too loud and some sounds may cause permanent damage.

Nearly 1 in 4 people in the United States ages 20 to 69 has some degree of hearing loss caused by exposure to loud sounds or noise at work or in leisure activities. Noises that aren't as harmful to your ears tend to fall below 60 decibels. From there, the higher the sound level, the more damage your ears can experience. Check the chart above (click it to get a bigger view) to see which sounds you're exposed to on a regular basis and think of ways you can improve your hearing protection.

Sound level (decibels)	Noise
30	Whisper
40	Refrigerator hum
50	Rainfall
60	Typical conversation, sewing machine
70	Washing machine
85	Heavy city traffic
95	Motorcycle, power lawn mower, MRI
100	Snowmobile, hand drill, blow dryer, subway train
105	Personal listening device at maximum volume
110	Chain saw, rock concert
120	Ambulance siren
130	Jet engine at takeoff
150	Firecracker
165	12 gauge shotgun
180	Rocket launch

How loud is too loud? Here's a good rule of thumb: If you have to shout in order to be heard by someone an arm's length away, you're being exposed to too much noise.

Although noise-induced hearing loss usually can't be restored, you can prevent it. Here's how:



- Take breaks from prolonged exposure to loud noise.
- Wear hearing protectors when involved in loud activities.
- Wear snug-fitting headphones that block background noise on personal listening devices using power equipment.
- Place pads under noisy appliances and don't run multiple appliances at the same time.
- Install carpeting to absorb sound.
- Seal windows and doors to block the noise of traffic.

While hearing loss caused by recreational activities is becoming more common, hearing protection is most helpful when you wear it for the entire time you're exposed to loud noise.

Why don't the 99% of us who aren't offended by everything quit catering to the 1% who are.

Scientists find coffee is good for your **seniors** health.

It's no secret coffee helps us kickstart the day, switching us from sleepy to alert, but do you find it kicks your digestive system into action too?

If you are someone who relies on your morning brew to help kickstart your inner workings, you really aren't imagining this – there's science to back it up. A new [scientific review published in the journal Nutrients](#), sponsored by The Institute for Scientific Information on Coffee (ISIC), looked at evidence from 194 research publications on various ways coffee may affect our health, including how it stimulates the digestive process and increases good gut bacteria.

Drinking coffee is associated with colon motility, the process of food moving through the digestive tract. It has been demonstrated for a long time that people really look for their morning coffee to give them energy, to have the feeling that they are finally awake, they can start their day, for the digestive side, for about 60 per cent of the population, drinking coffee in the morning helps them to defecate, it stimulates [the process.



It's no wonder this is part of the appeal of a morning coffee for lots of people, it's a double-whammy boost that makes us "feel better". The review found links with coffee consumption and changes in the microbiome, the billions of microbiota or bacteria that live in our guts. A main finding was around levels of Bifidobacteria4-8, a known 'good bacteria' associated with a host of health benefits.



How exactly it impacts our overall health is “complex” because we’re talking about billions of bacteria and “the exact composition of the microbiome of each individual is different, however, in a general sense, there’s strong emerging evidence that it plays an extremely important role in overall health and function and there is a “real demonstrated link between gut bacteria and the brain”. When you compare individuals without coffee and with coffee, you see that the individuals who drink coffee have changes in their microbiota and you find a tendency to increase what we consider ‘good bacteria’...

What if you are putting sugar in your coffee?

Other studies have indicated that certain things can be detrimental for our gut microbiome, including too much sugar. Does that mean adding lots of sugar to our coffee could undo any positive effects on our gut bacteria?

This isn’t conclusive, It has been demonstrated that eating too much sugar is not good for your diet, but specifically for the gut microbiota, having too much sugar in your coffee and what the consequences are, in this sense, is unknown.



What if you drink too much coffee?

The thing about coffee is the effects aren’t always universal, and even those of us who love our morning caffeine boosts are aware there’s a tipping point. Too much might leave us feeling jittery and anxious, for example, and can seriously hinder our sleep. Is there evidence that too much coffee might undo any positive effects for our digestive systems? We don’t really know as this link is not something that has been studied either.

There is a general conclusion that to benefit the most from the potential positive effects of coffee on health, people should be advised to drink up to three-five cups a day, not more, but there is no specific indication for the digestive system.

Being white doesn’t make you a racist and being black doesn’t make you a slave.
Being an idiot however comes in both colours.

Do men really take longer to poo?

YourLifeChoices

Are they struggling? Are they hiding? Are they waiting for the kids to leave home?

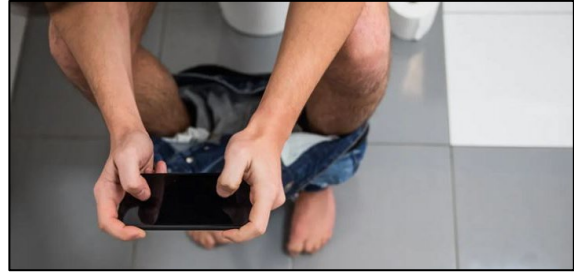
There’s a common assumption that men take longer than women to poo, but is that right and if some people are really taking longer, is that a problem?



As we sift through the evidence, it's important to remember pooing may involve time spent sitting on the toilet and the defaecation process itself and there may be differences between men and women in these separate aspects of going to the toilet but the evidence for these differences isn't always as strong as we'd like.

Men may spend longer sitting on the toilet.

Men do appear to spend more time sitting on the toilet. An online survey by a bathroom retailer suggested men spend up to 14 minutes a day compared with women, who spend almost eight minutes a day, but this survey doesn't have the rigour of a well-designed scientific study.



Would there be any physiological reason to explain why men spend longer on the toilet? Well, the evidence actually suggests the opposite. We know it takes longer for food to travel through the intestines in women than in men. Women are also more likely to suffer from constipation related to irritable bowel syndrome than men. So, you'd expect women to take longer to defaecate, from the start of the bowel motion to expulsion. But this is not the case even if you take into account differences in fibre intake between men and women.

Instead, how long it takes someone to poo (the defaecation time) is heavily influenced by the mucus lining the large bowel. This mucus makes the bowel slippery and easier for the stools to be expelled, but there's no evidence this mucus lining is different in men and women. One thing we do know, however, is mammals from elephants to mice have a similar defaecation time, around 12 seconds.

For humans, it's slightly longer, but still quick. In one study it took healthy adults an average two minutes when sitting, but only 51 seconds when squatting. Again, there were no differences in defaecation time between men and women, whether sitting or squatting. If there's no strong evidence one way or the other to explain any gender differences in how long it takes to poo, what's going on? For that, we need to look at the total time spent on the toilet.

Why do people spend so long on the toilet?

"Toilet sitting time" is the time of defaecation itself and the time allocated to other activities sitting on the toilet. For most people, the time spent just sitting, aside from defaecating, accounts for most of their time there. So what are people doing? Mainly reading. And it seems men are more likely to read on the toilet than women. For instance, a study of almost 500 adults in Israel found almost two-thirds (64 per cent) of men regularly read on the toilet compared with 41 per cent of women. The longer people spent on the toilet, the more likely they were to be reading, however, in the decade or more since this study was conducted, you'd expect adults would be more likely to be reading or playing games on their mobile phones rather than reading paper books.



People might also be sitting longer on the toilet for some temporary relief from the stresses of life. One poll found 56 per cent of people find sitting on the toilet relaxing, and 39 per cent a good opportunity to have “some time alone”. Another online survey revealed one in six people reported going to the toilet for “peace and quiet”. Although these are not scientific studies, they offer useful insights into a social phenomenon.

Then there can be medical reasons for a prolonged defaecation time, and consequently a lengthier time sitting on the toilet.

An anal fissure (a tear or crack in the lining of the anus) can make defaecation a painful and lengthy process. These fissures are just as common in men as in women and obstructive defaecation, where people cannot empty the rectum properly, is a common cause of chronic constipation. This is more common in middle-aged women.



Are there any harms from spending too long on the loo?

In a Turkish study, spending more than five minutes on the toilet was associated with haemorrhoids and anal fissures. Another study from Italy noted the longer the time people spent on the toilet, the more severe their haemorrhoids. One theory behind this is prolonged sitting increases pressure inside the abdomen. This leads to less blood flow into the veins of the rectum when passing a bowel motion, and ultimately to blood pooling in the vascular cushions of the anus. This makes haemorrhoids more likely to develop.

What can we do about this?

In addition to the usual advice about increasing the amount of fibre in your diet and ensuring you drink enough water, it would be sensible to limit the amount of time spent on the toilet. Different researchers recommend a different upper limit, but others recommend the SEN approach:

- Six minute toilet sitting time maximum
- Enough fibre (eating more fruit and vegetables and eating wholegrains)
- No straining during defaecation.

Society has now reached the point where everybody has a right
but nobody has a responsibility.



How to turn potatoes into a health food

YourLifeChoices

One simple trick can unlock the health potential of the humble spud.

Ask people if they eat the recommended five servings of vegetables daily and you'll often be met with some variation of the response 'potatoes are a vegetable, right?' While this is technically true, potatoes are high in starch and are often prepared in unhealthy ways but the humble spud gets a bit of a bad rap, because we love to fry them up in oil and batter. Baked potatoes are far healthier, but even then we tend to fill them with all kinds of fatty and oily toppings.



Another reason they are often maligned is their high [starch content](#). Starch is a complex carbohydrate, meaning it is a string of joined glucose (sugar) units. It's an important part of your diet and one of the major sources of food energy.

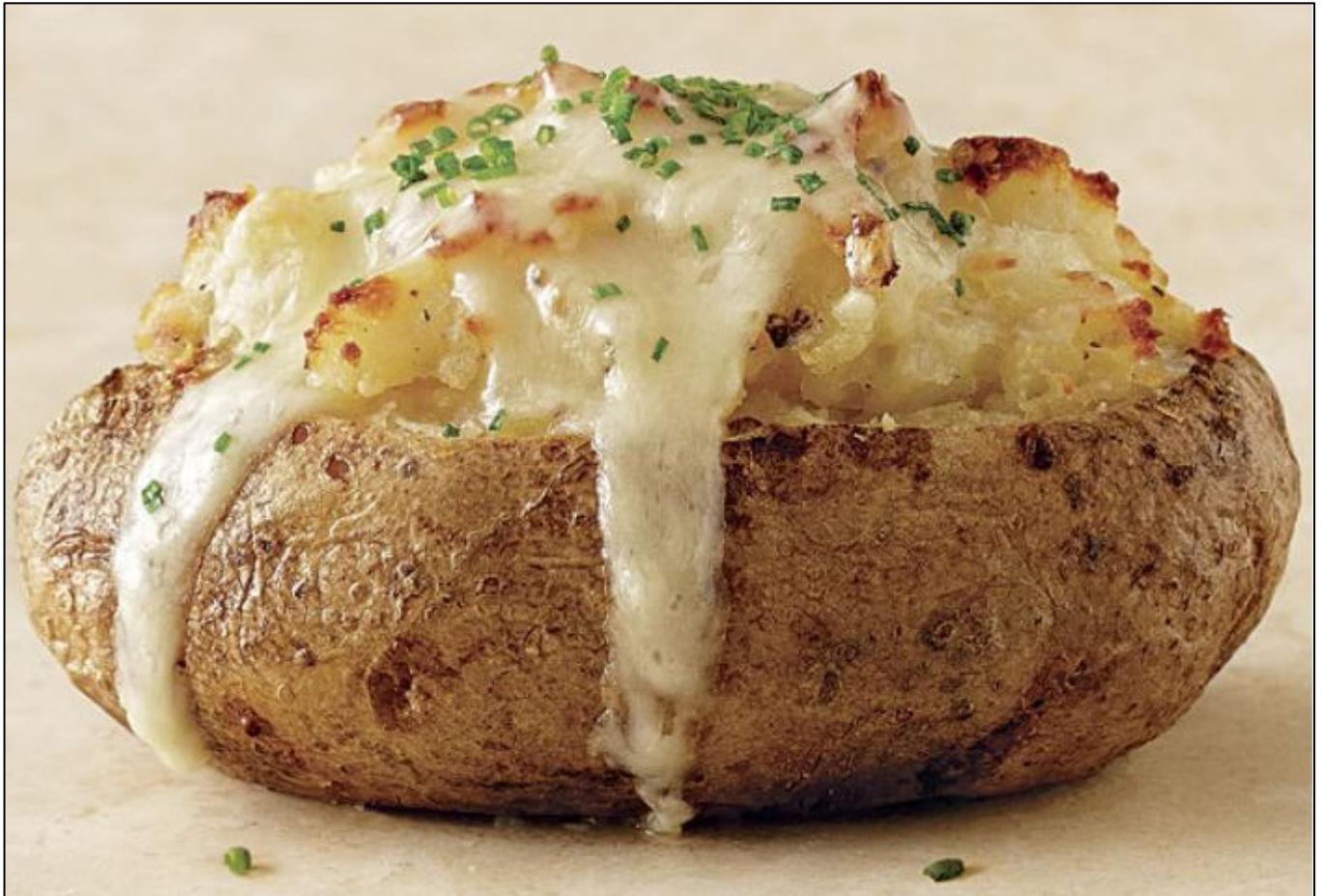
When highly processed, potatoes, such as those sliced, fried and turned into chips are high in refined starches. Refined starches are digested quickly in the small intestine, raise blood sugar levels and increase insulin resistance, which are all leading risk factors for type 2 diabetes, but by baking potatoes and then allowing them to cool, the starches inside are turned into what's known as resistant starch. This type of starch is so named because it is resistant to digestion in the small intestine and passes through unscathed to the large intestine, where it becomes food for beneficial gut bacteria.

This process stimulates the production of butyrate, a chemical compound that is key to keeping the gut healthy and functioning normally.

Butyrate is the preferred fuel for cells lining the gut and ensuring the integrity of the gut wall, helping to protect it against cancer and other serious digestive diseases. Resistant starch also offers health benefits beyond those in the gut, such as helping to reduce your risk of type 2 diabetes by increasing the body's sensitivity to insulin. This effect can be seen in other high-



starch foods such as pasta and rice. Try cooking both of these and then allowing cool to substantially boost the amount of 'good' starch you're eating.



Resistant starch occurs naturally in legumes such as lentils, chickpeas, red kidney beans and baked beans, nuts and some seeds and firm bananas. The best sources are wholegrain cereals and legumes. Baked potatoes with a dash of salt and pepper can be a tasty and healthy side dish, but there are even tastier ways to prepare a baked spud that preserve all the health benefits. Rather than dressing your baked potato with butter, try using hummus, salsa or even a low-fat cheese sauce.

As for the classic filled baked potato, avoid highly processed meats and dairy as fillings. Try our recipe for [baked potatoes with eggs](#), or this delicious recipe using lean turkey mince, low-fat cheese and spices as a filling.

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



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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

Bananas have plenty of health benefits, but also some risks.

YourLifeChoices

Bananas are a little pre-packaged serving of health, but sometimes there is too much of a good thing, they are high in potassium, a good source of vitamin B6 and Australians love them.

According to the Australian Banana Growers' Council, we eat 16kg of them per person per year and they are one of Australia's top-selling grocery items.



They also soothe the gut, thanks to their high pectin content that helps lower cholesterol and improve bowel function and they are great for exercising. Their combination of low water content and high sugar levels supplies an instant, yet sustained, boost of energy.



But of course, like anything, don't eat too many. While bananas' high potassium level is usually a good thing as potassium is crucial for survival, some people should take care, especially people with kidney disease who should be aware of their intake.

Patients who have very low kidney function can potentially see a build-up of harmful potassium levels in their bloodstream because they can't get rid of the mineral when they pass urine, however, for everyone else, it's almost impossible to overdose on bananas.

You would probably need around 400 bananas a day to build up the kind of potassium levels that would cause your heart to stop beating, they are not dangerous, in fact they are, and always have been, very good for you.

But if you have a latex allergy, you might also need to avoid bananas.

According to the Victorian Department of Health, up to half the people who have a latex allergy may also have an allergic reaction to bananas, avocados, chestnut, kiwifruit, passionfruit, plum, strawberry and tomato, because some of the proteins that cause allergic reactions to latex are also in these fruits. Common symptoms include tingling in the mouth, stuffy nose, itchy eyes and wheezing. Children with a banana allergy often grow out of it, but not so if you develop it later in life.



Bananas are also found to trigger migraine headaches, however, if not a trigger, they can be used to recover from an attack as they can provide a quick boost of energy.

Australia's most popular banana is the Cavendish, named after the 6th Duke of Devonshire, [William Cavendish](#), who cultivated them in the early 20th century in his massive greenhouse. (It was enormous, 84m long and required 300 tons of coal a year to heat.)

Technically, banana plants are giant herbs. In fact, it's the largest flowering herbaceous plant and the fruit is classified as a berry. The bananas we eat are entirely cultivated by humans and wouldn't exist without our intervention. Wild type bananas have chunky seeds throughout and are pretty much inedible.

Nine food and heart health myths busted.

Should you cook with butter or olive oil? Is that drink of red wine protecting your heart? Pink Himalayan salt is healthy, right?

There are plenty of food myths disguised as facts on the internet, discussed at dinner parties, and in magazines. It can be both confusing and contradictory. Let's dive into nine common food and health myths and the facts behind them.



Myth 1: Butter is healthy for your heart.

Butter is used in cooking across the world. It's very versatile and is used for sauteing, frying, greasing, baking and in sauces. Butter is not a health food and is something that should be limited in a heart healthy diet. Evidence shows a there is a relatively small or neutral risk between butter and mortality and heart disease. The problem is that butter raises both good and bad cholesterol levels, with the rise in the bad outweighing the benefit of the rise in good cholesterol. If you already have high cholesterol, butter can raise bad cholesterol levels even further.



Is butter part of a heart healthy diet? Butter should only be eaten sometimes and in small amounts. Swap butter for foods that reduce risk of heart disease, such as avocado, olive oil, nut butters, and spreads made from canola or olive oil.

Myth 2: Coconut oil is a healthy superfood.

Coconut oil has been the centre of a raging debate for the past few years. Named by some as a superfood, does it deserve this title? Coconut oil contains 92 per cent saturated fat. Even though this type of saturated fat is slightly different to that found in animal products, it doesn't make it a healthy option. Coconut oil raises both good and bad cholesterol, with the rise in bad cholesterol outweighing the rise in good cholesterol. Like butter, coconut oil is not a health food. Coconut oil is something that should only be consumed occasionally and in small amounts. Go for healthier cooking oils instead, such as olive oil.

Myth 3: Sugar is toxic for heart health.

Sugar in food or drinks can be naturally occurring or added during processing. In recent years, sugar has been under attack, with some people aiming to completely eliminate it from their diets. There's no scientific consensus that sugar as a nutrient causes heart disease, however, high intakes of added sugars and refined carbohydrates are linked to an increased risk of heart disease.

Too much sugar can increase the amount of energy (kilojoules) people consume and may lead to increased weight gain, which is a risk factor for heart disease. Your whole diet matters, not just one single nutrient like sugar. The bulk of the added sugars in Australian diets comes from junk foods, particularly sugary drinks. Limit or avoid these foods and drinks as part of your overall heart healthy diet.



Myth 4: Omega-6 fats can cause inflammation.

Food sources of omega-6 include nuts, seeds and their oils (including sunflower, safflower, sesame, canola and, to a lesser extent, olive oils). There are some claims that omega-6 fats promote inflammation and increase the risk of heart disease.



Omega-6 is an essential fatty acid, as the human body cannot make it naturally. Research has not found evidence about an association between inflammation and omega-6. You can include omega-6 rich foods as part of your heart healthy eating pattern. Overall, the scientific evidence strongly supports the benefits of polyunsaturated fats (PUFAs), including omega-6 polyunsaturated fats, in a heart healthy diet.

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Saturated fat comes from many different sources, including meat, chicken, dairy products and palm and coconut oil. It's also in discretionary or processed foods such as biscuits, pastries and takeaway foods. Saturated fats are unhealthy than unsaturated fats, but preferable to trans fats. The evidence supports reducing saturated fats in your diet and replacing them with unsaturated fats to reduce the risk of heart disease.



Swapping out saturated fat with wholegrains also reduces your risk of heart disease, but not to the same extent as with unsaturated fat. Substituting saturated fat with refined carbohydrate doesn't reduce the risk of heart disease. Junk food and drinks are the leading contributors to saturated fat intake. Cut down on these foods by replacing them with heart healthy foods. Get more healthy fats in your diet from sources such as nuts, seeds, avocados, olives and their oils, and oily fish.

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It's true that some gourmet salts do contain trace minerals not found in table salt, but only in tiny amounts. These minerals can be found in larger quantities in healthy foods such as vegetables. Sodium and chloride are in all types of salt (table salt, pink salt, rock salt, black salt, etc.) and it's the sodium that can be damaging to health. Too much of any type of salt can lead to high blood pressure, which is a leading risk factor for heart disease.



The maximum daily amount of salt you should eat is about a teaspoon (5g). One way to cut down on salt is to use herbs and spices in cooking or to season your meals.

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While red wine contains a variety of polyphenols (the amount varies greatly between each bottle), it is not a good source of antioxidants for preventing heart disease. The good news is that consuming high polyphenol cocoa/chocolate can reduce risk factors for heart disease, however, most manufactured chocolate is low in these substances. Dark chocolate doesn't necessarily mean the presence of high amounts of polyphenols as manufacturers aren't obligated to put these on their nutrition information panels, so reading labels doesn't help.

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The good guys, HDL molecules, absorb the bad guys, LDL molecules, and carry them to the liver, where they are flushed from the body.

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So if you love eggs and you're averaging fewer than one per day, the good news is you can add a few more to your diet and it will likely be doing you good, rather than harm.

Health tips: How loud is too loud?

