



Vol 79

March 2023

[Privacy Policy](#) | 
 [Editorial Policy](#) | 
 [Profit Policy](#) | 
 [Join the Association](#) | 
 [List of Members](#) | 
 [Contact us](#) | 
 [Index](#) | 
 [Links](#)  
[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 which you're looking. Hopefully, this will make it a lot easier to read. After you've finished one topic and you want to return here, just click the "return" button (<-) on the tab at the top of your browser.

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

## Contents.

Topic	Link
In Memory of:	<a href="#">Page 2</a>
Aircraft:	<a href="#">50th anniversary of a RAAF Caribou crash in PNG.</a> <a href="#">A close call in a Herc - Phil Frawley.</a> <a href="#">A hung up LAPES in a Caribou.</a> <a href="#">Last Boeing 747 off the line.</a> <a href="#">The pic of the Canberra in Biak - again.</a>
Arthur Fry:	<a href="#">Off to Hong Kong.</a> <a href="#">People I've met - Ray Hiern.</a>
Computer Information:	<a href="#">Chrome users should not use Windows 7 or 8.1</a> <a href="#">Computer viruses - the 10 worst.</a>

	<p>Google Drive features you may not know.</p> <p>How to test a suspicious link.</p> <p>Outlook's Nav panel has been moved.</p> <p>Ransomware - how to protect against it.</p> <p>What is Google Drive?</p> <p>What is Microsoft 365?</p> <p>Why is Google's browser called Chrome?</p> <p>Why you should buy a Mac instead of a PC.</p> <p>Why you should buy a PC instead of a Mac.</p>	
<b>Courses:</b>	<p>1/86 PCB Repair course.</p> <p>1/86 Soldering Course.</p> <p>2/86 PCB Repair Course.</p> <p>2/86 Soldering Course.</p> <p>3/85 High Reliability Soldering Course.</p> <p>4/86 PCB Repair Course.</p> <p>1/87 Admin Training Course.</p> <p>3/88 Digital Bridging Course.</p> <p>4/88 Digital Bridging Course.</p> <p>14/88 Trade Instructor Course.</p> <p>1/89 Digital Bridging Course.</p> <p>112 Radio Tech Course.</p> <p>Data Comms Course, 1989.</p> <p>Post graduate Digital Bridging Course 1989.</p>	
<b>DVA Issues:</b>	<p>DVA Christmas Parties ended - Brisbane.</p> <p>Essential medical equipment rebates.</p> <p>Free mental health care for eligible vets.</p> <p>myGov has changed.</p> <p>Service-related claims info released.</p> <p>Suicide figures.</p> <p>Support available for vets in aged care.</p> <p>Support packages available to Vets and Vets' families.</p>	
<b>Funny</b>	Skyland News - 2 more copies.	
<b>General:</b>	<p>ADF hopes to recruit teens.</p> <p>ANZAC Day School's Awards 2023 - now open.</p> <p>Australian Air Cadets Alumni 2022.</p> <p>Avalon Airshow.</p> <p>Black Box invention.</p> <p>F-111 model presented to John McDougall.</p> <p>Green Pastures - an ANZ report.</p> <p>How to find your car with an iPhone or Apple watch.</p> <p>Lamb commercial - 2023.</p> <p>Men and women think differently.</p> <p>NASA inventions we use every day.</p> <p>Organ transplants gone mad!</p> <p>Penang ferries.</p> <p>Ride in Pink - Mt Isa.</p> <p>Salvage mission - RAAF Amberley ski boat.</p> <p>Seniors' discount guide.</p> <p>Sister Greta Towner.</p> <p>Snickers! why are they called Snickers?</p> <p>Solar panels explained.</p> <p>Viet Vets Museum legal fight.</p> <p>What happens to your body when you die?</p> <p>WW2 Boeing B17 lands at Sandgate, Brisbane.</p> <p>WW2 Robin Hood oil men.</p>	  
<b>Get togethers.</b>	<p>RAAF Vietnam lunch club.</p> <p>Scootavillians get together at Sandstone Point hotel.</p>	
<b>Health:</b>	<p>5 sunburn myths.</p> <p>Beer could prevent Alzheimers.</p>	