Every day, people are surrounded by noise. The bustle of traffic, the hums and grinds of machinery, people talking, music and chatter from the radio and aircraft flying overhead are all examples. Most people probably think nothing of these familiar sounds. They generally aren't loud enough to interfere with daily routines or cause ear damage, but sometimes a noise is too loud and some sounds may cause permanent damage.

Nearly 1 in 4 people in the United States ages 20 to 69 has some degree of hearing loss caused by exposure to loud sounds or noise at work or in leisure activities. Noises that aren't as harmful to your ears tend to fall below 60 decibels. From there, the higher the sound level, the more damage your ears can experience. Check the chart above (click it to get a bigger view) to see which sounds you're exposed to on a regular basis and think of ways you can improve your hearing protection.

Sound level (decibels)	Noise
30	Whisper
40	Refrigerator hum
50	Rainfall
60	Typical conversation, sewing machine
70	Washing machine
85	Heavy city traffic
95	Motorcycle, power lawn mower, MRI
100	Snowmobile, hand drill, blow dryer, subway train
105	Personal listening device at maximum volume
110	Chain saw, rock concert
120	Ambulance siren
130	Jet engine at takeoff
150	Firecracker
165	12 gauge shotgun
180	Rocket launch

How loud is too loud? Here's a good rule of thumb: If you have to shout in order to be heard by someone an arm's length away, you're being exposed to too much noise.

Although noise-induced hearing loss usually can't be restored, you can prevent it. Here's how:



- Take breaks from prolonged exposure to loud noise.
- Wear hearing protectors when involved in loud activities.
- Wear snug-fitting headphones that block background noise on personal listening devices using power equipment.
- Place pads under noisy appliances and don't run multiple appliances at the same time.
- Install carpeting to absorb sound.
- Seal windows and doors to block the noise of traffic.

While hearing loss caused by recreational activities is becoming more common, hearing protection is most helpful when you wear it for the entire time you're exposed to loud noise.

Why don't the 99% of us who aren't offended by everything quit catering to the 1% who are.

Scientists find coffee is good for your **seniors** health.

It's no secret coffee helps us kickstart the day, switching us from sleepy to alert, but do you find it kicks your digestive system into action too?

If you are someone who relies on your morning brew to help kickstart your inner workings, you really aren't imagining this – there's science to back it up. A new [scientific review published in the journal Nutrients](#), sponsored by The Institute for Scientific Information on Coffee (ISIC), looked at evidence from 194 research publications on various ways coffee may affect our health, including how it stimulates the digestive process and increases good gut bacteria.

Drinking coffee is associated with colon motility, the process of food moving through the digestive tract. It has been demonstrated for a long time that people really look for their morning coffee to give them energy, to have the feeling that they are finally awake, they can start their day, for the digestive side, for about 60 per cent of the population, drinking coffee in the morning helps them to defecate, it stimulates [the process.



It's no wonder this is part of the appeal of a morning coffee for lots of people, it's a double-whammy boost that makes us "feel better". The review found links with coffee consumption and changes in the microbiome, the billions of microbiota or bacteria that live in our guts. A main finding was around levels of Bifidobacteria4-8, a known 'good bacteria' associated with a host of health benefits.



How exactly it impacts our overall health is “complex” because we’re talking about billions of bacteria and “the exact composition of the microbiome of each individual is different, however, in a general sense, there’s strong emerging evidence that it plays an extremely important role in overall health and function and there is a “real demonstrated link between gut bacteria and the brain”. When you compare individuals without coffee and with coffee, you see that the individuals who drink coffee have changes in their microbiota and you find a tendency to increase what we consider ‘good bacteria’...

What if you are putting sugar in your coffee?

Other studies have indicated that certain things can be detrimental for our gut microbiome, including too much sugar. Does that mean adding lots of sugar to our coffee could undo any positive effects on our gut bacteria?

This isn’t conclusive, It has been demonstrated that eating too much sugar is not good for your diet, but specifically for the gut microbiota, having too much sugar in your coffee and what the consequences are, in this sense, is unknown.



What if you drink too much coffee?

The thing about coffee is the effects aren’t always universal, and even those of us who love our morning caffeine boosts are aware there’s a tipping point. Too much might leave us feeling jittery and anxious, for example, and can seriously hinder our sleep. Is there evidence that too much coffee might undo any positive effects for our digestive systems? We don’t really know as this link is not something that has been studied either.

There is a general conclusion that to benefit the most from the potential positive effects of coffee on health, people should be advised to drink up to three-five cups a day, not more, but there is no specific indication for the digestive system.

Being white doesn’t make you a racist and being black doesn’t make you a slave.
Being an idiot however comes in both colours.

Do men really take longer to poo?

YourLifeChoices

Are they struggling? Are they hiding? Are they waiting for the kids to leave home?

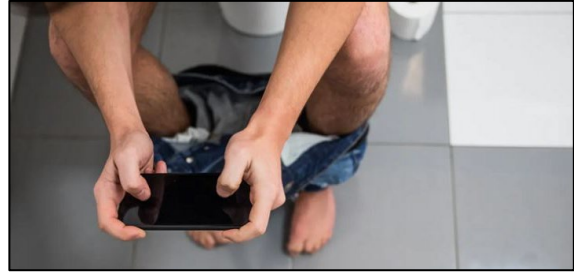
There’s a common assumption that men take longer than women to poo, but is that right and if some people are really taking longer, is that a problem?



As we sift through the evidence, it's important to remember pooing may involve time spent sitting on the toilet and the defaecation process itself and there may be differences between men and women in these separate aspects of going to the toilet but the evidence for these differences isn't always as strong as we'd like.

Men may spend longer sitting on the toilet.

Men do appear to spend more time sitting on the toilet. An online survey by a bathroom retailer suggested men spend up to 14 minutes a day compared with women, who spend almost eight minutes a day, but this survey doesn't have the rigour of a well-designed scientific study.



Would there be any physiological reason to explain why men spend longer on the toilet? Well, the evidence actually suggests the opposite. We know it takes longer for food to travel through the intestines in women than in men. Women are also more likely to suffer from constipation related to irritable bowel syndrome than men. So, you'd expect women to take longer to defaecate, from the start of the bowel motion to expulsion. But this is not the case even if you take into account differences in fibre intake between men and women.

Instead, how long it takes someone to poo (the defaecation time) is heavily influenced by the mucus lining the large bowel. This mucus makes the bowel slippery and easier for the stools to be expelled, but there's no evidence this mucus lining is different in men and women. One thing we do know, however, is mammals from elephants to mice have a similar defaecation time, around 12 seconds.

For humans, it's slightly longer, but still quick. In one study it took healthy adults an average two minutes when sitting, but only 51 seconds when squatting. Again, there were no differences in defaecation time between men and women, whether sitting or squatting. If there's no strong evidence one way or the other to explain any gender differences in how long it takes to poo, what's going on? For that, we need to look at the total time spent on the toilet.

Why do people spend so long on the toilet?

"Toilet sitting time" is the time of defaecation itself and the time allocated to other activities sitting on the toilet. For most people, the time spent just sitting, aside from defaecating, accounts for most of their time there. So what are people doing? Mainly reading. And it seems men are more likely to read on the toilet than women. For instance, a study of almost 500 adults in Israel found almost two-thirds (64 per cent) of men regularly read on the toilet compared with 41 per cent of women. The longer people spent on the toilet, the more likely they were to be reading, however, in the decade or more since this study was conducted, you'd expect adults would be more likely to be reading or playing games on their mobile phones rather than reading paper books.



People might also be sitting longer on the toilet for some temporary relief from the stresses of life. One poll found 56 per cent of people find sitting on the toilet relaxing, and 39 per cent a good opportunity to have “some time alone”. Another online survey revealed one in six people reported going to the toilet for “peace and quiet”. Although these are not scientific studies, they offer useful insights into a social phenomenon.

Then there can be medical reasons for a prolonged defaecation time, and consequently a lengthier time sitting on the toilet.

An anal fissure (a tear or crack in the lining of the anus) can make defaecation a painful and lengthy process. These fissures are just as common in men as in women and obstructive defaecation, where people cannot empty the rectum properly, is a common cause of chronic constipation. This is more common in middle-aged women.



Are there any harms from spending too long on the loo?

In a Turkish study, spending more than five minutes on the toilet was associated with haemorrhoids and anal fissures. Another study from Italy noted the longer the time people spent on the toilet, the more severe their haemorrhoids. One theory behind this is prolonged sitting increases pressure inside the abdomen. This leads to less blood flow into the veins of the rectum when passing a bowel motion, and ultimately to blood pooling in the vascular cushions of the anus. This makes haemorrhoids more likely to develop.

What can we do about this?

In addition to the usual advice about increasing the amount of fibre in your diet and ensuring you drink enough water, it would be sensible to limit the amount of time spent on the toilet. Different researchers recommend a different upper limit, but others recommend the SEN approach:

- Six minute toilet sitting time maximum
- Enough fibre (eating more fruit and vegetables and eating wholegrains)
- No straining during defaecation.

Society has now reached the point where everybody has a right
but nobody has a responsibility.



How to turn potatoes into a health food

YourLifeChoices

One simple trick can unlock the health potential of the humble spud.

Ask people if they eat the recommended five servings of vegetables daily and you'll often be met with some variation of the response 'potatoes are a vegetable, right?' While this is technically true, potatoes are high in starch and are often prepared in unhealthy ways but the humble spud gets a bit of a bad rap, because we love to fry them up in oil and batter. Baked potatoes are far healthier, but even then we tend to fill them with all kinds of fatty and oily toppings.



Another reason they are often maligned is their high [starch content](#). Starch is a complex carbohydrate, meaning it is a string of joined glucose (sugar) units. It's an important part of your diet and one of the major sources of food energy.

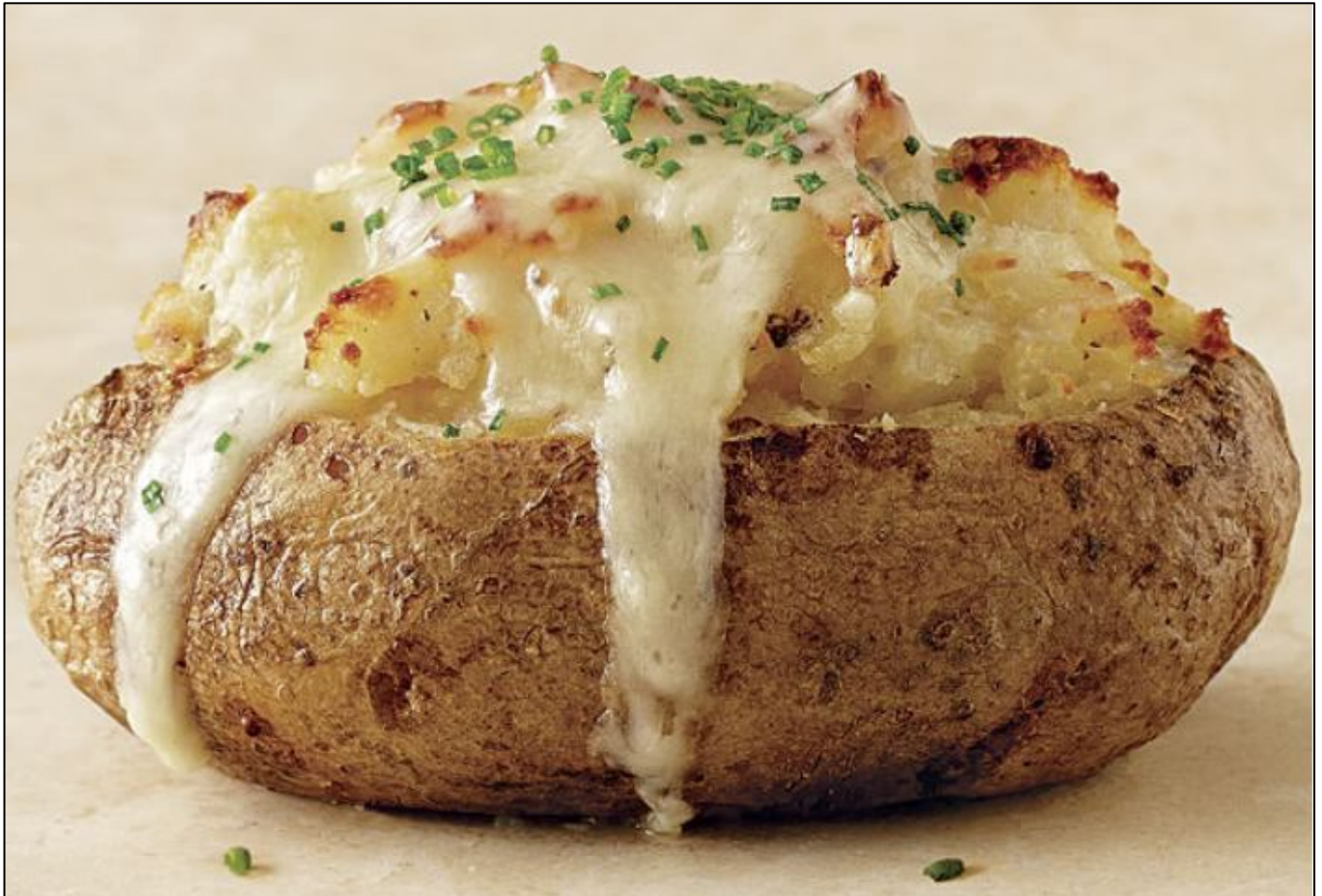
When highly processed, potatoes, such as those sliced, fried and turned into chips are high in refined starches. Refined starches are digested quickly in the small intestine, raise blood sugar levels and increase insulin resistance, which are all leading risk factors for type 2 diabetes, but by baking potatoes and then allowing them to cool, the starches inside are turned into what's known as resistant starch. This type of starch is so named because it is resistant to digestion in the small intestine and passes through unscathed to the large intestine, where it becomes food for beneficial gut bacteria.

This process stimulates the production of butyrate, a chemical compound that is key to keeping the gut healthy and functioning normally.

Butyrate is the preferred fuel for cells lining the gut and ensuring the integrity of the gut wall, helping to protect it against cancer and other serious digestive diseases. Resistant starch also offers health benefits beyond those in the gut, such as helping to reduce your risk of type 2 diabetes by increasing the body's sensitivity to insulin. This effect can be seen in other high-



starch foods such as pasta and rice. Try cooking both of these and then allowing cool to substantially boost the amount of 'good' starch you're eating.



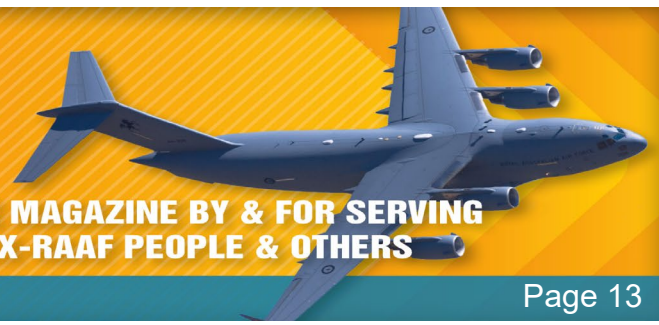
Resistant starch occurs naturally in legumes such as lentils, chickpeas, red kidney beans and baked beans, nuts and some seeds and firm bananas. The best sources are wholegrain cereals and legumes. Baked potatoes with a dash of salt and pepper can be a tasty and healthy side dish, but there are even tastier ways to prepare a baked spud that preserve all the health benefits. Rather than dressing your baked potato with butter, try using hummus, salsa or even a low-fat cheese sauce.

As for the classic filled baked potato, avoid highly processed meats and dairy as fillings. Try our recipe for [baked potatoes with eggs](#), or this delicious recipe using lean turkey mince, low-fat cheese and spices as a filling.

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



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Djinnang Reunion – 2022.

The Djinnang Association, which is a group based in Queensland, represents the men and women who handled all the RAAF's inwards and outwards Communications.

Each year they hold their joint Annual General Meeting/Reunion at a venue in Brisbane, this year, as was also the case last year, their get together was held at the "Paddo" Tavern on Given Terrace, Paddington



The official "doors open" time was 2.00pm but several got there quite a bit earlier. This year about 90 people made the trip to Brisbane, some from afar and most stayed on well after the official "doors close" time.





Those that attended included: (All names left to right.)

The Gate-keepers. No-one got past this intrepid duo without first paying their dues.



Kerry "Kero" Harrington, Gail McDermott



Colleen Higginson, Trev Benneworth, Lisa Williams.



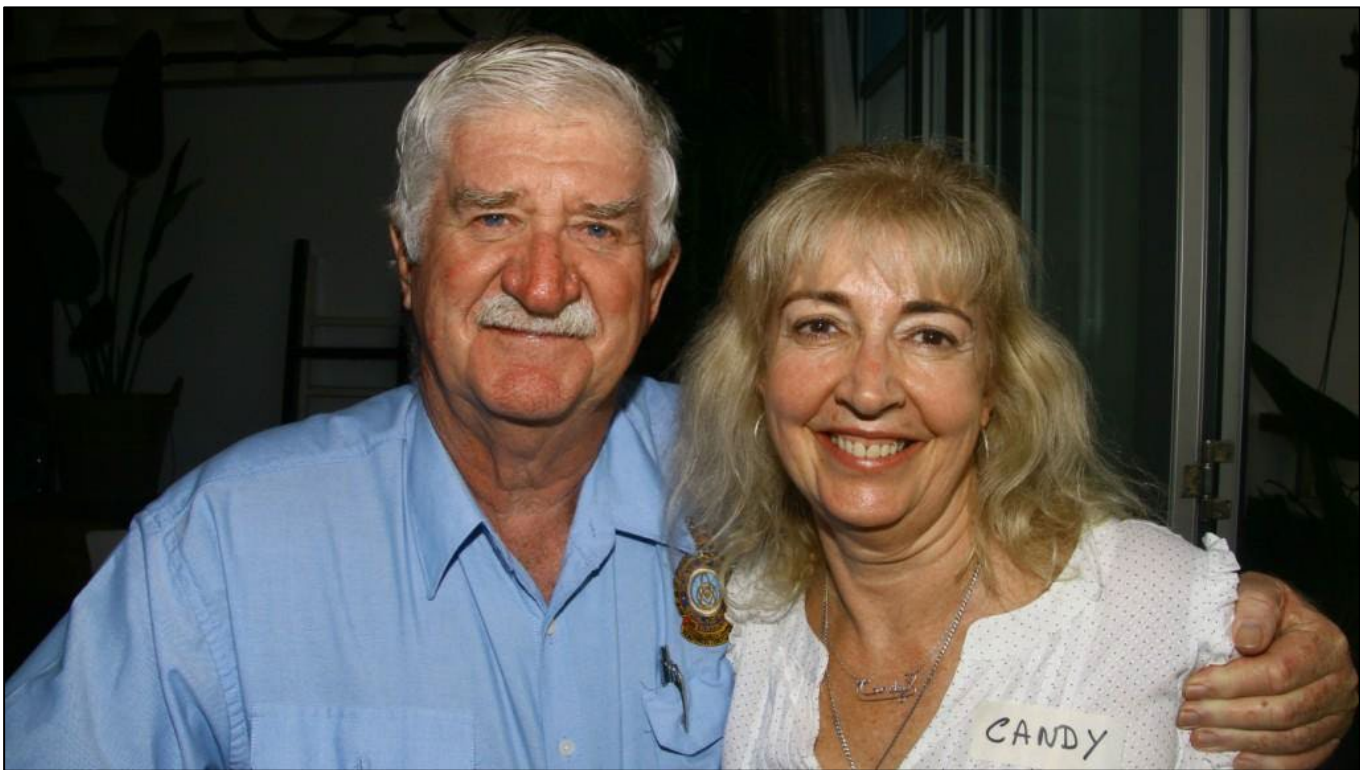
Marie Anderson, Diane Webb, Shirley Watson.



Vera Robinson, Margaret and Jack Khan.



Wendy Dembowski, Ross Billiau, Candy Hardy.



Trev Benneworth, Candy Hardy.



Alison Cridland, Marie Anderson, Vicki Burgess



Di Chattington, Lisa Williams, Gary Francis, Colleen Higginson, Kev "Hinchy" Hinch.



Glen Walton, Barb Watson, Alison Cridland.



Glen Walton, Wayne Dalmeida, Roslyn and Gavin Smith.



Graeme Brownrigg, Mike Roberts.



Jill McAndrew, Adele Murray.



Lalee Jagiello, Jenny Bell.



Lisa Williams, Steve Ellis, Wendy Matherson.



Marie Henson, Ros Curran.



Neil Hunter, Bob May.



Nev and Denise Paten, Neville and Adele Murray.



Pat Bannon, Steve Ellis, "Swampy" Marsh.



Ray "RG" Thompson, Ron Bellert.



Ros Curran, Candy Hardy.



Ros Curran, Marie Anderson.



Ross Billiau, Barb Watson, Alison Cridland, Marie Anderson.



Shelley Mathers, Wendy and Sandy Matheson, Sue Cully



Standing: Beth Golden, Lalee Jagiello, **Seated:** Shirley Watson, Yvonne Trickey.



Standing: Marie and Colin Price. **Seated:** Jill McAndrew, Rob Scott, "Pygmy" McAndrew...



Wendy Matherson, Linda Conyard.



Football.

50th Anniversary of RAAF Penrith RLFC Premiership.

Back in 1972, the small RAAF Base at Glenbrook (near Penrith NSW), plus members from RAAF Kingswood (also near Penrith) provided an outstanding Rugby League team, which played under the Penrith Junior district umbrella and which was coached by one of its members, "Bull" Donald.

In 1972 this team beat a side from the powerful Windsor club to win the premiership. In 1973, playing correctly as an A grade side, they were beaten by Blacktown Brothers in the Grand final.