	<p>Coffee - is it a dehydrator.</p> <p>Confusion over who can access Semaglutide.</p> <p>Does beer cause a pot belly?</p> <p>Stitch - what causes it when running?</p> <p>Sunscreen mistakes.</p> <p>UV Index - what is it?</p> <p>What does being drunk do to your body?</p>	
<b>John Laming:</b>	<p>Like overtaking on a blind corner.</p> <p>Sydney's new airport.</p>	
<b>Memorial</b>	<p>Remembrance Day 2023 - Kedron Wavell RSL Sub-Branch.</p> <p>Remembrance Day 2023 - Perth.</p> <p>The reason we wear a poppy on Remembrance Day.</p> <p>Why was a poppy chosen.</p>	
<b>My Story:</b>	Air Marshall Robert Chipman, AM, CSC, Chief of Air Force.	
<b>Opinion:</b>	<p>Atomic Subs - will they be useful?</p> <p>Australia Day - they are after it again.</p> <p>Climate change - what a scam!</p> <p>EVs - are we ready for them?</p> <p>Our PM's respect for Vietnam Vets.</p> <p>The real Aboriginal Issue.</p> <p>Welcome to Country.</p>	
<b>Page 3 Girl:</b>	Fiona Grasby OAM, WO of the RAAF.	
<b>Pension rates:</b>	<p>Age Pension changes.</p> <p>Carer's allowance.</p> <p>Pension rates WEF March 2023.</p> <p>TPI pension increase.</p>	
<b>People I meet:</b>	Jillian O'Toole.	
<b>Raffles</b>	Kymco Raffle result.	
<b>Requests for help.</b>	<p>Radschool 5 valve superhets - where are they?</p> <p>Vietnam tour - help wanted.</p> <p>Vietnam Vets Museum Phillip Island - legal case.</p>	
<b>Reunions.</b>	<p>All-Appy reunion - Brisbane.</p> <p>Djinnang reunion 2023.</p> <p>Radschool Crest in the RAAF Grove - ACT.</p>	
<b>Scootaville:</b>	<p>Get together at Sandstone Point hotel.</p> <p>Letter of Appreciation - Legacy.</p> <p>Scootaville 2022 - the journey.</p> <p>Surprise presentation.</p>	
<b>Units, Squadrons and Bases:</b>	478 Sqn Flight line 1979.	
<b>Video:</b>	<p>Boeing's last 747.</p> <p>Hung up LAPES - Caribou.</p> <p>Kedron Wavell RSL Sub-Branch Catafalque Party mounted.</p> <p>Kedron Wavell RSL Sub-Branch Catafalque Party dis-mounted.</p> <p>Lamb commercial - 2023.</p> <p>Men and women think differently.</p> <p>Move Outlook's Nav panel.</p> <p>Remembrance day, Perth. 2023.</p> <p>Sydney's new airport.</p> <p>Tea or coffee?</p> <p>Will EVs fix global warming?</p>	
<b>Where are they?</b>	Looking for Alan Lyons.	

WRAAF News.

[Lyn Mitchell's news.](#)

## Scootaville 2023

The planning for Scootaville 2023 is well underway. We have modified the route a little for this year's event (see [HERE](#)) and we've also negotiated with the [USQ](#) Media School for them to send along several of their senior Media Students who will record the event from start to finish, the data will then be taken back to the Uni where the class will work on it and produce a one hour special for showing on TV. We also met with senior Air Force people in Russell Offices and we'll have some surprises later.

And Merv Hughes is going to lend a hand too.

Last year's event was great, we raised \$25,000 for Legacy and our aim this year is to double it. You can read the story on last year's event [HERE](#).

If you would like to be considered for 2023, please click [HERE](#) and fill in the form.



## Apology.

This is the first copy of the RAM we've been able to produce for a while! We're sorry about that but Scootaville then Avalon took up nearly all our time and when added to the time I spent doing what I was told around the house, there was no time left for anything.

Thanks for waiting!!

## Raffle:

Guess what!! We're holding another raffle and this time you could win a bunch of beautiful opals. We're selling 250 tickets at \$2.00 a ticket, more lately.

## Buying a new car?

If you're contemplating buying a new car, we could save you thousands. The Radschool Association has done a deal with Australia's biggest car brokers whereby you can purchase a car (your choice of make, colour, specs etc) at fleet discount prices.

One of our blokes made use of this facility recently and bought a Toyota Rav4 and saved thousands. You can too!

To see further details, go to the Radschool Assoc home page ([HERE](#)) then click on "New Car Purchase".

## Errors

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

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

Thanks Ken.

You can download the full magazine in PDF format [HERE](#).  
It is a very large file, contains 290 pages and will take a while to download.

The margins have been set so you can print on both sides of the page.

00960

[Main Menu](#)   [Forward](#)

## IN MEMORY OF



### **Ian Saunders**

Kerry Harrington advises the passing of Ian Saunders. Sorry, no further details.

### **Fred Howie**

Betty Harrison advises the passing of Fred Howie. Betty said Fred had a fall, hitting his head on the bathroom tiles back on the 19th November 2021. With his Parkinson's Disease/Dementia he



was on a rapid decline, so I knew I couldn't look after him anymore. He wasn't going to be coming home from hospital. It was difficult finding the right nursing home for him, very sad thinking about it now. I assured him we were still living together, only separately! which he accepted. Staff at Beaudesert Whiddon Star were wonderful.

He went from hospital in early January 2022, then to the nursing home, but I was unable to visit him, COVID lockdown twice!

I was able to visit him every day at Ipswich Hospital. Good staff there as well.



It was awful seeing him go downhill, that was when I felt the sadness. I'm going okay for the most part, knowing he is in a better place.

His brother, Lindsay is an Anglican priest and held the service for Fred. I have to say it was one of the best funerals I've been to... strange I know! Those who were there and watched it live-stream all have remarked the same!

I had to find people's email addresses who Fred knew, I'd heard him speak to/of, and that wasn't easy! Kalbar RSL, Dick Tracey and Ron Brett put it out there which helped a lot.

I lived with Roger Harrison for 33 years, until he moved on. Fred, a good mate of Roger's, his wife Corinne died, so after a couple of years we palled up and were together for 17 years. Because of my "RAAF!" life, there were some same contacts. I catch up with some at CIS Ipswich, Gunnies lunch.

I like keeping in touch.

The Doctor contacted me the day before he died, so I was able to be with him for that time. It was the same day we settled on selling our Roadvale house. 2pm. Fred passed away 10pm.

You can read a wonderful eulogy [HERE](#).

## **Frank Edward Burt**

We have been advised that Air Commodore Frank Burt passed away on the 29<sup>th</sup> January, 2023, aged 82. His funeral was held in North Ryde (Sydney) on the 10<sup>th</sup> February.

Air Commodore Burt (Ret'd) served in the Royal Australian Air Force for 33 years including operational service in Malaya and Vietnam. He is a graduate of both the Canadian Forces Command and Staff College and the Joint Services Staff College. He retired in the rank of Air Commodore and was appointed as an Officer of the Most Excellent Order of the British Empire



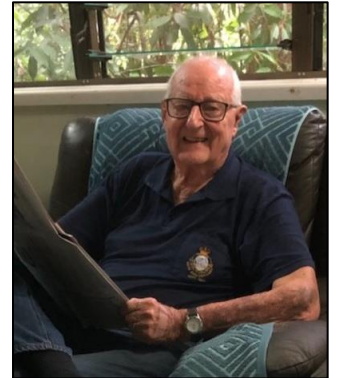


in 1983. He was appointed a Services Member of the VRB in 1998. Frank served as navigator with 2 Sqn in Phang Rang from 03 Jan 1967 to 04 Nov 1967.