It's unusual for a service team to do well in a domestic competition as the demands of Service Life do not allow for a stable team, this club was wracked when more than half of the team received postings and if not for the intervention of a Wing Commander who had been following their progress, who managed to have the postings stayed until after the Grand final.

Some of that team.





“Jug” presented “Bull” with a memento of the occasion.



The Belles of the ball.

After the finals, the ladies all frocked up and went to the celebratory Ball.



And today!





Then it was time for the mustering pics:



Ciscons.



CommsOps.



Radtechs



Telegs.



Telsops/Trinops.



The Townsvillians



On Saturday the 18th June 2022, Kokoda Barracks, the Army's "tree change" establishment at Canungra in southern Queensland, hosted Legacy's fifth annual Combat Challenge.

Brendan Cox, the CEO of Brisbane Legacy invited us along and we're glad we went, not as participants in the gruelling event, but as humble observers.

In teams of four, those fit, young and eager enough to put their bodies through this torment would complete the 7 km course at Kokoda Barracks, consisting of obstacles, bush trails and soldier exercises, all the while raising funds to support Legacy Brisbane and their work supporting veterans' families.



Kokoda Barracks was established in 1942 as an Army jungle warfare training base. In 1948, after the end of WW2, it was closed but with the emerging perceived threats looming in south-east Asia, was re-activated in 1954. Between 1955 and 1966, 9,500 troops were trained at Canungra for active service in the Malayan Emergency and the Borneo Conflict. Then from 1962 to 1972, every unit that went to South Vietnam completed a period of rigorous and realistic Battle Efficiency training at Canungra before departure overseas.

Since then it has had a number of roles, from the School of Tactics and War Admin, Army Promotion Training Centre and in 1984 the school of Military Intelligence. In 1994 the Defence Intelligence Organisation, the Air Force and Navy amalgamated as the Defence Intelligence Training Wing.

Today it is the home of the Defence Intelligence Training Centre and the Australian Army Land Warfare Centre.

Compared to a noisy flat Air Force Base, it is a haven. Situated on 6,000 hectares of hilly picturesque virgin bushland, the 800 people that live and work there share the land with koalas, kangaroos, platypus and all sorts of birds and lizards/snakes. You could hardly call it work! On a warm sunny week-end it is only a short drive to the beaches on the Gold Coast or about an hour's drive up to Brisbane.



On that Saturday 63 teams, each comprising 4 participants, began arriving at the Base from 7.00am, were met in a car park outside the perimeter where pre-registered names were ticked off, people were herded towards a fleet of busses then transported down to the assembly area where those game enough to “have a go” were given their departure times.



The assembly area.



L-R: LtCol Wendy Say, the CO of Kokoda Barracks, Brendan Cox, CEO of Legacy Brisbane, WO Steven DiJullio – at the assembly area.



After registering and being given their allotted departure times, it was a short walk to the Start/Finish area, which at that time of day was just a little bit chilly.



Start/Finish area.

Legacy had arranged for a variety of food and drink marquees with the Rapid Relief Team (RRT) of volunteers being one. RRT provided a very welcome hot coffee and bacon and egg breakfast muffin for participants and spectators alike.





Established by the Plymouth Brethren Christian Church in 2013, RRT offers quality catering assistance and tangible support to charities, government and emergency services confronting some of humankind's greatest challenges. RRT adapts their benevolent support services to meet the need at hand. Whether it be fire, drought or even a global pandemic, RRT volunteers bring hope to people in their time of need. The RRT serves people across the globe with teams in Australia, the United Kingdom, North and South America, the Caribbean, Canada, New Zealand and across Europe. Very welcome indeed.

As there were 63 teams, it was decided to send off several teams at the same time. The initial run was easy, just a circuit of the Base, on paved roads, little did they know what was coming next. Click the pic to see the start.





After their “warm up” lap around the block it was time get real. This is where they picked up a “load” to slow them down a bit. Each team of 4 had to pick up and carry a bag of sand, a weighted ammunition box and a log of wood which was shared between two of them. Once loaded up, it was down a small grateful slope, across the weired Coomera River then the start of their gruelling up-hill battle.



Apart from providing a body of cold water which Army uses to “toughen-up” its troops, water is taken from the weir and treated in the on-Base treatment works for use on Base.

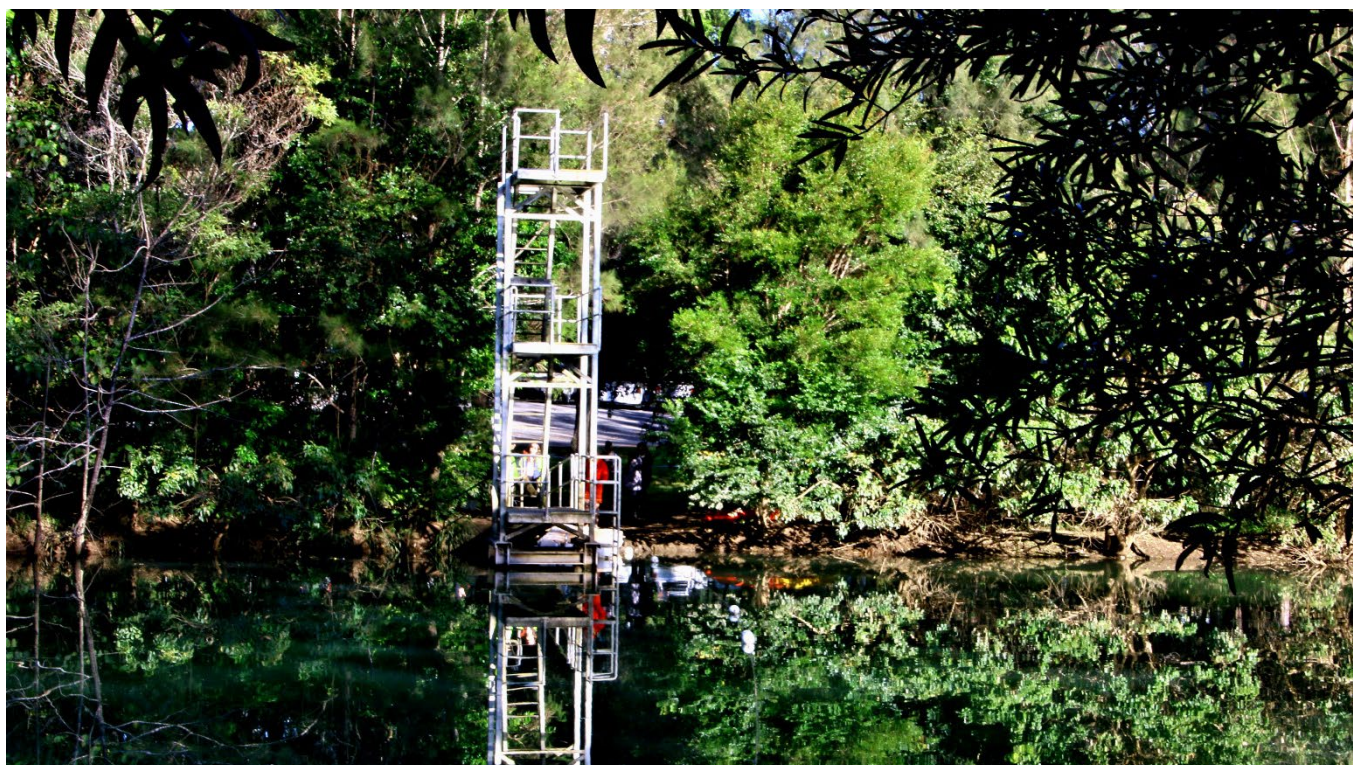




Normally one would expect that big burly blokes would be the best to carry the loads but not so, the young ladies, who were a part of most teams and who were half the size of some of the blokes, kept up with and in some cases, bettered their male counterparts. Girl power - great to see.



Legacy had set up a number of cold-water stops, as refreshers for those in the event, but early in the morning, with the temp not far north of zero, there weren't a lot of takers.



F



After completing the hill-climb circuit, they got back to the water stop, deposited their loads, some grabbed and strapped on a life preserver and jumped into the water for the cross-river swim.



The young lady in the red swimmers was one of the volunteer life guards, ready to leap into the cold water and assist if any of the cross-river swimmers got into difficulties. She had her fingers crossed all morning hoping she wasn't needed.



After surviving the river crossing and emerging from the river, cold, wet and shivering, there was no towel waiting to dry the body, instead they were greeted by an Army bloke who grabbed their life preserver and sent them packing in the direction of what Army calls "A Confidence Course" but which a normal person would call a torture course.



The obstacle course was quite a shock to a lot of the participants, some of the elements were quite a way off ground level and tested a few with a fear of heights. Top marks to those that overcome their fears and completed the course. Each element was overseen by a regular Army bloke, offering advise on how tackle it and who would normally consider this course a bit of a cake walk.



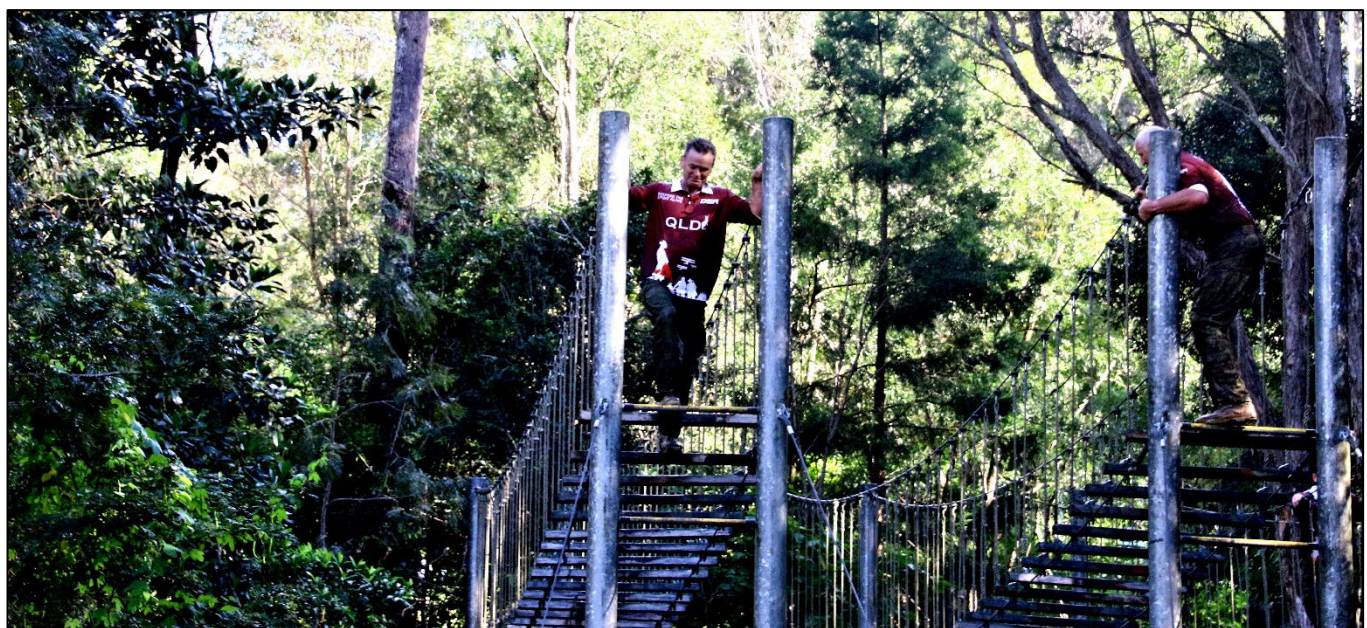
Thinking they had dried out a bit since their river crossing, contestants were in for a bit of a shock. Army had placed some cold-water pools as exits from several of the elements. After leaving the



crawl-through pipe and water dunking, it was a wet, muddy and slippery down hill walk to the swing bridge, another element to test those with height problems.



Some bolted across it like it was 2 inches off the ground, others, like I would, very gingerly trod the boards, hanging on for dear life.





And while those 250, some would say foolhardy, persons were out there testing themselves to the limit, we spotted 2 blokes from the Kedron Wavell Services Club sunning themselves and feasting on one of the delicious pizzas on offer.



Andrew Kelly and Phil Lillibridge.



Another couple who seemed to be taking it easy were these two.



[Bonnie Boon](#) and John "Sambo" Sambrooks.

Both are ex-Air Force and wanted to have a look at the way the average Army bloke and blokette spent their day. In the early 1990s, Bonnie spent 6 years posted to the School of Military Intelligence at Canungra, running the Photo Interpreter Courses, so she had a fair idea. Sambo who thought hard work was getting out of bed and having to walk down to the hangar was shocked and couldn't believe anyone would want to do all this under their own free will.



The Boeing Group – very happy to have finished.



Then 1 hour, 6 minutes and 23 seconds after they had set off, the FK Grunts Group crossed the finish line – a mere 7 seconds ahead of second place and 1 minute 13 seconds ahead of third. This was obviously no picnic, groups took the whole event very seriously. (I couldn't cover that distance on level ground in that time)



Most pulled up well, all were able to run up the hill to the finish line, but there were a few who cramped up, though who could blame them.



For their efforts, all competitors were given one of these priceless dog tags, surely an heirloom which would remain in the family for decades.



With the contestants all home and up in the latrines for a warm shower and change of clothes, everyone else just sat around, listening to the Army Band, eating and drinking and enjoying the marvellous surroundings.



Paul Power, the President of Brisbane Legacy thanked everyone for coming and making the day such a success. To enter, each team was required to raise a minimum of \$2,500. When all dues were in and counted, the total amount raised was \$171,800. Sky-Fleet Hino were the Champions, having raised a total of \$9,184.





In 1969/70, both Sambo and I served with 35 Sqn (with the Caribou aircraft in Vung Tau – 1st RAAF unit in, last out) and we know the importance of Kokoda Barracks during that period. We asked LtCol Wendy Say (That's WgCdr in the real money) if there was a chance we could see the Vietnam Memorial while we were on Base. Although it was off limits to spectators, LtCol Say graciously agreed to show us and she herself walked Sambo, Bonnie Boon and myself up the hill then past the memorials to what is known as "The Grove".





The Australian Army Training Team Vietnam (the AATTV) is THE most decorated Australian War unit in military history. It contains four Victoria Cross recipients - indeed, ALL the VC recipients from the Vietnam War came from this unit. 1006 Officers, Warrant Officers, Sergeants and Corporals served in the unit. Each member has a tree planted for them at "The Grove". Most of the members who served in this unit have decided that they want their ashes to be buried under their tree at Canungra. It is 'their home'.

480 members are already resting there.



Most Vietnam veterans who went through the Jungle Training Centre, Canungra would have been instructed by staff who had served at least one tour of duty as a member of AATTV or who would subsequently go on to serve with The Team.

Unfortunately, members of the public aren't able to freely visit "The Grove" and pay their respects. The AATTV would like the Australian Federal Government to declare this site a national war memorial and thus enable the public to honour these men who not only gave so much to the war effort, but also were vilified so vehemently upon their return.

The Australian Army Training Team Vietnam (AATTV) was the first Australian Army unit to serve in Vietnam (1962) and the last to leave (1972). AATTV consisted entirely of volunteers who advised, trained and commanded a variety of indigenous forces during the war in Vietnam.

The AATTV "Memorial" at the Australian Army Land Warfare Centre, Canungra, Queensland, is not a memorial in the strict sense of the word, as it is built on army land. Technically, it is referred to as the "Home of the Australian Advisers".

It had its origins in 1992/93 when a rain forest hardwood timber grove was named the "AATTV Memorial Grove", in honour of the AATTV by the Commandant of the Land Warfare Centre. The Home of the Australian Advisers overlooks the timber grove and was officially unveiled and dedicated in 1996.

The home is a small Asian-style building containing a polished granite wall on which is engraved the names of those who served in AATTV. The building is of a simple and practical design to provide visitors with a serene and comfortable retreat where they can spend their time in peaceful reflection with their memories. The Home was funded by private subscription and donations of sculpture, materials and technical skills.



Bonnie Boon, John Sambrooks, Trev Benneworth, LtCol Wendy Say.



The names of all the men who served with the Australian Army Training Team, Vietnam, are engraved on the black granite wall at the back of the building.



The Grove of Trees, each one represents the men who served with the Army Training Team. Click the pic to watch a 2 year old Current Affair story on the grove.

Unfortunately, when we got back to the Start/Finish area, it was a bit after midday and time to leave. It was back onto the bus for the trip up to the car park then head for home.

Thanks to Brendan Cox at Legacy for inviting us and a huge thank you to LtCol Wendy Say for being so sympathetic and understanding and for accommodating the wishes of a couple of old blokes.



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WRAAF News

Woman's role in Air Force History.



As part of the centenary of Air Force commemorations, a Women in Air Force lunch was held in Western Australia on the 21st October 2021 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 her 45-year career. "This commemoration is not about singling out women as something special; rather, it is about appreciating the history of service by women and sharing our stories as we socialise and inspire each other," AIRCDRE Dowse said.



The WAAAF was formed in March 1941 after considerable lobbying by women who were keen to serve. It was the first military organisation in Australia for women that focused on skills other than tending to the sick or injured. The formation of the WAAAF set a precedent, paving the way for the establishment of similar organisations in Navy and Army. It was the largest of the World War II women's services, with about 27,000 women enlisting between 1941 and 1945. Some women joined the WAAAF because they saw it as their patriotic duty, others to see the world, and some to escape the social confines of life at home, reasons that haven't changed much with time.

Women performed a variety of roles and were posted to bases throughout Australia. The WAAAF was disbanded in December 1947, but it had made its mark on society. It was truly an Australian wartime success story. In 1950, the contribution made by the women of the WAAAF was recognised in the formation of a permanent WRAAF. It had been originally intended to let the



service grow slowly and limit initial recruiting mainly to ex-service women, however, interest in joining was high and, by October 1950, more than 2000 women had applied to join the WRAAF

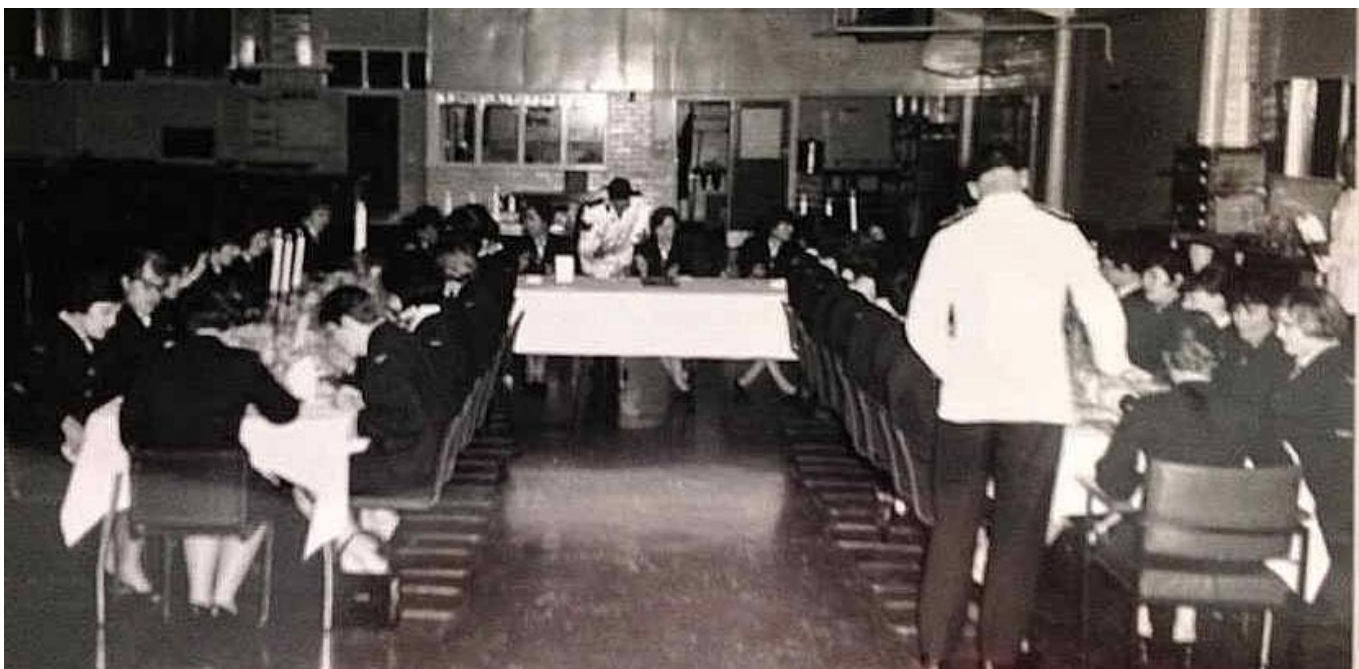
Some changes were made to service conditions for WRAAF members, but employment categories they could work in were still restricted. It would continue to be a sought after service to join, but it was disbanded in 1977 and female personnel were absorbed into the mainstream RAAF. On transfer into the RAAF, women were allowed to do more jobs, but restrictions based on gender continued until 2013. Change has been slow, but it has been achieved and now women can apply for any employment category.

"When I joined the Air Force, there was no equal pay for women and childcare outside of relatives and maternity leave was non-existent," AIRCDRE Dowse said. "My recruit course was all-female and the curriculum was more like finishing school rather than preparing us for war. Male recruits handled weapons and we were taught how to handle a floor polisher. Within society, technological advances, medical advances and the realisation that women are capable of so much more has led us to today's women in the RAAF. If it wasn't for the Second World War, women may not have seen service in the Australian Defence Force until much later and if it wasn't for the tenacity, determination and sheer will of the women who went before us, women may not be where they are today standing beside the men in the Royal Australian Air Force as one team."