## **Nicholas James Gregory Watling.**

We have been advised that Nick Watling passed away peacefully at a Cairns Private Hospital on the 22<sup>nd</sup> October, 2022, aged 90. Nick was a pilot and flew the A model Herc with three trips to Vietnam, Sept 1964, May 1965 and Jun 1967.

Nick's family held a memorial gathering to celebrate his life at the Cairns RSL on the 26<sup>th</sup> November 2022.



## **Dennis Hoolahan**

Barney Miller advises the passing of Dennis "Junior" Hoolahan on the 24<sup>th</sup> January 2023. Dennis was a Clerk Supply and served with 2 Sqn in Phang Rang from Feb 1970 to Feb 1971.

## **Dianne Beasant (nee McLachlan)**

We have been advised that Dianne died while being cared for in the Hervey Bay Hospital on the 21<sup>st</sup> December 2022. She was only 65 years old. Dianne joined the Air Force as Dianne McLachlan in Feb 1976 and was on [241 WRAAF Rookies](#). She graduated as a Switchie, sorry, no further details.



## **Bob Howden.**

Jock Spencer advises the recent passing of ex 7 Radio Appy Bob Howden. Sorry, no further details.

## **James Robins.**

Jock Spencer advises the recent passing of ex 7 Radio Appy James Robins. Sorry, no further details.





## Gary Hague.

We have been advised that Gary Hague passed away on the 17<sup>th</sup> November 2022, Gary was on [98 Telegs](#). Sorry, no further details.



## Peter Woodford

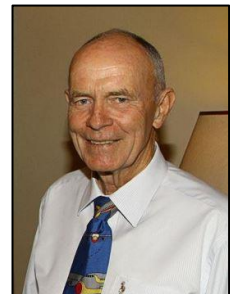
Henry Cichowski has advised the death of former ADG Peter WOODFORD. Peter's funeral service was held on Friday 11 November 2022 at Pinaroo Crematorium, Albany Creek. Peter served with 2 Squadron at Phan Rang from 25 February, 1969 to 26 February 1970.

Sorry, no further details.

## Peter Growder

Arthur Rennick advises the passing of Air Commodore Peter Growder who left us on the 5<sup>th</sup> February, 2023. He was only 76 years old. Peter lived in Peregrine Beach, on Qld's Sunshine Coast. His funeral was held on the 17<sup>th</sup> February at the Gregson and Weight Chapel in Buderim.

Peter was a Navigator and flew the F-111 prior to which he was on Canberras and the F4 Phantom. Upon his retirement he spent a lot of his time as a volunteer at the Qld Air Museum in Caloundra.



## Robin Lyon.

We have been advised that Rob Lyon passed away on Sunday the 22<sup>nd</sup> January, 2023. Rob was a Ground Defence Officer. As a Flt Lieutenant, Rob served with 2 Sqn in Phan Rang Det A from April 1967 to December 1967.

Sorry, no further details.

## Rodney Adam

"Chuck" Connors advises the passing of Rod Adam who died on the 10 January, 2023. Rod was born in England in January 1946 and emigrated to Australia with his family. He joined the RAAF and was on [60 Pilot's Course](#) (Sept66 – Feb67).





After graduation, he was posted to 5 Sqn at Fairbairn then shortly after, in August 1967, he was posted to 9 Sqn Vietnam.

A wake to commemorate Rod's life is being organised in Brisbane to be held late in March, details to follow.



This page left blank.

## Page 3 Girl.

Fiona Grasby OAM.

In February 1993 the role of Warrant Officer of the RAAF was created to advise and assist the Chief of Air Force and Commanders, on the morale, work-life and general welfare of the airmen and airwomen in the Royal Australian Air Force.



In December 2005 the name was changed to Warrant Officer of the Air Force (WOFF-AF) and, WOFF-AF Fiona Grasby, was the ninth appointment to hold this critically important role. She was appointed to the position on the 6<sup>th</sup> November 2019.

Fiona says "I came from a modest beginning, the daughter of a 1RAR Vietnam veteran and as a passionately curious 17 year old, was encouraged to set off on an adventure and join the Air Force, where I ambitiously set out to save the world one cause at a time. I have grown up in



Defence and during my journey I have been intrinsically enriched to have met and been influenced by so many inspiring people.”

She enlisted in the Air Force in 1987 as a 17 year old from Gwandalan, NSW and completed her initial employment training as a Supplier. Mustering to Security Police in 1992, she specialised in Counterintelligence and Special Investigations.

During her career she deployed to areas including; Afghanistan, Singapore, USA, and Operation OKRA Middle East Area where she was the Facility Security Manager for Air Task Group-Strike. Her centre of interest lies in the professional education, development and support of the work force.

She says “The rich tapestry that characterises our Defence Force, is one where diversity and culture are embraced, where influential leadership at every level is not only encouraged, but fostered, and where the focus on the truly joint integrated force is promoting progressive opportunities. This helps ensure that we are a powerful multi-domain force in an ever-changing geopolitical climate both globally and regionally.”

Fiona finished her term as WOFF-AF on the 1<sup>st</sup> December 2022 and was replaced by Ralph Clifton.

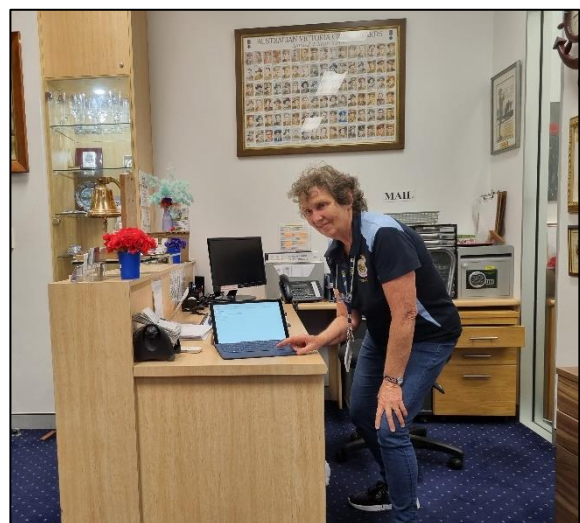
Fiona is married and has an adult daughter and a teenage son. Her interests include travelling, reading and yoga.

I've done some terrible things for money – like getting up early and going to work.

## Raffle news.

We recently raffled the 50c Kymco Moped that we'd converted to a 70cc and which had been bought to participate in the inaugural Scootaville event. As we were unable to get sufficient (or any) of its cousins to do the run to Townsville, we ended up using Honda 125cc motor bikes for the run to the top and in the end we're glad we did. The post mortem convinced us that 50cc or even 70cc was just not “enough” on which to tour outback Queensland so the little Moped, although great around town, was superfluous to requirements – it had to go.

We ended up selling 1252 tickets in the raffle and on the 22<sup>nd</sup> November, with Jillian O'Toole in attendance as a witness, we asked Leslie Quirke, right, the secretary of the Kedron Wavell RSL Sub-Branch to draw the lucky number.







We used an electronic format to sell “tickets” and when all were sold, to draw the winning number. Instead of having expensive raffle books printed, all participants were electronically allocated a number(s) between 1 and 1252, (we initially intended to sell 1250 numbers but we were over-subscribed), the names with their allocated numbers were then displayed on our web site for all to see. You can see all the numbers [HERE](#)

When all were sold, we used a random number selector program to select the winner. There are a number of random number selector programs available, all for free, we used Gigacalculator (which you can get [HERE](#)), it's great if you've got a heap of numbers from which to choose. If you only sell 1000 “tickets”, a better one is Pickerwheel which you can get [HERE](#). Both are free to use.