AIRCDRE Dowse encouraged the guests to share their stories as a way of paying tribute to the service and sacrifices of all women who have contributed to Air Force in its first century. "There is so much to celebrate today with all of these amazing women all in one room. I encourage you to speak with as many as you can to share your stories and inspire each other," she said.

To find out more about a career in Defence, visit www.defencejobs.gov.au

WRAAF dining-in night, East Sale, 1967





WRAAF 16th birthday.



L-R: Lyn Humbert, Marj Jones, Judy Westone, shown here celebrating the 16th birthday of the formation of the WRAAF.



Somewhere – 1968.



L-R: SqnOff Parsloe, SectOff Meredith, WngOff Pitman.

We don't know the where or the why, can anyone help. And surely these ladies have first names, anyone know?



D



SectOff Meredith and Marie Kearvell. Once again, we don't know when or where.



Once again, we have no info on the pic above, can anyone help.



E



East Sale WRAAF rec room - 1966



Two little boys were at a wedding when one of them leaned over to the other and asked, "How many wives can a man have?" His friend answered, "Sixteen... four better, four worse, four richer, and four poorer."



Somewhere in Brisbane 1963



Point Cook - 1963





Robyn Dickson, Point Cook, 1973





John Laming.

Aeroplanes and other stuff.

Flight Directors – A fatal attraction.

My first encounter with flight directors was in 1966 while undergoing conversion to the Avro 748.



The RAAF had seen fit to send me to Woodford in Cheshire, all the way from Australia, to ferry the second of several new 748s for the RAAF VIP squadron at Canberra. The conversion was conducted on a battered 748 demonstrator: G-ARAY, known as Gary. The contract allowed four hours of dual for the captains and nothing for the co-pilots. G-ARAY had the basic instrument flying panel of that era and no flight director. Our instructors at Avro's were well-known test pilots Bill Else, Tony Blackman and Eric Franklin. Jimmy Harrison was chief test pilot.

Unlike the bog-standard civilian 748, the RAAF 748s were to be equipped with a Collins FD 108 FD. So the situation existed that the RAAF 748s had a British Smith's autopilot system which was married (somewhat expensively and painfully) to the American Collins FD 108. For the life of me, I could not see why a flight director was needed in the RAAF 748, after all, the approach



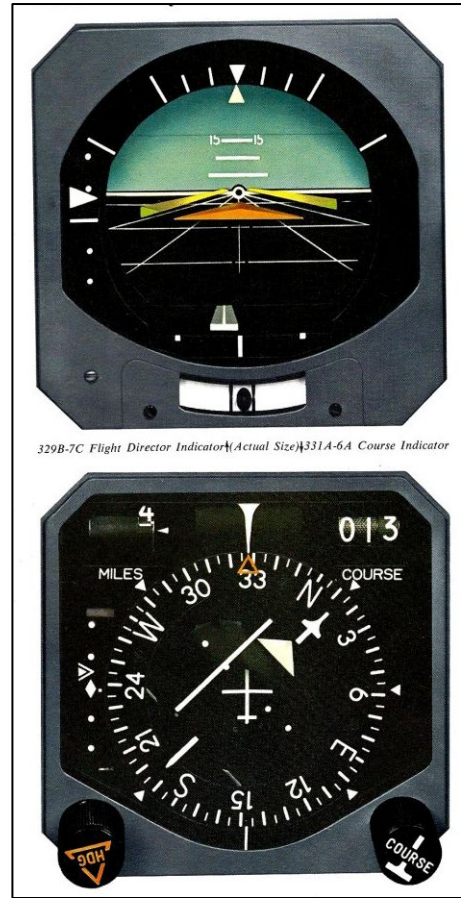
speed was that of a DC-3 (80 knots) and the aircraft a delight to handle compared with the venerable Dak. In retrospect, I think the old Wing Commander Transport Ops at Department of Air, who was charged with the procurement of the 748 for RAAF service, and hadn't flown for years, was perhaps conned by the Avro sales people, in conjunction with Collins, into buying the Collins systems. Certainly in my view as the squadron QFI, flight directors were not operationally needed.

In the event, the RAAF machines came with Collins FD 108 flight directors and, as the contract specified, each captain would be given only one hour of dual instruction once the 748 came out of the factory. First, a course was arranged at the Collins establishment at Weybridge in Surrey. The two RAAF captains and their co-pilots attended and our two navigators and our instrument fitters also turned up to enjoy the Collins hospitality. We learned about 45 degree automatic intercepts of the VOR and ILS beams and other goodies including V-bar interpretation. We were showered with glossy brochures of the flight director by white dust-coated lecturers and shown a film.

By lunch time, the presentation was complete and we were shouted to a slap up pub meal with lots of grog, all paid for by Collins. We asked what further lectures were to take place after lunch. We were told the course was over – it was just a morning's job and we were free to leave unless we would like more drinks. Naturally it was churlish to refuse and hours later we staggered to the railway station (I think), smashed to the eye balls and having forgotten all about the marvels of 45 degree auto intercepts on the FD 108.

I must say it was a bloody good three-hour course what with the free grog and all that. A few weeks later, I flew the second RAAF aircraft out of the factory, A10-596, under the watchful eye of Eric Franklin DFC and he demonstrated flight director stuff. For example, to climb using the FD, you first put the aircraft into a normal climb and when settled you switched on the FD and carefully wound up the pitch knob so that the little aeroplane sat in the middle of the V-bars. I quickly realised that you hand-flew the basic artificial horizon to whatever attitude was appropriate for the manoeuvre then told the FD 108 V bars where you wanted them. The ILS intercept of 45 degrees was never used because radar vectors didn't do such angles. I became more and more convinced the 748 didn't need flight directors and that they were a load of bollocks in that type of low speed aircraft.

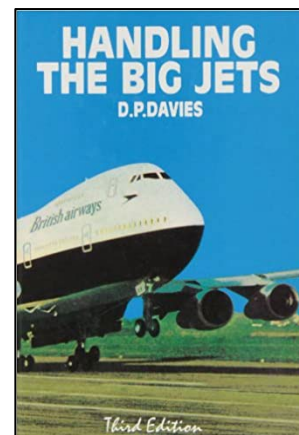
We were told the USAF used the FD 108 in its F4 Phantoms and that Collins was anxious to make sales in the UK market. The RAAF Wing Commander got sucked in by good sales talk and from then on, all RAAF 748s became so equipped. I held personal doubts about the usefulness of flight directors in general as I could see even then their extended use could lead to degradation of pure instrument flying skills. Today's flight director systems are light years ahead in sophistication compared with the old Collins FD 105 and 108 series but the problem with blind reliance on FD indications and thus steady degradation of manual instrument flying skills is as real now as it was back in 1966.





Now to the present day – although first some background history.

First published in 1967, [Handling the Big Jets](#), written by the then British Air Registration Board's chief test pilot David Davies, is still considered by some as the finest treatise still around on jet transport handling. Indeed, the book was described by the International Federation of Airline Pilot's Associations (IFALPA) as "the best of its kind in the world", written by a test pilot for airline pilots. The book is likely to become a standard text book, particularly recommended to all airline pilots who fly jets in the future, valuable to those pilots who are active in air safety work.



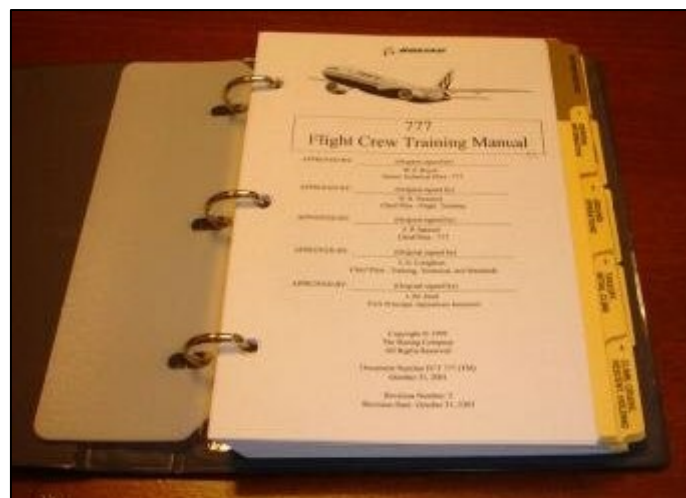
All that was back in 1967 and little has changed since then, apart from an increasing propensity for crashes involving loss of control rather than simply running into hills. LOC instead of CFIT. Mostly these accidents were caused primarily by poor hand-flying and instrument-flying skills, which certainly explains why aircraft manufacturers lead the push for more and more automatics. A colleague involved with Boeing 787 training was told by a test pilot on type, that the 787 design philosophy was based on the premise that incompetent crews would be flying the aircraft and that its sophisticated automatic protection systems were in place to defend against incompetent handling. Be it a tongue-in-cheek observation, it contains an element of truth.

With the plethora of inexperienced low-hour cadet pilots going directly into the second-in-command seats in many airlines in Asia, the Middle East and Europe, these protection systems are important.

Do these flight directors make flying safer or pilots lazier? Towards the end of his book, David Davies discusses the limitations of the flight instruments in turbulence and in particular the generally small size of the active part of the basic attitude information or the "little aeroplane" as many older pilots will remember it. He continues: "The preponderance of flight director and other information suppresses the attitude information and makes it difficult to get at" and "the inability, where pitch and roll information is split, to convey true attitude information at large pitch and roll angles in combination." Finally Davies exhorts airline pilots "not to become lazy in your professional lives... the autopilot is a great comfort, so is the flight director and approach coupler... but do not get into the position where you need these devices to complete a flight."

There is more but go and read the book.

Having done the unforgiveable and quoted freely from an eminent authority, it is time to say something original and accept the no doubt critical comment that is freely available. Flight Directors can be a fatal attraction to those pilots who have been brain-washed by their training system to rely on them at all times. While Boeing in their Flight Crew Training manual (FCTM) advise pilots to ensure flight director modes are selected for the desired manoeuvre, it also makes the point that the FD should be turned off if





commands are not to be followed. Recently a new pilot to the Boeing 737 asked his line training captain if he could turn off the FD during a visual climb so he could better “see” the climb attitude. His request was refused as being “unsafe” and instead he was told to “look through” the FD.

I don’t know about you, but I find it impossible to “see” the little aeroplane when it is obscured by twin needles or V-bars. In fact, it takes a fair amount of imagination and concentration to do so, which may be why Boeing recommends pilots to switch off the FD if commands are not to be followed. I well recall my first simulator experience in the 737 of an engine failure at V2 where I was having a devil of a time trying to correct yaw and roll and the instructor shouting at me to “Follow the bloody flight director needles.” I learned a good lesson from that tirade of abuse on how not to instruct if ever I became a check pilot.

In later years, having gravitated to the exalted, or despised maybe, role of simulator instructor, my habit was to introduce the engine failure on take-off by first personally demonstrating to the student how it should be done on raw data; meaning without a flight director. I hoped by first demonstrating, the student could see the body angles or attitude rather than imagine them by trying to “look through” the dancing needles of the FD. I have always been an advocate of the Central Flying School instructional technique of demonstrate first so the student then knows what he is aiming for. Of course, in the simulator, the instructor runs the risk of stuffing up (been there – done that!) but it at least proves he is human and not just another screaming skull.

Recently, a 250-hour pilot with a type rating on the 737-300 (and trained overseas) booked a practice session prior to putting himself up to renew an instrument rating. His last rating was on a BE76 Duchess. As part of the 737 instrument rating would include manual flying on raw data, he was given a practice manual throttle, raw data take-off and climb to 3000 ft. He protested, saying he had never flown the simulator without the flight director.



General aviation pilots are no strangers to flight directors either, especially as glass cockpits become more popular. His instructions were to maintain 180 knots with Flaps 5 on levelling. He was unable to cope and when the instructor froze the simulator to save more embarrassment, the student was 2000 ft above cleared level and 270 knots – still accelerating with take-off thrust. The student had been totally reliant on following flight directors with their associated auto-throttles during his type rating course and without this aid he was helpless.

I believe this is more widespread than most of us would believe, especially as we tend to move in our own narrow circle of experience. At a US flight safety symposium, a speaker made the point that it is the less experienced first officers starting out at smaller carriers who most need manual flying experience and, airline training programs are focused on training pilots to fly with the automation, rather than without it. Senior pilots, even if their manual flying skills are rusty, can at least draw on experience flying older generations of less automated planes.

Some time ago, the FAA published a Safety Alert for Operators (SAFO) entitled [Manual Flight Operations](#). The purpose of the SAFO was to encourage operators to promote manual flight



operations when appropriate. An extract from the SAFO stated that a recent analysis of flight operations data (including normal flight operations, incidents and accidents) identified an increase in manual handling errors and “the FAA believes maintaining and improving the knowledge and skills for manual flight operations is necessary for safe flight operations.”

Now let me see, I recall similar sentiments nearly 50 years ago published in Handling the Big Jets when David Davies wrote that airline pilots should “not become lazy in your professional lives... the autopilot is a great comfort, so is the flight director and approach coupler but do not get into the position where you need these devices to complete the flight.”

It is a good bet that lip service will be paid by most US operators to the FAA recommendation to do more hand flying. It may have some effect in USA but certainly the majority of the world’s airlines, if they were even aware of the FAA stance in the first place (very doubtful), will continue to stick with accent on full automation from lift off to near touch-down and either ban or discourage their pilots from hand-flying on-line. If you don’t believe that, consider the statement in one European 737 Flight Crew Operating Manual (FCOM) from 20 years ago that said: “Under only exceptional circumstances will manual flight be permitted.” After all, when at least two major airlines in Southeast Asia have recently banned all take-off and landings by first officers because of their poor flying ability, then what hope is there to allow these pilots to actually touch the controls and hand-fly in good weather? One of those airlines requires the first officer to have a minimum of five years on type before being allowed to take off or land while the other stipulates the captain will do all the flying below 5000 ft.



It might stop [Quick Access Recorder](#) (QAR) pings and the captain wearing the consequences of the first officer’s lack of handling ability, but it sure fails to address the real cause and that is lack of proper training before first officers are shoved out on line. Sometimes you have to put your hands on the controls and fly raw data. I think the FAA missed a golden opportunity in its SAFO



to note that practicing hand flying to maintain flying skills will better attain that objective if the flight director guidance is switched off. The very design of flight director systems concentrates all information into two needles (or V-bar) and in order to get those needles centred over the little square box, it needs intense concentration by the pilot. Normal instrument flight scan technique is degraded or disappears with the pilot sometimes oblivious to the other instruments because of the need to focus exclusively on the FD needles. Believe me, we see this in the simulator time and again.

Manual flying without first switching off FD information will not increase basic handling or instrument flying skills. The flight director is amazingly accurate provided the information sent to it is correct, but you don't need it for all stages of flight. Given wrong information and followed blindly, it becomes a fatal attraction yet we have seen in the simulator a marked reluctance for pilots to switch it off when it no longer gives useful information. Instructors are quick to blame the hapless student for not following the FD needles. This only serves to reinforce addiction to the FD needles as they must be right because the instructor keeps on telling them so.

For type rating training on new pilots, repeated circuits and landings sharpen handling skills, yet it is not uncommon for instructors to teach students to enter waypoints around the circuit and then exhort the pilots "fly the flight director" instead of having them look outside at the runway to judge how things are going. First officers are a captive audience to a captain's whims. If the captain is nervous about letting his first officer turn off the flight director for simple climbs or descents, or even a non-threatening instrument approach, then it reflects adversely on the captain's own confidence that he could handle a non-flight director approach.

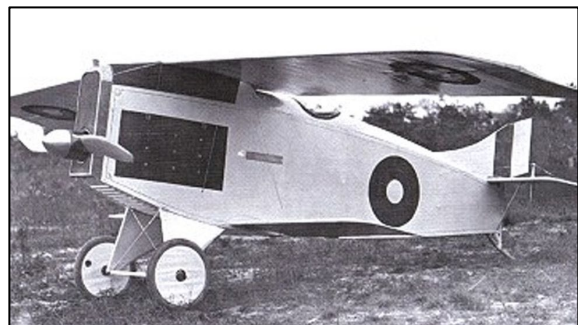
The FAA has already acted belatedly in publicly recommending that operators should encourage more hand flying if conditions are appropriate but switch off the flight directors if you want real value for money, particularly with low-hour pilots.

It may save lives on the proverbial dark and stormy night and the generators play up.

Flying the squawker Haunter.

Following a protracted gin and tonic session in the plush Hawker tent at Farnborough a few years ago, one of our staff pilots was privileged to make a short preview handling flight in the newly announced prototype Haunter. He has now recovered sufficiently to record a few brief impressions of this fabulous (sic) aircraft.

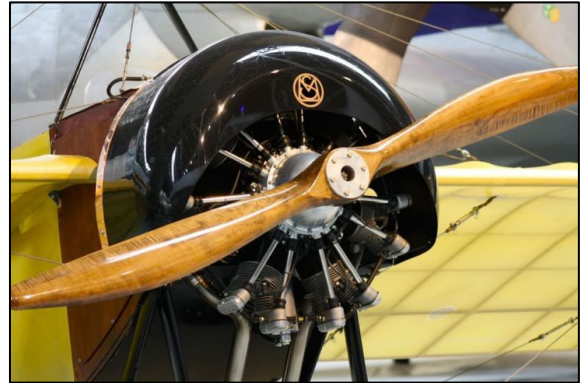
The Haunter Mk.1 is a combined high altitude ground attack aircraft equipped for photographic reconnaissance and aspects of air-sea rescue. The specification originally called for an inter-continental bomber specifically for the suppression of recalcitrant tribesmen of the Arabian hinterland, however, as the world situation has changed since the troubled days of 1923, the design was modified somewhat in the flight test stage. The only surviving part of the original





spec. F.3/23 is the emergency drills, which were written in detail as an added safety factor; these drills, whilst sufficiently complex and confusing, have unfortunately now little relation to the emergencies commonly encountered in normal flight.

The aircraft is equipped with two double-sided twenty-eight stage reversible pitch hydramatic Mambo engines. A major safety factor built into these engines is that the actual installed thrust is well below the design figure, thus ensuring that no part of the aircraft (other than the oleos) can be over-stressed. The aircraft had originally been designed as single-engined, but it was found at a late stage that one Mambo of 10,800 lbs. nominal thrust was only sufficient to taxi the aircraft slowly, so the second Mambo was added to give the necessary combat capability. The Haunter in its present configuration can now climb straight and level and maintain level flight at take-off power. It enters a glide path very smoothly at a steady 1,500 ft/min when throttled back to max. continuous (i.e. below the surge line). With these capabilities in mind, a number of optimum flight profiles have been devised by Central Fighter Establishment, none of which takes the aircraft far out of the circuit, thus providing, inter alia, the rapid landing facility required for the F.3/23.



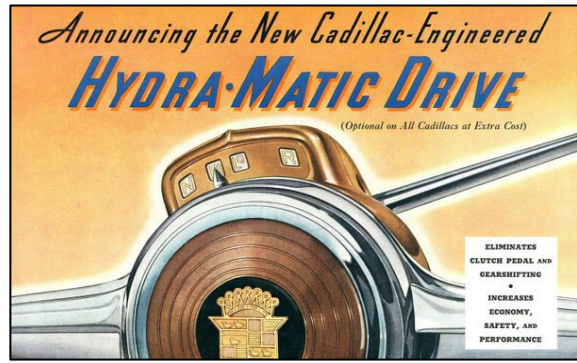
A slight change was also made to the Haunter airframe when it was found that, with power assisted controls, two men were necessary to shift the control column. The forward main fuel tank was immediately eliminated and a second no-vision canopy fitted, thus providing adequate space for the second pilot (providing, of course, that he wore the requisite elbow and knee protectors). The elimination of the surplus fuel capacity allowed performance figures to remain undiminished. At the same time manual reversion was fitted, though it is at present limited to ground operation only, owing to a marked aileron reversal at speeds above the stall. The control column has artificial feel in the form of yards of elastic, which takes the unnatural feeling out of flying in power. The elastic used was rather strong and an additional power control system was added to eliminate pilot fatigue; artificial feel is also built into the system so that flying the Haunter is still somewhat exhausting.



The Haunter is very modern in that it is fitted with dive brakes. These had to be fitted at a late stage, as at first there did not appear to be room for them. There is also a novel flying tail, though to be able to fly, the tail must be attached to the aircraft. It is hoped at a later stage of development to introduce flying ailerons.



The front cockpit is roomy and comfortable, and it is obvious that a lot of ingenuity has gone into arranging the mass of controls and indicators. Points worthy of especial note are: The hydramatic pre-selective throttles, enabling any unwanted power setting to be immediately obtained; the "carrot salad" controls and indicator, for night applications: the array of "Zero Reader" type fuel gauges neatly masked by the control column; the Hannick Indicator, or "Lost" horizon, for near vertical descents; the rotatable notepad and "flush" type dive brake lever; the new 999 channel, UHF by Missey's; and finally the dinky little mascot holder.



However, a point of minor criticism is that a desire for standardization, possibly motivated by understandable penny pinching, has led to the undercarriage, flap, seat raising and low pressure fuel cock levers being identical. Entry and egress from the aircraft is effected by a short ladder placed against the wing tip, which, owing to anhedral and wing flexing, is close to the ground. The crew can then walk up the wing and into the cockpit at their leisure. Exit has been noted to be far more rapid.

Starting is very simple. A length of fuse extends some distance from the nose intake which, on a given signal from the pilot, is lit by an armourer. This fuse burns fiercely for some two minutes. It then operates a series of relays and counter-balances which finally detonate an explosive charge. This charge envelops the aircraft in smoke for some time, but it is powerful enough to move the aircraft forward from a standing start at some 15 knots. The pilot then carries out normal relight drill and if the airfield is below 15,000 ft, the engine will usually start. It was from this technique that the Haunter acquired the nickname amongst ground crew of the "Black Terror"



Take off requires no special technique and is purely a matter of time. Providing a runway of sufficient length can be found, no difficulties are expected in service use and the firm's pilots say that 10,000 metres should be adequate. General flying is very pleasant, although one must watch for a tendency for the aircraft to sink without prior warning.