Leslie pressed the button and number 260 was selected, this number had been allocated to “Chuck” Connors, who luckily for us, lives in the Brisbane area, so we didn't have to transport it all over the country. Another saving.



We asked Jillian if she could help with the delivery and as there was a bike involved and the job required riding it across town, she leapt at it, actually we got the feeling if we hadn't asked her we would have been bashed. We took the little Moped over to Chuck, gave him the key and the rego papers and then proceeded to reduce his cold beer stocks.

Scotaville 2023 is happening in August this year (see [HERE](#)) and we've still got some vacancies. Our numbers are limited due to accommodation availability so if you would like to be in what has been described the most fun you can have standing up, get your name in now. You can do that [HERE](#).





## Legacy.

Scootaville 2022, apart from being a wonderful bonding event enjoyed by a bunch of ex-ADF men and women, also raised \$25,000 for our charity of choice – Legacy. In October 2022, John McDougall and I were invited to Legacy House in Brisbane to receive a Certificate of Appreciation, which now enjoys pride of place in the Radschool Association Office. Click the pic to read the certificate.



**L-R:** Kelly Burmester (Legacy Head of Fund-raising), Trev Benneworth, John McDougall, Molly Woodrow-Evans (Legacy).

This year we hope to raise a lot more and you can be in it - see [HERE](#).

The older I get the earlier it seems to get late.





## RAAF Vietnam Lunch Club.

The RAAF Vietnam Lunch Club, which is organised by the RTFV-35Sqn Association, meets on the second Thursday of each month (except Jan) at Fridays on the River in Brisbane. Doors open at midday, there are no fees, you come and go as you please and eat and drink what you like. You don't have to be a Vietnam Vet to come along, you just need to be a person who likes to lunch with a bunch of like-minded people. If that's you, let John "Sambo" Sambrooks know ([email](#)) and he'll email you a reminder each month.



At the December meeting, the Lunch Club presented John McDougall, the President of the RTFV-35Sqn Association, with a model of an F-111. As well as working on one of the world's best aircraft, the Caribou, John enjoyed a few years as the WOE on the F-111.

John Sambrooks, the Secretary/Treasurer of the RTFV-35Sqn Association presented John with the model F-111.





**L-R:** John McDougall, John "Sambo" Sambrooks

There is an excellent video on the F-111 [HERE](#).



Chocolate is clearly God's way of telling us he likes us a little bit chubby.

## Lovely surprise.

On Sunday 11<sup>th</sup> December, I was told, by my wife, that she's arranged for us to meet an old mate and his wife for a few drinks at the Kedron Wavell Services Club before they (my mates) went back to their home in Kilcoy. I thought that would be nice, after all who needs an excuse for a few drinks at the Club, so at 3.00pm we set off.

We walked into the Club and I was steered towards the Club's restaurant, looking for my mate and his wife when to my surprise, I was met by Ros Curran. I immediately thought, that's a nice co-incidence, fancy Ros being here too, when BAMMM, everyone was there.

Ros had arranged for the 2022 Scootervillians to get together for a Pleasant Sunday Afternoon (PSA) and to present me with a wonderful trophy as a memento of that great event. I couldn't believe it, I was just expecting a few quiet drinks with a mate only to receive this fantastic surprise. Some people had travelled many miles to be there and how they kept it a secret is beyond me, but I'm glad they did – it was fantastic.



**L-R:** "Chuck" Connors, Ros Curran, Trev Benneworth, Neil Snudden, Annabelle Reidy.





The trophy now resides pride of place in the Radschool Association Inc/Scootaville office – and that's where it is going to stay. A big thank you to everyone.