There is no difficulty in the spin, which can be entered at any stage of flight. At any power setting below max. continuous in straight and level flight burbling is immediately felt on all control surfaces. Approximately 15,000 feet is lost with startling rapidity, followed by one wing dropping, a quick inverted roll, and a final stabilization in a flat spin. The correct procedure is then to select gunsight down, airbrake out and full flap, wheels unlocked and brakes off. Jettison all external stores, put on full opposite rudder and aileron into the roll, at the same time alternating bursts of power on either engine. Wind tunnel tests show this will have no effect



at all, but as the aircraft cannot be safely abandoned below 240 knots, it is a convenient way of passing the time.

Landing the Haunter does require a special technique, but it is thought that this will soon be acquired as landings are frequent and not always premeditated. Torque problems have not been entirely overcome, and it will be necessary for airfields to adopt a right hand circuit, owing to the natural tendency for the Haunter to fly that way. With the drop tanks fitted circuit height can be reached by the time fuel is low enough to re-join. This thoughtful arrangement makes flight planning easy and fuel reserves unnecessary. The exact method of landing the Haunter is still the subject of discussion between the firm's pilots and service representatives, but has been variously described as "hairy", "relatively simple", "fraught", "normal", "ugh", depending upon which side one approached.

As usual, a few minor modifications will be required before the aircraft can go into service. The Mod. programme has been extended to include Mod. 1379, which eliminates the common fault of canopy opening when the dive brakes are selected and the Mod. 2000 series of gun firing mods. which clear the aircraft for two gun firing with blank ammunition. (At present the guns are cleared for blank ammo only if the aircraft is inverted - Leconfield have now evolved a very satisfactory inverted quarter attack, but the problem of air to ground is fraught with difficulties).



All in all, the Squawker Haunter is a worthy predecessor to the Hawker Hart, the Supermarine Spitfire, and the Gloster Meteor and given the right conditions and a pilot trained from infancy, this aircraft will have no difficulty in holding its own if given a day's start.

And now – a blond joke.

A blond gets a job as a physical education teacher of 16 year olds. She notices a boy at the end of the field standing alone while all the other kids were running around having fun kicking a ball. She takes pity on him and decides to speak to him. "You ok?" she says to him. "Yes" he says. "You can go and play with the other kids you know" she says. "It's best I stay here" he says. "Why's that sweetie?" says the blond. The boy looks at her incredulously and says: "Because I'm the goalie!"



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Continued from Page 10

ANZAC Day 2022

ANZAC Day was celebrated in towns and cities all over Australia - and also in Scotland. James "Scotty" Potter sent us these pics.

Scotty served with 2 Sqn in Vietnam from April 1969 to March 1970 and every year since returning to his home in Scotland has remembered and celebrated ANZAC Day with a bunch of his mates.

Pictured here with Charlie Brown, MBE.





Headstones of Kiwi Airmen and War Memorial, Arbroath Western Cemetery.



At the War Memorial, Arbroath Western Cemetery. The gents with green berets are ex Royal Marines.



War Memorial, Arbroath Western Cemetery. LT Col Warren Coaker ADF, taking the salute.



Self with Charlie Brown MBE, the ex-President of the Royal British Legion - Scotland Division.

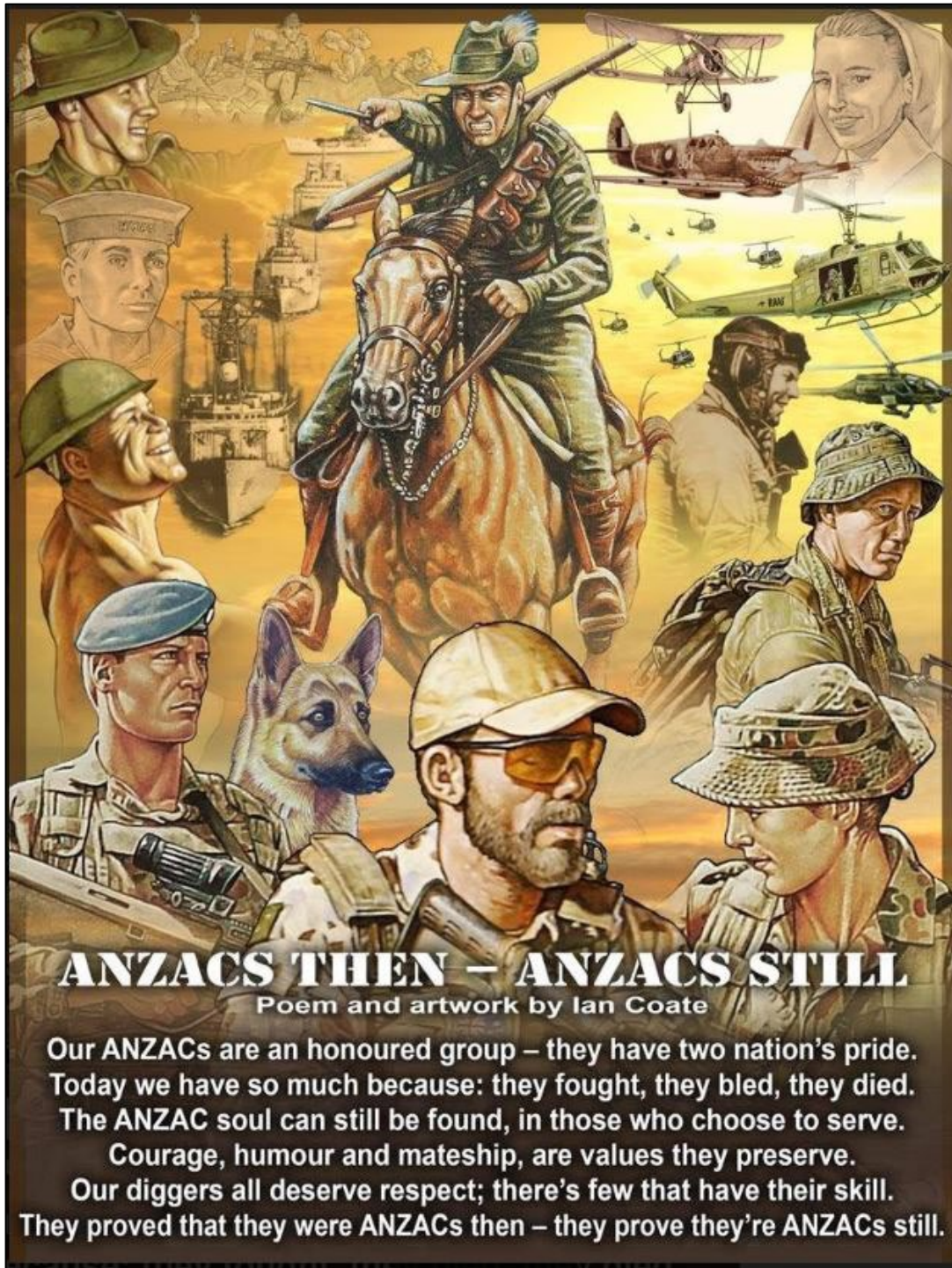


Edinburgh Castle Scottish National War Memorial and Chapel.



Self laying a wreath for Australian Veterans, being witnessed by AVM Ross Patterson Air Officer Scotland, Rear Admiral Mark Beverstock National President Royal British Legion Scotland, Major General William Wright Military Secretary and General Officer Scotland.

Below is the image in the centre of the wreath.





ANZAC Day Edinburgh Castle Chapel at Scottish War Memorial.

The two kids were visiting from Victoria, nurturing the Spirit of ANZAC in a new generation. They were holidaying in England about 4 hours down from Edinburgh. Their dad goes to Dawn Services in Oz and when he heard about the one in Edinburgh they drove all the way up. As fate would have it we were in the same hotel and met in the lift, so we made a plan to get these shots of kids with flags at the Scottish War Memorial in the Edinburgh Castle. They also put the poppies on the grave of the airman at the Dawn Service.



Edinburgh Castle steps of Scottish War Memorial.



Para's and self, discussing how we can stay out of trouble for the rest of the day. Failed!



Portcullis - Edinburgh Castle.



It looks a bit cold up there mate, we thought we'd throw this one in to remind you of what you're missing.

Currumbin, Gold Coast.

For 20 years, Currumbin RSL has held an ANZAC Day Dawn Service which has developed over time to become an iconic Queensland Event with a national audience. Ron Workman had a lot to do with inaugurating the event.

From humble beginnings the event has grown and matured to a well know service held at Elephant Rock, Currumbin and resulting in the attendance of close to 10,000 people in 2012 and a national telecast to over half a million people. Channel 7's national show 'Sunrise' has covered the service on site every year since 2007. Sunrise has also done a live cross of the Dawn Service to Gallipoli – taking Currumbin RSL's event global.



The Currumbin RSL Dawn Service begins with a march along Murabba Street at Currumbin Beach. The march consists of both service and ex-service men and women along with their families and the families of those who have lost someone in war. In 2012 the march was led by Keith Payne VC OAM DSC SS and four Light Horsemen. The presence of the Mudgeeraba Light Horsemen on steeds and the Albert Battery provide visual representation and act as a reminder of our past times of conflict. The march ends at Elephant Rock at Currumbin Beach at 5am and a lone piper plays signifying the commencement of the official service.



The service runs for approximately one hour and takes place with the vast open ocean as backdrop, symbolic of the Gallipoli foreshore where the ANZACs met their fate in 1915. The service includes a laying of wreaths at the Memorial Plaque and video footage from wars throughout history where Australian and New Zealand soldiers fought. All this is followed by a poignant address by the Chaplain, Father Tony Gunter. Music plays throughout the service which creates a reverent feeling through the crowd.

Currumbin RSL incorporates a variety of young community members from Surf Life Saving Nippers to local school children who assist Currumbin RSL Sub Branch members in the traditional “releasing of the doves” as a symbolic gesture for world peace. It is also tradition that Currumbin RSL selects two school aged youth to assist in singing the Australian and New Zealand National Anthems and the winner of the Federal Member’s Essay Competition who communicates their thoughts on the ANZACs and what the day means to them.

For some years, Ron Workman OAM (Currumbin RSL President) was at the helm and the roll of honour would precede a veteran’s ashes taken out to sea. The burial ashes released at sea is a final and fitting gesture and unique to Currumbin RSL and incorporates the Currumbin Vikings’ Boat Crew. This part of the service first took place in 2008 with the number of requests increasing each year. In 2012 nine Veteran’s ashes were put to rest which included three couples who wished to depart together. This has added a significant and moving activity to what was already a full service.

Each year the number in attendance at the Dawn Service increases with thousands lining the beach and this audience includes people of all ages. Currumbin RSL supplies large screens and professional outdoor sound equipment to provide excellent viewing and sound for all attendees. The RSL also provides and coordinates several return courtesy buses to and from the service from both the RSL and the local shopping centre and runs extensive preliminary meetings with all stakeholders.





This day is also an opportunity to pay respect for all those involved in Australia's Military history. The key objectives being to convey, pride, respect, national identify and unity with gratitude and thanks.

Some additional photos of the 2022 event are included below:









Mt Isa.

Peter Roberts sent us this.

Hundreds of Mount Isa residents paid their respects at an Anzac Day ceremony on Monday, despite rainy conditions. This year was the first time in two years that Anzac Day ceremonies could be held at full capacity, with many locals taking the opportunity to remember the fallen.



Mount Isa's Anzac Day started with a dawn service followed by a gunfire breakfast and then the march and formal ceremony. Local delegates, schools, community groups and veterans took part in the march down West Street to the Mount Isa City Council Cenotaph.

Mount Isa City Council Mayor Danielle Slade said it was fantastic to see such a large turn-out, even in the rain. She said "Today is a significant day for all Australians and New Zealanders. It's a day we remember our fallen, beginning with those who fell in the Gallipoli Peninsula in 1915. It's a day to remember their sacrifice, their pain and their fear.

We gather not to glorify war but to remind ourselves that we value who we are and the freedoms we possess and acknowledge the courage, determination and sacrifice of those brave service people and those who continue to serve."

Click [HERE](#) to see ANZAC Day in the Isa.



RAAF Amberley.

George Hatchman sent us this.

There was a small ceremony held in the Memorial Gardens at Amberley.





Bull Creek - Perth.

Ted McEvoy sent us this.

An ANZAC Day Dawn Service was held at 5:50am at the RAAF Association Memorial Estate located in Bull Creek, Perth. The commemoration was attended by approximately 100 people who enjoyed the short but solemn service after which a morning cuppa was shared with friends.

Perth put on a fantastic sunrise as can be seen in the pics.

“Lest We Forget”.





Bull Creek Memorial Village Museum.



ANZAC Day, Sydney, 2022

Click the pic below to see the RAAF contingent in the March held in the Sydney CBD. Down there it looks like they mix the old and the new, ex-Service Associations clip onto the back of a serving branch. We feel the RSL in Brisbane runs their event much more professionally. Uniforms first with Associations separate and following. Those in uniform make an attempt to look professional but if the old and the new are coupled together the side is let down by the Association stragglers.

Click [HERE](#) to have a look.





Ken Morris sent us these.

ANZAC Day in Geraldton, WA, dawned fine and clear over the largest crowd that had assembled at Birdwood house in years. The Scouts and Guides had held vigil over the cenotaph from 5 pm until stood down at 5.25am by Sergeant Jason Hoare, who travelled to Geraldton from his base in Townsville, to act as the Flag Marshal.

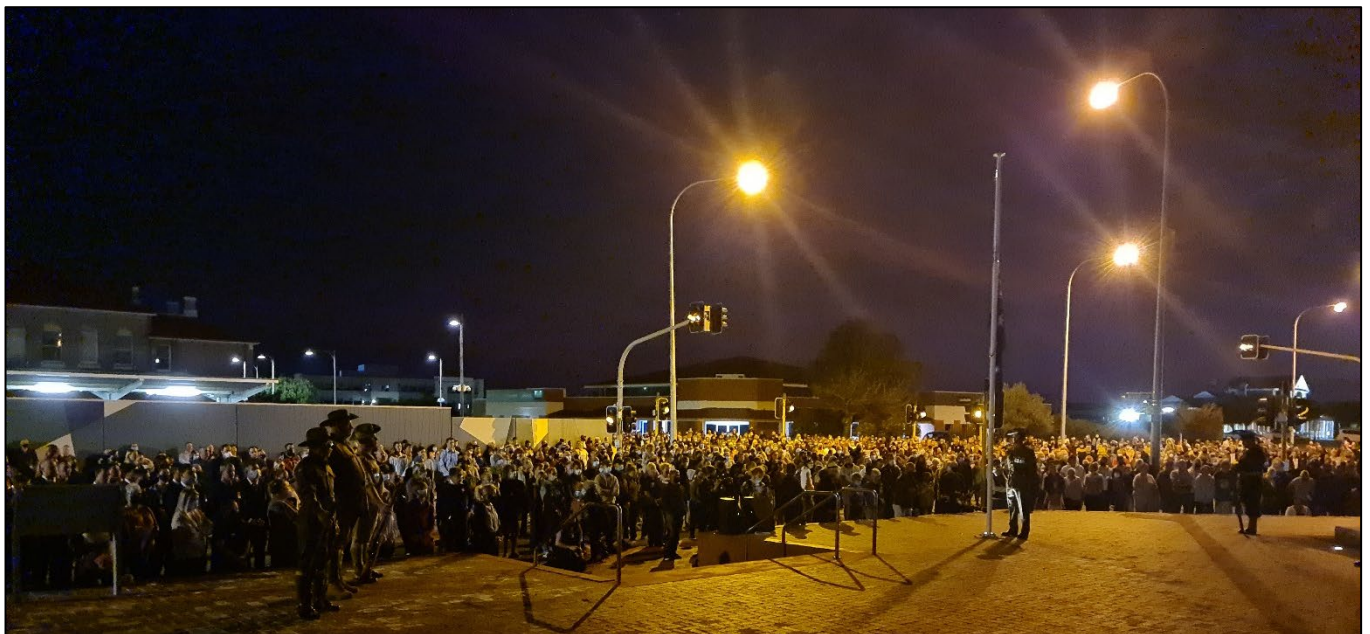
At 5.45am the marchers stepped off from McDonald's Restaurant and marched to Birdwood House, aided by a drum tap from 711 Sqn Air Force Cadets.

Parade Commander WO2 Peter Gerada of Pilbara Regiment F Troop called fall out and Catafalque Party comprising members of the 11th Battalion AIF Living History Unit Inc fell in under the command of Ron Hayward.

Geraldton RSL President Barry Stinson introduced distinguished guests, MC Warren Nathan and the Reverend Garry Hamersley. Bugler Lina Gedero.

The normal commemoration service followed and following the wreath laying a flyover of three light aircraft from the Mid-West Aero Club was led by Paul Pettet.

The COVID related 2 square metre rules applicable at the time restricted the attendance at the gunfire breakfast to 128 persons who had given proof of vaccination. This was achieved through issuing tickets to members and affiliates who had established their vaccination status in advance.



Approximately 2000 members of the public attended the ANZAC Dawn Service in Geraldton, WA. The flag marshal is serving Army member Sergeant Jason Hoare, who travelled to Geraldton from his army unit in Townsville to perform this duty.



Veterans in the main service march as they approach the forecourt of Birdwood House.



Veterans assembled for the dawn service at Birdwood House, Geraldton..



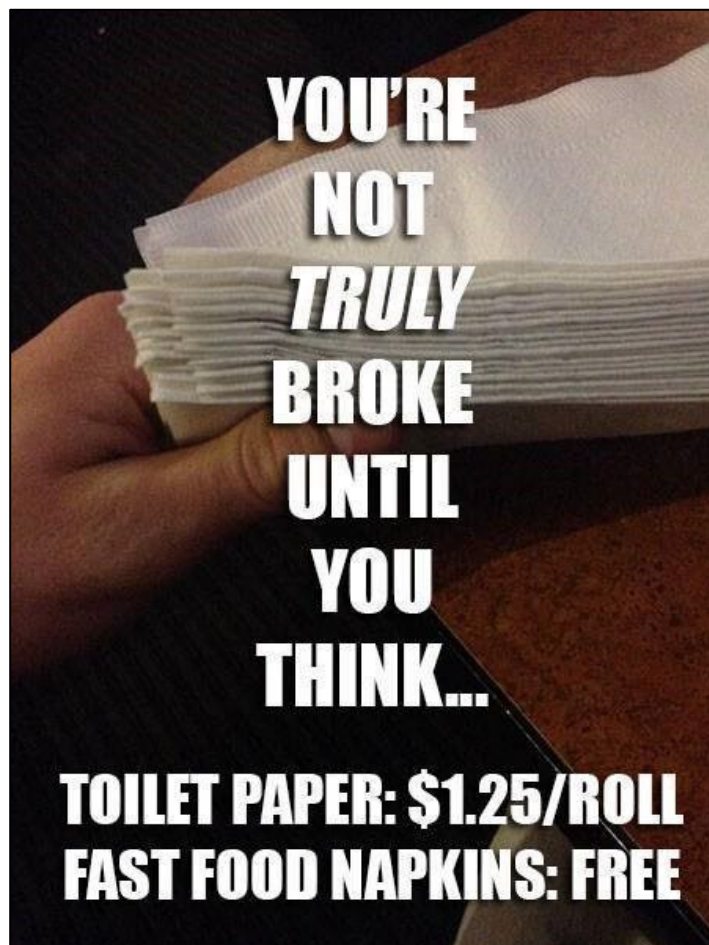
Birdwood House, Geraldton City RSL Sub-Branch

A number of wounded soldiers who returned to Geraldton after the Dardanelles Campaign (Gallipoli) gathered in Geraldton on 25 April 1917 to form a branch of the Returned Soldiers Association. The next year they organised Geraldton's first ANZAC Day service.

Between 1917 and 1935 the RSL headquarters was in Marine Terrace. Originally known as the Soldiers' Institute, then the Esplanade Hotel and the Ocean View Guest House. This building was later demolished but planning had already begun to make available land in Chapman Road.



Funds from local business and citizens enabled the Birdwood House to be built, with the Memorial Obelisk unveiled by then Lt. Governor Sir James Mitchell, GCMG, on 1 September 1935. Two years later, Field Marshall Sir William Birdwood, who commanded the ANZAC Corps at Gallipoli and after whom the building was named, visited and was presented with a gold key and Freedom of Birdwood House.





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DVA Issues

A new Minister.

Australia has a new Minister for Veterans' Affairs. It is the Hon Matt Keogh who is also the minister for Defence Personnel. He is the 9th Minister for Veterans Affairs since 2007, that's a new one every 18 months or so.

Matt Keogh was elected Vet Affairs Minister on the 1st June 2022. He was born in Armadale in WA in 1981 and was initially elected to Parliament in 2016.

He attended the University of Notre Dame in WA and obtained a Bachelor of Arts (Hons.) in politics and history and a Bachelor of Laws. He worked in Law and served as president of the Law Society of WA until being elected to Parliament in 2016.

He has no military training or experience.



DFRDB UPDATE – September 2022,

Jim Hislop, OAM

In our July 2022 Update we advised that we had requested a meeting with the new Minister, the Hon Matt Keogh MP, to discuss our major concerns with the DFRDB scheme. To which the Minister ultimately agreed. A meeting, to be attended by Herb Ellerbock and me, was arranged in Canberra on 6 September. It was originally scheduled for 60 minutes but subsequently reduced to just 30 minutes.



The meeting took place as arranged. Unfortunately, I tested positive to COVID the day before, so Herb had to manage on his own. While the Minister professed to understand the content of the presentation Herb had prepared, it was clear from his questions there were aspects of the



effect of the legislation he did not understand. The minister also questioned the relationship between DFRDB and Age/Service Pension payments and the cost of our proposals.

As the Minister had requested a copy of the presentation, Herb took the opportunity to include additional details to clarify the matters the Minister had raised. In summary, the hearing we received was as good as, if not better than, expected. We now await the Minister's reply.

Understanding the Concerns

It is essential that everyone gains a proper understanding of what the major concerns with the DFRDB scheme are, so that everyone, who wants to approach or has an opportunity to speak to a Member of Parliament or Senator, conveys the same message. Those concerns are stated in Herb's presentation, the slides for which can be viewed or downloaded [HERE](#).

I found a book called "How to solve 50% of your problems" – so I bought two.

First 'DVA Services' videos launched.

DVA has launched a new series of videos highlighting the various services and support the department offers to the veteran community.

The videos are now available on [DVA TV](#).

One [video](#) is of the experiences of three veterans with post-traumatic stress disorder (PTSD) whose lives have been changed by being provided with highly trained assistance dogs through DVA's Psychiatric Assistance Dogs (PAD) program.



[Another](#) looks at the experiences of Warren – a sergeant in the Royal Australian Air Force and a Defence Service Homes (DSH) Insurance policyholder. On 31 October 2020, Warren and his family were at home when a freak hailstorm hit their Brisbane suburb. While the hailstorm itself and the task of rebuilding were stressful, Warren found making a claim with DSH Insurance to be easy, and the response quick and effective.

DVA TV has been established to raise awareness of the support and services DVA offers, share veterans' stories, and commemorate and recognise their service to our nation.

[Subscribe to DVA TV](#) and be the first to find out about new content.



Free mental health care through DVA.

The past two years have been challenging for all Australians, including Australian Defence Force (ADF) personnel, veterans and their families and now is the time to make your mental health a priority.

All current and former full-time members of the ADF can get free mental health treatment. So can reservists who have completed disaster relief service, border protection service or were involved in a serious training accident. This is called non-liability mental health care. It means there is no need to prove your condition is related to military service and no need to submit a claim for compensation. It covers treatment for any mental health condition.

All current and former ADF personnel and their families also have access to free and confidential counselling and support through Open Arms – Veterans & Families Counselling. This life-saving support is available 24 hours a day, seven days a week by calling 1800 011 046.

There is further information [HERE](#)

Improve your digital savviness.

There are various initiatives out there designed to improved people's computer skills. This can be very important because if you're not comfortable with computers and being online it can limit your ability to engage with the community and government services.



Even a basic awareness of computers and the digital world can be immensely liberating.



Two government initiatives could be a good place to start: Be Connected, and Tech Savvy Seniors.

Be connected

Be Connected is an Australian Government initiative committed to increasing the confidence, skills and online safety of older Australians. It aims to empower everyone to use the internet and everyday technology to thrive in our digital world.

Its online resources cover:

- being safer while online
- talking to or seeing family and friends who live far away
- finding new friends who share interests and hobbies
- connecting with old friends
- keeping up to date with what's happening in communities and around the world
- shopping and selling online, safely and securely.



Be Connected is not just a website, it's a national movement working across Australia, within communities, to help people with their digital skills. Its Network Partners are the local arm of Be Connected. They offer in-person help and support.



Be Connected also supports families to mentor a relative or friend to help them be more connected online.

If you know someone who could benefit from this service, you will find more information [HERE](#).

Tech Savvy Seniors.

Tech Savvy Seniors is a joint program between Telstra and the NSW, Queensland and South Australian governments. It is intended to help you build the skills and confidence to use computers, tablets and smartphones. It includes free or low-cost face-to-face training, how-to guides and training materials in 15 languages.

Learning online skills will help you:

- keep in touch with family and friends
- access government, health and other essential services
- discover more about the things you love.

There is further information [HERE](#) and an excellent video [HERE](#).

New Gov't to hire more staff/other initiatives to address DVA backlogs.

A key report into the Department of Veterans' Affairs' claims processing system has been made public. Minister for Veterans' Affairs Matt Keogh said the report found 37 initiatives which would improve the department's processes, reducing the wait times for veterans and their families.



“We must reduce this claims backlog,” Minister Keogh said.

- “It simply isn't good enough to have people who have put on a uniform and served our country wait for such a long time to access the support they are entitled to.
- “I believe it's important to be accountable, and to get on with making positive changes as soon as possible – that's why I have asked the department to release the report publicly.
- “We are turning a new leaf here and we want to get on with implementing changes as quickly as possible to improve the wait times for veterans.
- “That means employing more staff in the department and to move away from labour hire so we can build and retain the skills and experience needed to support veterans and their families as they so deserve.
- “We want to alleviate any pressure the veteran community are feeling, and that's why improving DVA's compensation claims and payments processing system is so important.”



In September 2021 DVA commissioned independent consultants McKinsey & Company to examine the claims processing system. McKinsey worked closely with the department, ex-service organisations and other members of the veteran community and considered submissions in their investigation. McKinsey identified 11 priority initiatives and created an implementation plan for the department.

If you've got an hour or so to spare, you can read the full report [HERE](#).

"Some initiatives had not been resourced by the previous government and we are working through those now," Minister Keogh said. "DVA has commenced planning and implementation and is working with government to prioritise further efforts."



Getting ready for a road trip in my Tesla

DVA Pensions.

The vast amounts of money that DVA spends each year supporting veterans is eye-watering. In the 2022 – 2023 budget it was allocated \$11.8 billion.

As at the end of December 2021, there was a total of 338, 004 persons receiving some form of pension from DVA. As you would expect, these numbers are gradually reducing, Australian Defence People have not been involved in a major conflict for some years, and those that had were involved many years previously and are of an age where they are gradually passing away. There is a small increase in those receiving Disability Pensioners that were involved in the Gulf War, Timor and various peace keeping engagements (plus 9.55%) but those who saw service in WW2, Korea, Malaysia and Vietnam have declined (minus 45.53%).



Australian Government

Department of Veterans' Affairs

DVA PENSIONER SUMMARY



There were a total of 26,921 persons classified as TPI and as you would expect, most of these (18,736) served in Vietnam. 9,363 live in Qld.

There were currently 42,220 ladies receiving a War Widow Pension, 28,760 of whom were married to a service man who served in WW2.

DVA has released a summary of pension trends as at end December 2021, click the pic above for a copy. A small update as at end March 2022 can be found [HERE](#).

DVA Claims.

Anyone who has had to make a claim against DVA knows it can be quite a harrowing experience. When you look at the figures above you can understand why DVA has to be careful when approving claims, the amount of money already outlaid every year is astronomical and unless each claim is carefully scrutinised and justified, that sum could balloon into an unmanageable amount.

That doesn't mean though that claims should take years to be approved nor does it mean that DVA should appear to have a mind-set of making it as difficult as possible for a claimant to get access to his/her justifiable benefits. A critical shortage of staff could be responsible for this and it has reflected badly on DVA's image over the years, but that's not DVA's fault. Look to the Government for the blame [HERE](#).

Because the sums are so huge, there are numerous checks, (some very complicated) a claimant must overcome before his/her claim can be approved which is why he/she should not attempt to submit a claim without first seeking professional advice.

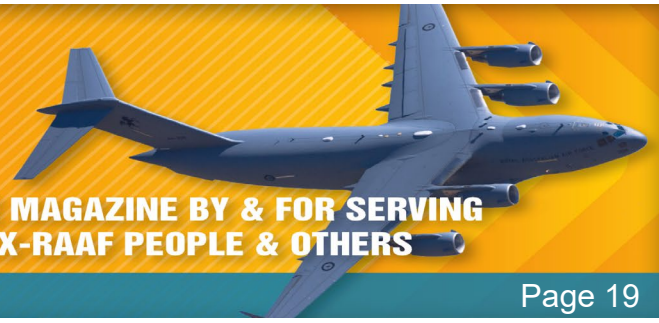
Contrary to belief from some sections of the community, it's not DVA's role or intention to make it as hard as it possibly can for you to submit a claim, it's quite the opposite. DVA staff are just normal people doing a job. They are not out to hurt you or make your life miserable, they like anyone else when it comes to spending tax-payer's money, have to abide by a set of rules. It's like trying to get a loan from a bank, unless all your ducks are in line - you haven't a hope.

With DVA, it's no good even getting to first base unless all your paper-work is current and correct. That's where an Advocate is indispensable.

DVA has a section describing what an Advocate can and will do for you and in all cases, urges you to use one. (See [HERE](#)). Advocates are trained and know what is required and know to prepare and submit your claim. Importantly, they will also tell you whether or not you actually have a claim. There are a lot of arm chair lawyers out there who will tell you that DVA owes you and will urge you to submit a claim. You are urged to ignore these, (well meaning??) people as they can give you incorrect advice which, if submitted, could put a damper on a subsequent claim. Alternatively, when or if your claim is refused as it did not qualify, when your "friend" said it would, you, quite naturally, would blame DVA.

Save yourself a lot of hassle, before you even think of submitting a claim – go see an Advocate.





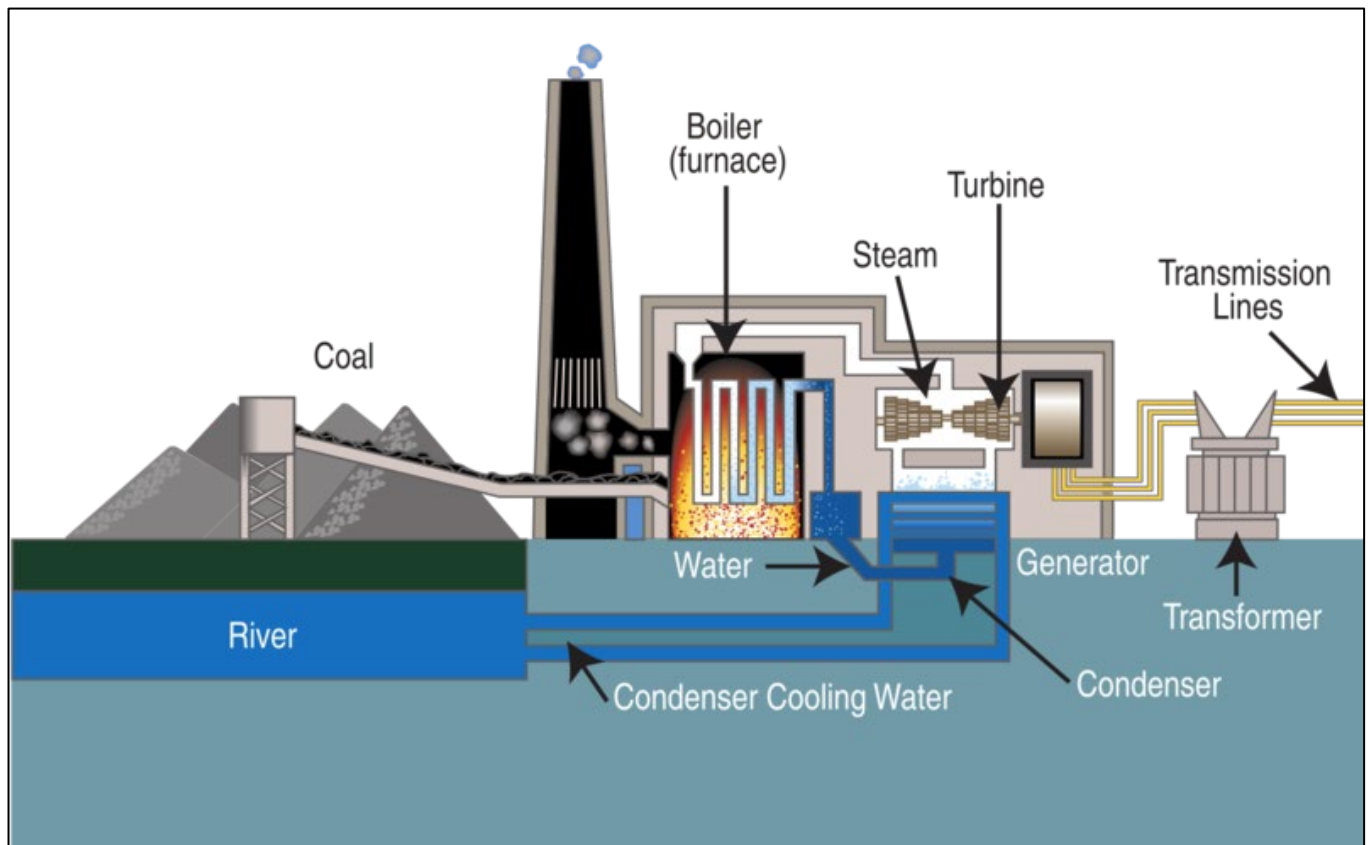
While the Association does not necessarily agree or disagree with everything on this page, we do respect the right of everyone to have their say.

Your Say

Coal fired power plants.

Ted McEvoy sent us this!

Terence Cardwell. spent 25 years in the Electricity Commission of NSW working, commissioning and operating the various power units. His last was the 4 X 350 MW Munmorah Power Stations near Newcastle.





He says this about Coal fired power plants:

- First coal fired power stations do NOT send 60 to 70% of the energy up the chimney. The boilers of modern power station are 96% efficient and the exhaust heat is captured by the economisers and reheaters that heat the air and water before entering the boilers.
- The very slight amount exiting the stack is moist as in condensation and CO₂. There is virtually no fly ash because this is removed by the precipitators or bagging plant that are 99.98% efficient. The 4% lost is heat through boiler wall convection.
- Coal-fired Power Stations are highly efficient with very little heat loss and can generate a massive amount of energy for our needs. They can generate power at efficiency of less than 10,000 B.T.U. per kilowatt and cost-wise that is very low.
- The percentage cost of mining and freight is very low. The total cost of fuel is 8% of total generation cost and does NOT constitute a major production cost.

He says, "China is building multitudes of coal-fired power stations because they are the most efficient for bulk power generation. Like the USA , we have coal-fired power stations because we HAVE the raw materials and are VERY fortunate to have them. Believe me no one is laughing at Australia – exactly the reverse, they are very envious of our raw materials and independence. The major percentage of power in Europe and U.K. is nuclear because they don't have the coal supply for the future.



Yes it would be very nice to have clean, quiet, cheap energy in bulk supply. Everyone agrees that it would be ideal. You don't have to be a genius to work that out but there is only one problem--It doesn't exist. Yes - there are wind and solar generators being built all over the world but they only add a small amount to the overall power demand. The maximum size wind generator is 3 Megawatts, which can rarely be attained on a continuous basis because it requires substantial forces of wind and for the same reason only generate when there is sufficient wind to drive them.

This of course depends where they are located but usually they only run for 45% - 65% of the time, mostly well below maximum capacity. They cannot be relied on for a 'base load 'because they are too variable. And they certainly could not be used for load control.



The peak load demand for electricity in Australia is approximately 50,000 Megawatts and only a small part of this comes from the Snowy Hydro Electric System (the ultimate power Generation) because it is only available when water is there from snow melt or rain and yes, they can pump it back but it costs to do that. (Long Story).

Tasmania is very fortunate in that they have mostly hydro-electric generation because of their high amounts of snow and rainfall. They also have wind generators (located in the roaring forties) but that is only a small amount of total power generated. Based on an average generating output of 1.5 megawatts (of unreliable power) you would require over 33,300 wind generators.



As for solar power generation much research has been done over the decades and there are two types. Solar thermal generation and Solar Electric generation but in each case they cannot generate large amounts of electricity. Any clean, cheap energy is obviously welcomed but they would NEVER have the capability of replacing Thermal Power Generation.

So get your heads out of the clouds, do some basic mathematics and look at the facts, - not going off with the fairies (or some would say the extreme greenies).

We are all greenies in one form or another and care very much about our planet. The difference is most of us are realistic. Not in some idyllic utopia where everything can be made perfect by standing around holding a banner and being a general pain in the backside. Here are some facts that will show how ridiculous this financial madness is that the government is following. Do the simple maths and see for yourselves.



According to the 'believers' the CO2 in air has risen from .034% to .038% in air over the last 50 years. To put the percentage of Carbon Dioxide in air in a clearer perspective;

Australia emits 1% of the world's total carbon Dioxide and the government wants to reduce this by 20% or reduce emissions by 0.2% of the world's total CO2 emissions. What effect will this have on existing CO2 levels? By their own figures they state the CO2 in air has risen from .034% to .038% in 50 years. Assuming this is correct, the world CO2 has increased in 50 years by .004%. Per year that is .004 divided by 50 = .00008%. (Getting confusing - but stay with me!).

Of that, because we only contribute 1%, our emissions would cause CO2 to rise .00008 divided by 100 = .0000008%. Of that 1%, we supposedly emit, the governments want to reduce it by 20% which is 1/5th of .0000008 = .00000016% effect per year they would have on the world CO2 emissions based on their own figures.

For that, they have gone crazy with the ridiculous trading schemes, Solar and Roofing Installations, Clean Coal Technology, Renewable Energy, etc, etc.

How ridiculous is that?

The cost to the general public and industry will be enormous and cripple, even closing some smaller businesses.

A mother is driving her little girl to her friend's house for a play date. 'Mummy', the little girl asks, 'how old are you?' 'Honey, you are not supposed to ask a lady her age', the mother replied. 'It's not polite'. 'OK', the little girl says, 'What colour was your hair 2 years ago?' 'Now really', the mother says, 'those are personal questions and are really none of your business'. Undaunted, the little girl asks, 'Why did you and Daddy get a divorce?' 'That's enough questions, young lady! Honestly!' The exasperated mother walks away as the two friends begin to play. 'My Mum won't tell me anything about her,' the little girl says to her friend. 'Well,' says the friend, 'all you need to do is look at her driver's license. It's like a report card, it has everything on it.' Later that night the little girl says to her mother, 'I know how old you are. You are 32..! The mother is surprised and asks, 'How did you find that out?' 'I also know that you used to have brown hair.' The mother is past surprised and shocked now. 'How in Heaven's name did you find that out?' 'And,' the little girl says triumphantly, 'I know why you and daddy got a divorce.' 'Oh really?' the mother asks. 'Why?' 'Because on your driving licence it says you got an F in sex.'

The Flag.

John Cridland sent us this.

Adam Bandt is the elected Federal Member for Melbourne and Leader of the Australian Greens party.



Prior to his press conference in Sydney on Monday 20 June 2022, a member of his team removed the Australian National Flag, while the Aboriginal and Torres Strait Islander flags remained in view. Adam Bandt said the Australian National Flag was "hurtful" to Indigenous Australians and invoked racism. "For many people, this flag (Australian National Flag) represents dispossession and the lingering pains of colonisation," Adam Bandt said.



The Australian Army is the custodian of the Australian National Flag, and it is draped over the coffins of all Veterans who have died in service to Australia.

Adam Bandt's actions have brought outrage from across the Veteran community and families calling for his immediate apology, and actions to be taken by the Government and/or the Governor-General to ensure that this disrespect is held accountable.

Michael von Berg, MC OAM, the National President of the Royal Australian Regiment Association wrote to Brandt demanding an apology, you can read the letter [HERE](#).

Some wise words from an Electrical Contractor in Melbourne.

Mike Gahan sent us this.

I recently did some work for the body corporate at the Dock 5 Apartment Building in Docklands in Melbourne to see if we could install a small number of electric charging points for owners to charge their electric vehicles.

We had our first three applications and we discovered:

- The building has no non-allocated parking spaces ie public ones. This is typical of most apartment buildings so we cannot provide shared outlets.
- The power supply in the building was designed for the loads in the building with virtually no spare capacity. Only 5 or 6 chargers could be installed in total in a building with 188 apartments!!
- How do you allocate them as they would add value to any apartment owning one. The fight started on day one with about 20 applications received 1st day and with many more following.





- The car park sub-boards cannot carry the extra loads of even one charger and would have to be upgraded on any floors with a charger as would the supply mains to each sub board.
- The main switch board would then have to be upgraded to add the heavier circuit breakers for the sub mains upgrade and furthermore:
- When Docklands was designed a limit was put on the number of apartments in each precinct and the mains and transformers in the streets designed accordingly. This means there is no capacity in the Docklands street grid for any significant quantity of car chargers in any building in the area.
- It gets better. The whole CBD (Hoddle Grid, Docklands) and Southbank is fed by two sub stations. One in Port Melbourne and one in West Melbourne. This was done to have two alternate feeds in case one failed or was down for maintenance. Because of the growth in the city, (Docklands and Southbank) neither one is capable of supplying the full requirement of Melbourne zone at peak usage in mid- summer if the other is out of action. The Port Melbourne 66,000 volt feeder runs on 50 or 60 year old wooden power poles above ground along Dorcas Street South Melbourne. One pole is located 40 cm from the corner Kerb at the incredibly busy Ferrars /St Dorcas St Intersection and is very vulnerable to being wiped out by a wayward vehicle. The infrastructure expenditure required would dwarf the NBN cost and that's not including the new power stations required!

These advocates of electric vehicles by 2040 are completely bonkers! It takes 5-8 years to design and build a large coal fired power station like Loy Yang and even longer for a Nuclear one (That's after you get the political will, permits and legislative changes needed). Wind and solar just can't produce enough.

Most Australians don't understand this yet

It's just a dream in the foreseeable future other than in small wealthy countries. It will no doubt ultimately come but not in the next 20 years...

The grid simply cannot support it in most places in Australia!

ADCOLA temperature controlled soldering iron

Mick Downs got in touch, he says: "This is a request out of left field. I'm chasing a circuit diagram for an ADCOLA temperature controlled soldering iron system. This is the one that we made as RADTECHA trainees back in 1980. The PCB was made by 3AD and Radschool supplied the components. My system has been working like a champ since 1980, but lately it's struggling to maintain constant temp.