**L-R:** Sel Hill, Trev Benneworth, Cathy Yang, Neil Snudden, Ros Curran.

## **1/89 PG Digital Bridging Course** (28 Feb 1989 – 13 Apr 1989)







**Back Row L-R:** Brad Smith, Nick Ioanides, A Millward

**Middle Row L-R:** R Brookfield, Doug Henderson, P Fraser, Scott Aldres, Shane Hardie.

**Seated L-R:** John Rogers, M Law, Ray Corbett, Ron Daley, Mick Stuart, Pete Berry.

Ron Daley sent us the following pics:

## **Post Graduate Digital Bridging Course.** (Aug 1989 – Sept 1989)



**Back Row L-R:** Ralph Teichel, Tom Kneebone, Steven Hargrave.

**Middle Row L-R:** Michael Sciacca, "Beatles" Bailey, Bill Penstone, Anthony Clarke.

**Seated L-R:** Bruce Dwyer, Max Smart, Ron Daley (Instructor), Phil Keays, "Boardy" Boardman.



## Data Communications Course (12 Dec 1989 – 21 Dec 1989)

We're short of names here – if you can help??



**Back Row L-R:** Don't know, Ron Daley, Don't know, Don't know, Don't know, Don't know, Don't know.

**Seated L-R:** Don't know, Don't know, Don't know, Bob Volkerts (instructor), Don't know, Don't know, John Turner.

Interesting story regarding John Turner; John tested with the Navy as a pilot, but didn't receive any indication he would be accepted into the Navy. So John Turner joining the RAAF and started RADS No 96 RTC. He was two – three months into the course when he received notification from the Navy he had been accepted for Navy Flight School. The RAAF said no he was not to transfer as he had started RADS training which he then completed together with the necessary pay-back years.

John was later commissioned.

I may not have lost all my marbles yet – but there's a small hole in the bag somewhere.





### 3/88 Digital Bridging Course. July 1988 – August 1988.



**Standing L-R:** Ian Shaw, Ross Page, Col Norris, Ron Daley, Andrew McCann.  
**Seated L-R:** Jill Miller.

Saw a store that has  
a sign that reads,  
"We treat you like  
family!"

Yup, NOT going in  
there.





## 4/88 Digital Bridging Course. Sept 1988 – Oct 1988



**Standing L-R:** “Irish” McGrattan, Brad McCauley, Alex Vanderwijngaart, Ron Daley.  
**Front L-R:** Geoff Hongell, Bill Nolan, SJ Arndt.

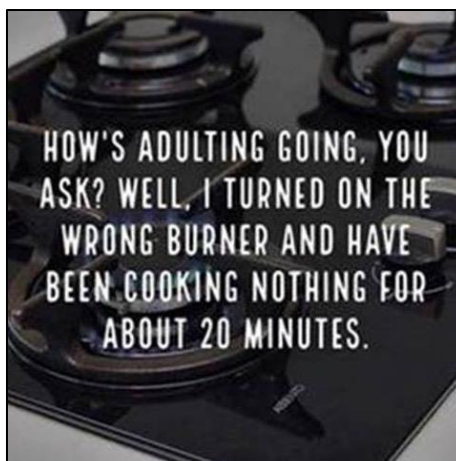
If a cookie falls on the  
floor and you pick it  
up...  
that's a squat, right?





## 1/86 PCB Repair Multilayer Course. Jan 1986 – Feb 1986.

Sorry – no names.







## 1/86 Soldering High Reliability Course. Apr 1986 – May 1986



**Back Row L-R:** Sel Graham, Colin Healy, Gary Lake, Bob McAdams.

**Middle Row L-R:** Al Hall, Ron Daley, Marg Hemsworth, Peter Reynolds, Craig Jenkins.

**Seated L-R:** Col Sanders, John Fabjancic, Mal Selkirk, Ray Meyer, Steve Thompson.

I've been watching  
my weight.

It's still there.





## 2/86 PCB Repair Multilayer. 02July86 – 21July86

We're short on names – if you can help.



**Back Row L-R:** Don't know, Don't know, Don't know, Don't know,.  
**Seared L-R:** Don't know, Ron Daley, Col Sanders, Don't know.

I hate when I start  
my car in the morning  
and the music is blaring  
like wooah. I'm not  
the same person I  
was last night.





## 2/86 Soldering High Reliability Course. Aug 1986 – Oct 1986

We're short a few names – if you can help?