Would it be possible to put the feelers out via RAM to see if anyone of our vintage may still have some info."

If you can help, let us know and we'll pass on the info to Mick.



Ukraine and nuclear bombs.

John Mark McDonald

Will Putin resort to nuclear weapons now that it is becoming increasingly clear, that he has little or no chance of being victorious in Ukraine by means of conventional war?

As someone who has studied nuclear war for close to forty years now, I am going to give you an answer that will blow your mind. Even if the entire Russian nuclear arsenal were used against Ukraine, it wouldn't substantially change the course of the war. How could I possibly say that? Because, the power of nuclear weapons has been used as a boogeyman for so long that the actual power of a nuclear detonation has almost no relation to their actual destructive power. No nuclear power can afford to actually use one in combat because it would expose the mythical nature of nuclear weapons.



Nuclear weapons are hyped to the point that no one contradicts it when a media outlet publishes a statement indicating that even a single nuclear device will destroy the world. This is a blatantly, stupidly, obviously untrue, but never corrected. After all, two were used in WWII. BUT that is just the tip of the iceberg. I thought there had been a couple of hundred nuclear test that prove this point. I was off by over an order of magnitude. There have been nearly three thousand nuclear detonations already, that are either known or suspected and this has not affected the survivability of life on Earth even slightly.

Well then, how dangerous are nuclear weapons?

Nuclear weapons, if they weren't their own category, would be classified as incendiary weapons. They set stuff on fire. They set a lot of stuff on fire, in fact they can set things on fire as far as two miles away from the actual detonation. Besides this, nuclear detonation is very bright, capable of blinding people 20–30 miles away. This is only constrained by the curvature of the earth. They also create hurricane force winds as the air around the detonation expands and contracts. If you are outside and unshielded and within a mile of a nuclear detonation, you are going to die.



The problem here is that Ukraine is really big. I mean the size of Texas big. Cities there tend to be spread out in modern times and their larger ones cover over a hundred square miles. The average nuclear detonation only burns 2–3 square miles of territory. A city the size of Kiev would take on the order of 200 warheads to cover the whole thing.

Which brings us to our next point. Modern cities are just not that vulnerable to incendiaries. Modern city centres and industrial areas are made of concrete and steel. Most of the damage in Hiroshima and Nagasaki was done because almost all the buildings were made of wood and paper. The initial blast set the city centres on fire which spread and ended up burning down most of the city. Modern cities are just not that vulnerable. In Ukraine, despite millions of rounds being poured into their cities, not one of them caught fire and burned to the ground like the Great Chicago or Great London Fires in the 19th century or the fire storms of WWII. In the Japanese nuclear detonations, the brick buildings were still standing, despite being much less sturdy than modern buildings.



This leads to the most surprising revelation about nuclear detonations: If you are not outside, you stand a good chance of surviving even within the blast zone. Nuclear blasts are mainly line of sight killers. The vast majority of “radiation” created by a nuclear detonation is infrared radiation, or heat the same as a gas stove or fireplace makes. Unless the building you are in is collapsed by the wind or you fail to leave if it catches on fire or you happen to be in front of a window with a direct line of sight to the detonation, you are probably going to be fine.



Thus we get to the real reason why Putin will not use nuclear weapons: they're just not all that effective compared to the boogeyman that is in our collective imaginations. Were a nuclear missile to detonate over central Kiev, no one would believe that it was an actual nuclear blast because the city is still there and all the major buildings are still standing.



Secondly, he doesn't have very many of them. The numbers given for the Russian nuclear arsenal are an outright farce. You get that number by taking of bombs that the USSR claimed to have built, and subtract the number used in their testing program. This leaves you with about 9,000 warheads. First of all, Russia doesn't have nearly enough delivery systems to put those warheads on. The second problem here is that nuclear warheads have a very short shelf life. Nuclear warheads require a detonator made of conventional explosives. These detonators are some of the most precision pieces of engineering in the history of mankind. A series of explosives has to go off in such a way that the core is hit by the same amount of pressure from all directions simultaneously. If any of those explosives are even slightly off, the nuclear warhead will not go off.

You now have an extremely precise machine sitting around a core of material emitting hard radiation. Hard radiation is not friendly to machines. Nuclear warheads need to be rebuilt a least every five years and maintained a lot more often than that. Even with that, a twenty year old warhead is a piece of junk. It's been more than twenty years since the Putin kleptocracy came to power. I'm sure that Russia has a number of Potemkin warheads that are kept in top shape for inspectors, but given the current Russian system, the Russian nuclear arsenal most likely resembles the Russian tank reserves: the bare minimum kept in service while the rest is a scrap pile.



Currently, the image of the vast Russian nuclear arsenal is the last card he has in his hand. If he were to actually use it, it would expose that he never had anything but a junk hand and bluffing to back it up.

86 Telegs

Dave Edwards is trying to get in touch with his fellow course mates. If you were on [86 Telegs](#) let us know and we'll put you in touch with Dave.

Korry Dean Baker.

Kay Trounson got in touch, she is trying to get in touch with a Kory Dean Baker, she says: "I'm trying to find someone who was at the Laverton base around 1983. His name was Korry Baker and I'm pretty sure that's how he spelled his name but that might not be the spelling on his enlistment forms. He would have been born in 1966 / 1967."

Korry, if you're out there and you want to be found, let us know and we'll put you in touch with Kay.

Historical Aussie icon at Phan Rang

Bob Howe.

2 Sqn personnel boldly expressed their Australian identity while at Phan Rang Air Base. Not only were the Aussies well known for their consumption, and occasional sharing, of a great Aussie beer (VB) - they also built a replica of Australia's famous Sydney Harbour Bridge to remind them of home.

To Australians, the Sydney Harbour Bridge was like the Statue of Liberty, especially for those who immigrated with their families to Australia from far away countries, sailing under the bridge to start a new life down under.





Anyone travelling up and down the road leading to the 14th Aerial Port from 19 August 1969 onwards could not but notice an unusual structure, which crossed the stormwater channel between No.2 Squadron's Headquarters building and its maintenance hangar, where ground crew worked on the Canberra Mk 20 bomber 24-7, achieving an extraordinary high maintenance rate throughout the four years the Squadron was based at Phan Rang.

The object was a miniature replica of the Sydney Harbour Bridge, lovingly constructed in their spare time by No. 2 Squadron workshops' crew – Corporal Bert Grossel and Leading Aircraftsmen Bob Cogan, Mal Cryer and Steve Gainsford.



Back in Australia the original Bridge had a well-known history, dating back to its official opening on 19 March 1932, when the Premier (=Governor) of the Australian State of New South Wales (Jack Lang) was supposed to open the bridge by cutting a ribbon at its southern end. However, just as Lang was about to apply his ceremonial scissors, a man in military uniform, Francis de Groot, rode up on a horse, slashing the ribbon with his sword and opening the Sydney Harbour Bridge in the name of the people of New South Wales, before the official ceremony began. He was promptly arrested.

De Groot was a member of a right-wing paramilitary group called the New Guard, which was opposed to Lang's leftist policies and resentful of the fact that a member of the British Royal family had not been asked to open the bridge.



Not to be outdone, 2 Sqn decided to repeat the tradition when visiting RAAF Deputy Chief, Air Vice-Marshal W.E. (Bill) Townsend, was invited to open the Phan Rang bridge. Air Defence Guard (ADG) boss Flying Officer Ken Lawson had a captured enemy sword, so that part was OK, but when it came to the horse, the only one readily available was the mascot of the 554th Civil Engineering Squadron (Red Horse) – a Montagnard pony.

Borrowing the pony for this occasion, Ken duly disrupted the Phan Rang opening ceremony, cutting the ribbon before the distinguished guest, however, because Ken was too large and the pony too small, the pony was only led across the bridge rather than ridden.

It was all good fun.



Missing Honour Roll.

John Elliott got in touch, he says: "I've been trying to find out if this honour board (see below) still exists or where it was last seen.



I received a pic of it from a lady whose husband was in 2sqn during the second world war. She does not know where the picture was taken and by whom. Comparing some of the names with the WW2 nominal roll, it seems to indicate the names of airmen who died while serving with 2Sqn in the 1942-1943 period of time. The ranks range from LAC – SqnLdr which asks the question, were they all aircrew ?. Maybe not if LAC's are included in the board.

If you can help, let us know and we'll pass on the info to John.

Electrical Vehicles.


The utility companies have thus far had little to say about the alarming cost projections to operate electric vehicles (EVs) or the increased rates that they will be required to charge their customers. It is not just the total amount of electricity required, but the transmission lines and fast charging capacity that must be built at existing filling stations. Neither wind nor solar can support any of it.

Some problems with electric vehicles (EVs), are:



- they are too expensive,
- too unreliable,
- rely on materials mined in China and other unfriendly countries and
- require more electricity than the nation can afford.

Other causes of alarm:

1. In order to match the 2,000 cars that a typical filling station can service in a busy 12 hours, an EV charging station would require 600, 50-watt chargers at an estimated cost of \$24 million and a supply of 30 megawatts of power from the grid. That is enough to power 20,000 homes. No one likely thinks about the fact that it can take 30 minutes to 8 hours to recharge a vehicle between empty or just topping off. What are the drivers doing during that time? And, if you've got cars coming into a petrol station, they would stay for an average of five minutes. If you've got cars coming into an electric charging station, they would be at least 30 minutes, possibly an hour, but let's say its 30 minutes. So that's six times the surface area to park the cars while they're being charged. So, multiply every petrol station in a city by six. Where are you going to find the place to put them?"
2. The government of the United Kingdom is already starting to plan for power shortages caused by the charging of thousands of EVs. Starting in June 2022, the government restricted the time of day you can charge your EV battery. To do this, they will employ smart meters that are programmed to automatically switch off EV charging in peak times to avoid potential blackouts. In particular, the latest UK chargers will be pre-set to not function during 9-hours of peak loads, from 8 am to 11 am (3-hours), and 4 pm to 10 pm (6-hours). Unbelievably, the UK technology decides when and if an EV can be charged, and even allows EV batteries to be drained into the UK grid if required. Imagine charging your car all night only to discover in the morning that your battery is flat since the state took the power back. Better keep your gas-powered car as a reliable and immediately available backup! While EV charging will be an attractive source of revenue generation for the government, American citizens will be up in arms.

Used Car Market.

The average used EV will need a new battery before an owner can sell it, pricing them well above used internal combustion cars. The average age of an American car on the road is 12 years. A 12-year-old EV will be or be close to its second battery. A Tesla battery typically costs \$10,000 so there will not be many 12-year-old EVs on the road. Good luck trying to sell your used green fairy tale electric car!



Tuomas Katainen, an enterprising Finish Tesla owner, had an imaginative solution to the battery replacement problem—he blew up his car! New York City-based Insider magazine reported (December 27, 2021) The shop told him the faulty battery needed to be replaced, at a cost of about \$22,000. In addition to the hefty fee, the work would need to be authorized by Tesla. Rather than shell out half the cost of a new Tesla to fix an old one, Katainen decided to do something different. The demolition experts from the YouTube channel Pommijätäkät (Bomb Dudes) strapped 66 pounds of high explosives to the car and surrounded the area with slow-motion cameras. The 14 hotdog-shaped charges erupt into a blinding ball of fire, sending a massive shockwave rippling out from the car. The videos of the explosion have a combined 5 million views.” (See [HERE](#))

We understand that the standard Tesla warranty does not cover “damage resulting from intentional actions,” like blowing the car up for a YouTube video.

Although the modern lithium-ion battery is four times better than the old lead-acid battery, petrol holds 80 times the energy density. The lithium battery in your mobile phone weighs less than an ounce while the Tesla battery weighs about 500kg and what do we get for this huge cost and weight? We get a car that is far less convenient and less useful than cars powered by internal combustion engines. When the Model T came out, it was a dramatic improvement on the horse and cart. The electric car is a step backward into the equivalence of an ordinary car with a tiny petrol tank that takes half an hour to fill. It offers nothing in the way of convenience or extra facilities.



Another problem, which hasn't been mentioned is for owners without a garage. How do you recharge your EV which parked on the road outside your home, do you just run cables across the street?. In some areas in Sydney and Melbourne, owners have to park some distance from their homes, how do they get on??

The electric car will always be around in a niche market likely never exceeding 10% of the cars on the road. All automobile manufacturers are investing in their output and all will be disappointed in their sales. Perhaps they know this and will manufacture just what they know they can sell....

Fred and Mary got married, but can't afford a honeymoon, so they go back to Fred's parent's home for their first night together. In the morning, Johnny, Fred's little brother, gets up and has his breakfast. As he is going out of the door to go to school, he asks his Mom if Fred and Mary are up yet. She replies, "No".

Johnny asks, "Do you know what I think?" His mom replies, "I don't want to hear what you think! Just go to school." Johnny comes home for lunch and asks his mom, "Are Fred and Mary up



yet?" She replies, "No." Johnny says, "Do you know what I think?" His mom replies, "Never mind what you think! Eat your lunch and go back to school."

After school, Johnny comes home and asks again, "Are Fred and Mary up yet?" His mom says "No." He asks, "Do you know what I think?" His Mom replies, "Ok, do tell me what you think?"

He says: "Last night Fred came to my room for the Vaseline and I think I gave him my airplane glue."

Jennifer Marheine

Paul O'Neill wrote, he said: "I'm looking for Jennifer Marheine, an old friend of mine and I found her photo in some of your magazines (see [HERE](#)). I knew her when she was a Sgt in Darwin. If you could pass onto her my email or give me hers.

We don't have Jennifer's contact details – if you know her can you get her to contact us and we'll pass on Paul's details to her - tb.

78 Wing in Malta 1952 – 1958

Ian Pearson got in touch, he said: Thank you for your earlier call for contributions for my research that led to the publication last September of 'Cold War Warriors - RAAF P-3 Operations 1968-91'. The book has been favourably reviewed by the likes of the Australian [Naval Institute](#) and [Down Under Aviation Network](#)

Since the book was published by the RAAF, and all proceeds go 'back to the system', I have no financial interest in the sales, however, I am probably the single largest private buyer of my own book. You get a good deal by buying it through an APOD discount applied by Booktopia.

Separately, I am now researching the story of 78 Wing's deployment to Malta in 1952-55. While veterans of that deployment are now thin on the ground, they and their families may wish to contribute to my research, which I trust will result in a book of the calibre of Cold War Warriors. I would be most grateful for any recollections, photos or other material contributors may consider to be worthy of inclusion in my final work, and can be contacted by email at: ian.m.pearson@bigpond.com

Welcome to Country.



For some reason a huge number of people, and that includes Media, Churches, Schools, Universities, Councils and Governments now insist on reciting a **Mea culpa** such as “*I begin today by acknowledging the Traditional Custodians of the land on which we gather today and pay my respects to their Elders past and present. I extend that respect to Aboriginal and Torres Strait Islander peoples here today*” at the beginning of any (and all) events.

Why?

Not only is it said, it is now written on documents – eg: “*I acknowledge the Traditional Custodian of the land in which I live and work. I pay my respects to Elders past, present and emerging for they hold the memories, traditions, culture and hopes of the Aboriginal and Torres Strait Islander People of Australia.*”

What’s all this about, who started it, why is it done, what does it achieve?

Another thing that has taken hold is that strange smoking ceremony. What is all that about? The University of Melbourne says: “*Fire has been central to many aspects of traditional Aboriginal and Torres Strait Islander life, including cooking, storytelling, providing warmth, as a ceremonial and ritual device, and is also used in medicinal practices. Aboriginal people on mainland Australia also used fire extensively for land management to promote productive ecosystems.*”



There is nothing novel or remarkable about that - didn’t the rest of the world do the same??

Since time began, people have welcomed visitors one way or another. Some hostile, some friendly. We still do it today, if someone comes calling, we either put the dog onto them or invite them in, offer them a cuppa or a beer or whatever. Some Aboriginal people welcomed each other by their traditional means, [some threw spears](#), others by lighting a fire. There’s nothing new there.

But this smoke ceremony that we (some of us) have accepted into our lives is being promoted as being traditional, the standard of welcome practiced by all Aboriginals for a million years when that is obviously not correct. Some might have done it but not all of them.

The way it became common place is very interesting. Back in 1976 Ernie Dingo and Richard Walley were part of the Middar Aboriginal theatre and were in Perth performing at a Perth fringe festival. They were asked by a group of Polynesian performers whether they (the Polynesians) could be given some form of welcome. The smoke ceremony had been practiced in the Perth area by the local Aboriginals so Dingo and Walley settled on and performed it for them. In the years that followed, Dingo and Walley were asked to perform the ceremony on other occasions and in 1988, the Rudd Government had it performed at the opening of parliament.



And that was it.

It is a divisive event. Some people love it, others think it's a joke. I was born here, I don't need to be welcomed by anyone, especially by someone who was born, in some cases, many years after I was.

If you think about it, the Aboriginal people should be holding the welcoming ceremony, welcoming the British. You have to wonder how a people, who have been in existence for, some say, 40,000 years, didn't really invent or build anything!! Apart from a few rock carvings and a fish trap here and there, there is nothing. No homes, no temples, no monuments, no tools, nothing! How could that be?

There wasn't even a wheel, the most basic of basic tools. Surely, over that 40,000 year period, there had to be someone with an idea on how to do things easier or quicker, but there doesn't seem to have been.

You have to wonder why. Just think of the benefits Aboriginal people have access to and have enjoyed since the arrival of the first fleet.

We think the whole process is just designed to make the blue rinse, pony-tailed, caffè latte sipping, kale eating, Volvo driving mob feel better. tb

RAAF Band.

We heard from Kerry Tickner, she said: "Re Vol 42, page 19 of the RAM, my father is in one of the photographs of the RAAF Band at Ballarat - he is listed as Corporal H.B Tickner and is in the front row - he lives in Sydney and is 87 years old - see [HERE](#)."

Great to hear from you Kerry – and all the best to your dad. tb



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Amberley Air Tattoo



Defence, in partnership with the Ipswich City Council, will host the Ipswich Amberley Air Tattoo (Air Tattoo) over the weekend of 29th and 30th October 2022.

The Air Tattoo will be held at Amberley, with the event opening at 9am and closing at 4pm on both days. RAAF Base Amberley has a long association with the City of Ipswich with the base first commencing operations on 17 June 1940 during the Second World War.

The Air Tattoo will be an exhilarating aviation experience giving people a rare insight into the people, aircraft and military capabilities that call Amberley home. It is also a great opportunity for Defence to thank the people of Ipswich and surrounding communities for their support to RAAF Base Amberley and the Australian Defence Force members who serve there.

Air Force aircraft will conduct flying displays and flypasts over the Base during this two day event. Aircraft will also be on static display on the ground as well as a range of military equipment being on display showcasing the capabilities of a number of Australian Defence Force units and squadrons.

Tickets for the event have sold out and no further tickets will be available at the event. Please note: No Ticket = No Entry (except for those 5 years and under accompanied by a ticket holder).

Details on parking at Amberley can be found [HERE](#). The main arrival routes are via the Cunningham Highway and Southern Amberley Road to enter via the RAAF Base Amberley 'Front Gate', or via Ipswich West and Behms Road to enter via the RAAF Base Amberley 'Back Gate'. There will be no public access via the Rosewood Road Gate or 'Contractors Gate'. Taxi and ride-share drop-off and pick-up is at the Front Gate only. There will be shuttle bus transfers to and from the main event area. There are no public transport options, except for Taxi/Ride Share.

For those who missed out on tickets to RAAF Amberley, there will be free Viewing Hubs to see flypasts by most of Air Tattoo aircraft on both Saturday 29th and Sunday 30th October. The



Viewing Hubs are at Ipswich Central (Bremer River/Football Grounds), Springfield Central Sports Complex and Rosewood ANZAC Park.

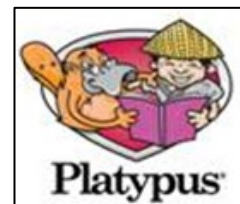
Further details on the Viewing Hubs, timings and routings can be found [HERE](#).

I asked my boss "What do you want me to do with this 6 metre roll of bubble wrap?"
He replied: "Just pop it in the corner."
4 bloody hours it took me.

Platypus Charity.

Bob Greer got in touch, he said: "I founded and currently chair a charity that operates in Vietnam. A couple of things have come up that may be of interest to your members, hence this email.

We are a Vietnam charity that supports poor families in keeping their children at school as education is such a big deal in Vietnam and is growing in importance as the country industrialises. You will no doubt be aware that Vietnam has almost 4 times our population on territory roughly 40% the size on NSW so pastoral land is not available to many. We have 110 children at school in Ha Giang Province in the far NW along the China border and 100 more in Quang Nam Province near Danang, close to the Laos border. About 75% of our students are from ethnic minorities such as Hmong, Dao, Nung, Kor and Kadong and 75% are female although as an Australian organisation we do not discriminate along gender lines.



We do micro-banking to help older folk and run a pig-gifting scheme and a few other things when funds permit.

Fundraising is always a challenge but we run motorcycle tours around Vietnam (mainly the north) and Laos and the 12 runs since 2012 have been pretty successful. We propose running a very different ride this year that starts in Hoi An, crosses into Laos for a few days and then heads back into VN before taking in Long Tan where we will pay our respects at the memorial. I hear rumours of a few Diggers now living in the area and we will look into that but any sort of meeting probably lies in the future. It will be a marvellous run and an eye-opener for most people. There will be a back-up vehicle, a lead rider from Hanoi and a Platypus rider from Perth as well as support from our ride partners from Hanoi.

Click [HERE](#) for info on the run.

There are a couple more items; prospective riders must have a valid Australian motorcycle rider licence and there is also a donation of AUD\$500 to Platypus as we do not profit from the ride itself. We can provide plenty of references as to the quality of the rides and I would be delighted to take calls on 0421 633 145 (or via email info@platypus-charity.org) from any interested people.



We would welcome your support in any way and look forward to seeing a few Diggers riding with us along the back roads. We have a [WEBSITE](#) that may be of interest to your members.

**I don't do drugs
and I don't drink.**

**At my age, I can
get the same
effect by standing
up too fast.**

Jacinta Nampijinpa Price.

You have to listen to this lady, she said:

“What’s the point of an Indigenous Voice to Parliament when Parliament won’t even listen to the Indigenous voices it has? Why do we have to keep going on and on, explaining to a white fella from Marrickville that Indigenous Australians don’t need ANOTHER Indigenous voice in parliament, we need you to listen to the voices Australians have already sent there.



It’s clear though, Albo doesn’t want to hear the voices of Indigenous people, he wants to hear the voice of his own Indigenous mates. He only wants to hear the voices of people with one hand patting him on the back and the other stretched out for cash. If he wanted to do something to actually help vulnerable Indigenous people, he wouldn’t create more bloody bureaucracy filled with the voices of inner-city lefties.

He wouldn’t pitch an ill-defined and divisive constitutional change.

He wouldn’t put up a “simple” question in bad faith.

He may as well be asking, “are you going to let me do what I want or are you a racist?”

Disgusting.

He wants more government control and some social credits for all his “hard work” giving Indigenous people a voice. We don’t need you to give us a voice mate, we have a voice. Many Australians of all backgrounds have worked hard with indigenous people to help improve lives, to give a good education, to help create jobs and livelihoods that reduce dependence and help all Australians stand on their own two feet.



We have our own voices – you’re just not listening to them.

The Australian people, without any mandate, already elected eleven indigenous voices to parliament. Don’t mandate more, listen to the representation we already have.

Albo – put your Akubra back on the hat rack, pull your finger out and get on with addressing the real problems. Address the cost of living, address the energy crisis, get to work fixing the problems of homelessness, alcoholism, domestic violence, drug addiction and fatherlessness that actually hurt Australians.

Don’t waste all of our time virtue signalling your way into guest spots on TV game shows. Man up. Listen to our voices. Get to work”.

Jacinta Nampijinpa Price
Senator for the Northern Territory

Jazz in the Hangar.

If you’re into Jazz or just like listening to live music and you’re free on Sunday 30th October, then you should head to **Jazz in the Hangar** which will be held at the Caloundra Air Museum (Pathfinder Drive, Caloundra West). The featured artists will be the Scream Jazz Orchestra. This traditional 18-piece Big Band plays a variety of swing era and jazz music as well as more contemporary numbers and have been invited to perform for this, the inaugural Jazz in the Hangar concert.



The Band mostly consists of retired Servicemen who have served in various arms of the Defence Force and are now professional, semi-professional and teachers who chose to get together on the Sunshine Coast to form this band.

This is an event not to be missed.

When: Sunday, 30th October, 2022
What time: Start 4.30pm. Cabaret Style/BYO
Cost \$20.00 - Tickets at the door (cash only)
Further Information 0434 675 529

See [HERE](#) for the flier.

Veterans ID Card.



Remember all the hullabaloo about the [Veteran Card and Pin](#) and the Veteran's Covenant that were trotted out some time ago? What did they achieve?

If you said "bugger all!" I would tend to agree with you. Just try and use it to get onto a RAAF Base and see how far you get.

The UK has a system that should be adopted here, theirs actually means something. See below:

The Veterans' recognition scheme (also known as the Veterans ID Card) has a two-phase rollout. Phase one is complete, with Service leavers receiving a recognition card as part of the discharge process since 2019. If you have discharged and not received your card within your service leavers pack, please contact 0800 085 3600 or your old unit directly. Unfortunately, if you have already received your recognition card and since lost it, changed name or need to change any details on it there is no current process in place to replicate or reproduce cards at this stage.

Phase two will enable existing veterans to more quickly, easily, and securely prove they served in our Armed Forces so they can access the services they need, through digital means, however, due to the need for future-proofing and safeguarding against fraudulent use, the process for phase two rollout will take longer than anticipated. This Government is committed to making the UK the best place to be a veteran in the world, and we need to ensure this isn't abused. Please be assured that the absence of a recognition card should not impact a person's ability to access the services they need as there is a range of documentation that can be used to prove veteran status. No government service, nor any major charity partner that we are aware of, is refusing services to veterans without this form of ID.



The Ministry Of Defence (MOD), including Veterans UK, is working with the Office for Veterans' Affairs (OVA) within the Cabinet Office to develop an online digital verification tool so that people can prove they served. We are beginning to move this work forward but are unable to announce a delivery date at this point. Information will be released closer to the launch date on the gov.uk website.

The biggest joke on mankind is that computers have started asking humans to prove they aren't a robot.

True blue, ridgery-didge Ozzies



We heard from an old mate, Thai Dang, he said: “Recently I voted for the first time ever for the Australian Federal Election. I wore a T-shirt with the Australian flag to the polling place and cheered up all the staff. What a proud moment! Actually I would have been able to get Australian citizenship without your help. Besides the federal police record I also had to provide a couple of character reference letters to the Immigration office. Several of you were kind enough to help me in writing the letters. They wanted to make sure I deserve the honour.

For that, I would like to express my gratitude for all your help: starting with your protection of our people in Ba-Ria Vung Tau, helping me to find my first English teacher, supporting me while I was fighting with the acute Leukemia, editing my first book, and now citizenship. I believe your mission of rescuing me is completed.

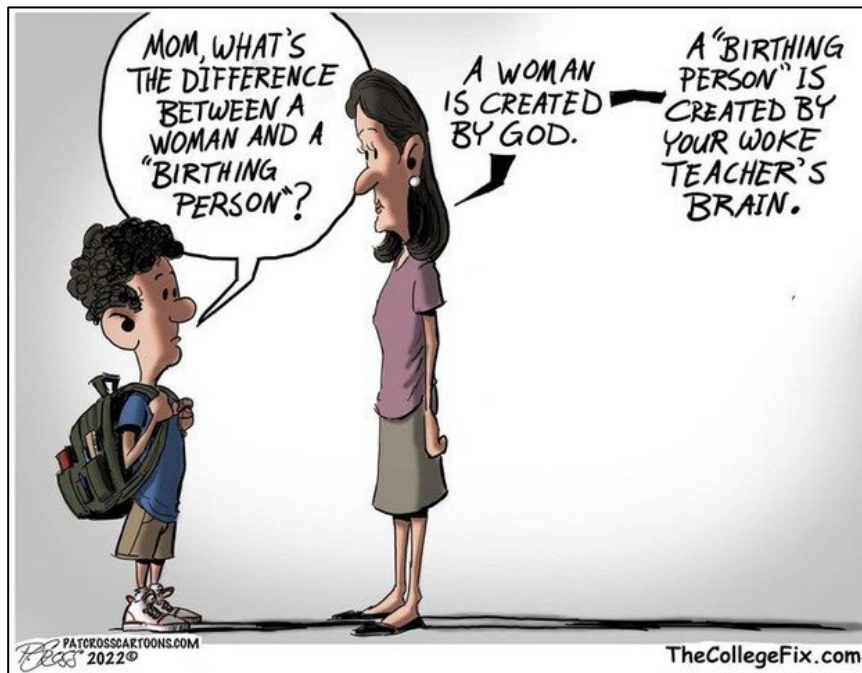
Diamond and I are so proud of our (Australian) politicians. Compared to what we had seen in the US election, every Aussie candidate deserves to have my vote. Last-night losers politely accepted the outcome in grace. No one accused the winner of cheating. And surely, no one started a riot in Canberra!

Thank you and have a great day.

Thai and Diamond”

PS: We had a great opportunity to attend the recent dinner party hosted by the RBWH Foundation. Our Queensland Governess, her Excellency Dr. Jeannette Young met and had her picture taken with us. She only allowed two group photos, we were the second one.





Amberley Visit.



L-R: John McDougall, John "Sambo" Sambrooks, Trev Benneworth, Selwyn Hill, Jillian O'Toole.



After competing in the successful Scootaville event which raised \$25,000 for Legacy, a few participants returned some borrowed articles to Amberley. While there Evan Cannard, the 35 Sqn WO took time out from his busy day and showed them around the Sqn.

Both Sel and Jillian are ex-Army – and both are now convinced they joined the wrong service.

Don't say we don't tell you important stuff:

The punctuation marks known as the em dash (—) and the en dash (–) derive their name from typesetting, because the em dash was the same width as an uppercase M and the en dash was the same width as an uppercase N.

RAF Tornado lands at the Aviation Museum in Perth.

Tornado lands at aviation museum

A bomber that had been part of the famous 617 Dambuster squadron has been donated for display in WA, writes **GEOFFREY THOMAS**

Yeah, right. Australia. Of, course we can donate a Tornado to Australia."

That was the initial reaction from Royal Air Force Wing-Cdr Erica Ferguson to Aviation Heritage Museum WA's bold request for a Tornado bomber that was being retired after 30 years of distinguished service.

And this wasn't just any old bomber.

The Tornados had been part of the famous 617 Dambuster squadron that in 1943 had devastated Germany's war-time production by destroying dams in the Ruhr Valley with bouncing bombs dropped from lumbering Avro Lancasters. They were dropped from a height of just 20m above the dam water.

After initially discarding the request letter from the other side of the world Wing-Cdr Ferguson thought "I am not a say no kind of person".

"I read about the museum and its Lancaster, and I went online, and I read about the fantastic stories that it tells, particularly of the Royal Australian Air Force personnel who flew in the 617 squadron on the Lancaster.

"I thought, there really is a story to tell here and my aim is to tell stories as widely as possible, to engage the broadest possible

audience and how could I have done that better, than to lead a fabulous team to bring a Tornado out to Western Australia?"

There are Tornados in museums in England, Scotland, Wales and Northern Ireland but the Aviation Heritage Museum is the only location outside the UK to receive one of the aircraft.

According to Wing-Cdr Ferguson what sealed the deal was the passion and skill set of the volunteers who make the museum work so well.

The Tornado was shipped to Fremantle in parts and reassembled last week by the RAF's Joint Aircraft Recovery and Transport Squadron and was formally handed over on Tuesday.

Wing-Cdr Ferguson, a former RAF air traffic controller, examiner and instructor, is heritage lead for the Royal Air Force which produces and implements the RAF's Heritage Strategy and provides advice and guidance on the identification, preservation and sharing of that important heritage.

Head of Clear Skies RAAFA, which oversees the museum, Ian Craig said that the Tornado GR4 is "a really exciting and significant addition to the RAAFA Aviation Museum's collection.

"We have the Lancaster and the Spitfire, which also represent the



Royal Air Force Wing-Cdr Erica Ferguson. Picture: Matt Jelonek

close relationship and co-operation between the Australian and UK air forces, plus there are many Australians who have flown, worked on or had an association with the RAF Tornado fleet.

"This has been an ongoing project for over three years. It has been such a privilege to work with the RAF, RAAF and RAAFA WA teams to actually get the Tornado to Australian shores.

"There have been hundreds of hours put into this. We are so, so lucky to have been chosen as the only museum outside the UK to have a GR4 on display," Mr Craig said.

The Tornado that has been gifted is a GR4 and was delivered

to the RAF in 1992. It served with various squadrons before being moved to the famous 617 squadron in 2004 and carrying the tail code AJ-T, commemorating the Dambuster Lancaster of US pilot Joe "Big Joe" McCarthy.

It was retired in 2019 after service in both Gulf Wars, in Afghanistan and Iraq and most recently against ISIS in Syria.

Although smaller than a four-engine Lancaster the twin-engine Tornado packs a real punch.

It is almost 10 times faster at a top speed of 2400km/h and can fly at more than twice the altitude at 15,000m. It can also carry almost 50 per cent more payload than the Lancaster.

Click the pic to get a bigger view.



‘The siren has sounded’: Scientists pinpoint COVID’s origin



August 2, 2022

Since the emergence of COVID-19, a question has obsessed many: where did it come from? That question – and the fact the virus was first detected in the city of Wuhan, home of the Wuhan Institute of Virology – has sparked geopolitical convulsions and a fracturing of faith in science, not to mention a thousand anonymous Twitter-sleuth accounts.



People love a conspiracy theory, especially one playing out in real time on social media. Meanwhile, a group of scientists has been working on their own parallel investigative effort. With a pair of articles published in *Science* last week (you can read them [here](#) and [here](#)), they say they are at the end of their search.

The virus almost-certainly jumped from wildlife into humans in the Huanan Seafood Wholesale Market in Wuhan, the papers argue. The authors have even found the most likely section of the market. They have old photos of caged raccoon dogs – known carriers of COVID-19 – being sold there. “The siren has definitely sounded on the lab leak theory,” says Professor Edward Holmes, a world-leading viral evolution expert based at the University of Sydney and co-author on both the papers. “In terms of what we can reasonably do, with the available science and the science we’ll get in the foreseeable future, I think we’re at the end of the road frankly.



There's not a lot more to mine."

Professor Dominic Dwyer, director of public health pathology in NSW and a member of the World Health Organisation (WHO) team that travelled to Wuhan last year to investigate the origins of the virus, agrees. "That's what we thought originally back when we did the first report. This is yet another brick added to the wall of information around zoonotic infection."

Twin strains

When COVID-19 first emerged in Wuhan, two distinct viral lineages were spotted, separated by two small changes in genetic code. They were detected a week apart in late December 2019. The team behind the Science papers used computers to simulate the most likely sequence of events that would produce two viruses circulating at the same time. They found it is exceedingly unlikely that a single virus would jump into humans and quickly split into two distinct variants.

Far more likely, was that the virus had been circulating in animals for long enough to split into multiple variants, two of which then jumped separately into humans. Multi-virus jumps have been seen when COVID-19 jumped from minks on Dutch farms to humans, and when SARS and MERS also jumped into humans.

If the COVID-19 virus originated in a lab, as some conspiracy theories suggest, you'd expect a single introduction into humans – rather than two distinct viral lineages and both strains were found in samples taken from Huanan market. "That, I think, is pretty good evidence," says Dwyer.

The Huanan Market





Two-thirds of early hospitalised cases had a link to the market. Lab-leak advocates argue that Huanan is a perfect super-spreader site. Maybe a scientist from the Wuhan Institute of Virology shopped there and spread the bug? The Science papers show that 155 COVID cases in December 2019 were strongly clustered in the suburbs around the market – including cases with no known link to the market.

If the virus emerged from the Wuhan Institute of Virology, wouldn't early cases cluster around there? Wouldn't an infected scientist have passed on the virus while walking to work? "You wouldn't expect to find the virus around a not-very-well-visited animal market in a different part of the city," says Holmes "and the papers show Huanan is hardly the perfect superspreader site that some suggest."

It turns out the market is a small and relatively obscure shopping spot. By reviewing social media check-in data, the team deduced that 70 other markets in Wuhan had more visitors than Huanan. Of 430 identified possible super-spreader sites in Wuhan, such as shopping malls, supermarkets and schools, the Huanan market was among the least visited.

"It's like going to Coles in Bendigo on a wet Wednesday afternoon. It's not a thriving mass of humanity," says Holmes.

Further evidence: no COVID-19 has been detected among tens of thousands of blood donations made in Wuhan between September and December 2019, nor in thousands of samples taken from people hospitalised between October and December with influenza-like illnesses.

"What are the odds that two lineages escape from the lab and both make their way into the market and both cause superspreader events? It's ridiculous. There is no way that can happen," says Holmes.

Ground zero

Using Chinese and WHO data along with public online maps, business registries, photos and official reports, the scientists reconstructed a map of the Huanan market. This map shows the west side of the market. Each black dot represents a human case. Triangles mark stalls selling live animals or unknown meat.

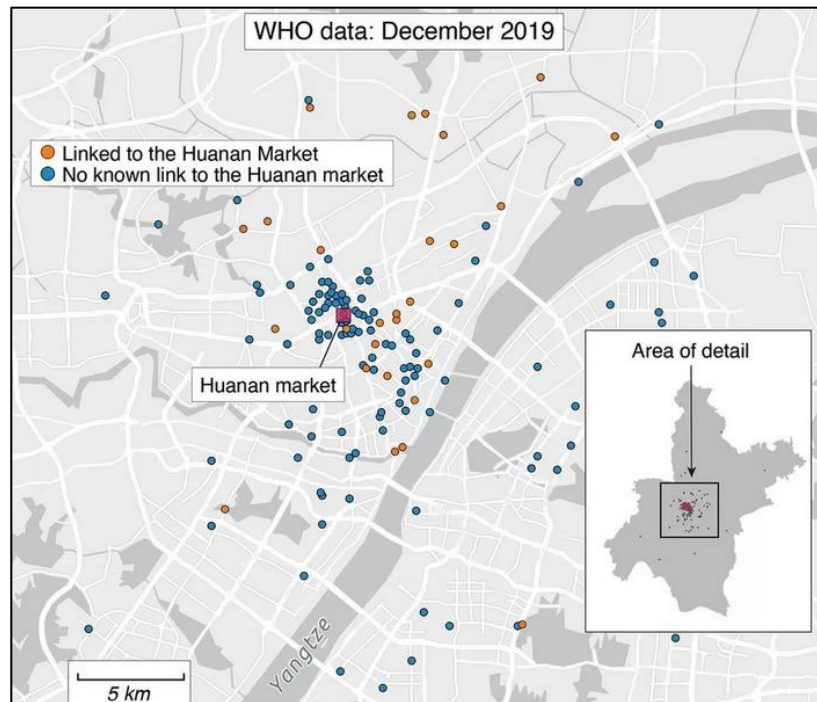
Coloured boxes mark the number of times Chinese investigators detected COVID-19 on environmental samples in late 2019 (by the time they arrived, the market had been shut down and disinfected, and there were no live animals left to test).

On the far left, marked by the dotted line, is the market's wildlife section. The Chinese found COVID-19 all over it. Eight of the earliest human cases linked to the market worked nearby. The red box marks a stall where COVID-19 was found on a metal cage, a machine for removing hair and feathers from animals, two carts used for moving cages, a nearby water drain and on the ground.



Ironically, Holmes had visited that same stall on a trip to Wuhan in 2014 – and snapped a photo of caged raccoon dogs stacked on top of caged birds. “We can’t prove it is this exact stall but the data is very suggestive,” he says.

We know now that COVID-19 moves easily among many species of animals, including raccoon dogs – but also badgers, hares, rats and foxes, all observed being sold live at the market in 2019. Raccoon dogs were supplied to the market by a network of farms in western Hubei province, the Science papers note. Western Hubei is known for its extensive network of caves filled with *Rhinolophus* bats, which carry coronaviruses similar to the one that causes COVID-19.



“Raccoon dogs are a suspect,” says Holmes, but not the only one. “I think, strongly, there are a whole bunch of animals out there who have viruses like this that we have not sampled yet.”

Compare the theories

Theory one: Two closely related versions of a virus emerge at the same time in people who live near or work in a small market selling wildlife. The market sells animals known to both carry the virus and to be farmed near bats that carry similar viruses. We detect those viruses on cages in the market’s wildlife section.

We know from past experience viruses can jump from animals to humans at wildlife markets. And we don’t have any evidence of the virus spreading anywhere else in Wuhan before it was in the market. Compare this to the lab-leak theory. No one has ever been able to prove COVID-19 – let alone a twin strain – was ever at the Wuhan Institute of Virology. There’s no epidemiological evidence that the virus was spreading near the institute. “There’s no emails. There’s no evidence in any of the science. There’s absolutely nothing,” says Holmes.

Lab-leak proponents have now turned to trying to find malfeasance in the articles’ peer review process, of all places. Holmes doubts the conspiracy theorists will ever be convinced. “Even if the Chinese do let us in the lab, people would say ‘aha, but they’re covering it up,’” he says.



**I AM SO OLD THAT,
WHEN I WAS A KID,
WE ACTUALLY HAD
TO WIN TO GET A
TROPHY!**

The Invisible Trauma

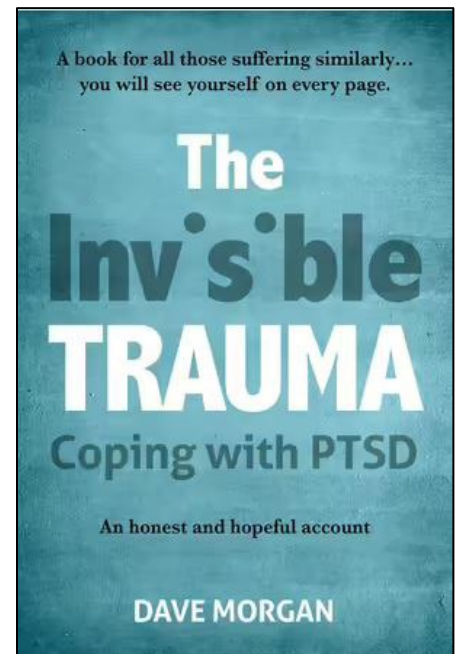
Dave Morgan got in touch, he said: My name is Dave Morgan a [ex Army Vietnam](#) veteran. I worked at Amberley RAAF base from 1978 to 1981 as a Technical Officer Observer with the Bureau of Meteorology. (Chapter15 within the book)

I have written a book on PTSD 'The Invisible Trauma' together with four medical Doctors, also a number of veterans (including a RAAF Vietnam veteran) and their stories, plus my family, all contributing to the book. Adverse psychological effects resulting from war have been known for many years and labels such as Shell Shock or Battle Fatigue were applied, however since the Vietnam experience and subsequent research, those adverse psychological effects are now known as Post Traumatic Stress Disorder.

Is it possible to publish information on this book in your Monthly magazine for our veteran community.

The book was released on the 6th of June and can be purchased online or at all major book retailers including Big W.

Fifty percent of my royalties go to Legacy Australia which support veteran's families.





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