**Back Row L-R:** Don't know, Mick Osborne, Col Sanders, Don't know, Don't know, Don't know, Don't know, Don't know.

**Seated L-R:** Don't know, Don't know, Ron Daley, Don't know, Don't know, Don't know, Don't know.

The biggest lie I tell  
myself is  
“I don't need  
to write that down,  
I'll remember it.”





## 4/86 PCB Repair Multilayer Course. Oct86 – Nov86



**Back Row L-R:** Bob McAdams, Paul McIntosh, Col Saunders, Ron Daley, Brenton Baker.  
**Front Row L-R:** Richard Smithdale, Chris Beauchamp, Greg Bader, Wayne Skeen.

My super power is  
holding onto junk  
for years and  
throwing it away a  
week before I need  
it.





## 3/85 High Reliability Soldering Course. Oct85 – Nov85

Sorry – no names.



## ADF hopes to recruit teens amid critical skills shortage

The Federal Government is hoping to convince more teenagers to take up a career in the Australian Defence Force in a bid to solve its skills shortage.

**Veteranweb Network**

The Australian Defence Force (ADF) currently has a shortfall of 3000 personnel, while the Defence Department is 1000 staff under its budgeted capacity.

Defence Personnel Minister Matt Keogh said Australia was in a critical race to fill and upskill its defence vacancies at a time when the country was facing some of its most serious security threats in decades. "Our people are our most important capability, and we are now in the most important strategic circumstances since the second world war, so getting our people right, and growing our force is incredibly important," Keogh said.





Defence policy expert Dr Malcolm Davis, from the Australian Strategic Policy Institute, said now was not a time the ADF could afford to be understaffed. “We are facing looming prospects of war and the nation needs to be ready for that, and it’s not just about having the kit, it’s having the people to operate that capability,” Davis said.

The defence industry skills gap is so dire the government is reported to be considering giving closely monitored security clearances to experts from foreign countries. Davis said the idea had some merit as long as the clearances were offered to the right people.

“I think it’s a good idea, providing it’s targeted at our key allies and partners,” he said. “It has to be sensible and wise, and yes those people can bring in lots of valuable experience.”



Defence Minister Richard Marles will meet with his US and UK counterparts in Washington this week. The meeting will be their first face-to-face trilateral meeting since the AUKUS partnership was formed.

## **OPINION.**

Young people are not stupid. With the many different ways people, especially young people, have access to information these days, they can very easily see the Gov’t’s hypocrisy. They can see Gov’t sending its bright young people into conflict, exposing them to possible harm or even death, expecting them to fight and kill, only to condemn them on their return home. They can see Gov’t being a great public supporter of the ADF on days such as ANZAC Day and Remembrance Day when there is much media coverage yet completely ignoring it on all other days.

They can see the Gov’t attending and promoting the Gay and Lesbian Mardi Gras yet ignoring Vietnam Vets Day.

They can see the Gov’t spending millions on “feel good” campaigns like “The Voice” – giving a tiny but noisy minority of Australians huge access to Gov’t yet completely ignoring the ADF without which such campaigns would not be allowed to exist. They can see \$30B spent each year to benefit 500,000 Aboriginal people because that’s where the media attention is yet spend only \$48B on Defence.

Ex-ADF parents of these young people are disgusted at the way they are completely ignored the day they leave the ADF, one day, while in uniform, they work on some very sophisticated equipment yet the day they walk out the gate for the last time they become security risks. Ignored! Banished! Why would they encourage their kids to join the ADF.

Young people are not easily fooled, they won’t be sweet-talked into joining the ADF and their Ex-ADF parents would not encourage it. A job in the ADF does not automatically translate into a job





in civvy street after discharge. Over the years the ADF has moved most of its jobs off Base and handed them to civvy contractors – for example, why does the MSS guard Bases these days and not uniforms, why do civvy cooks feed ADF personnel and not uniformed cooks – uniforms seemed to be able to do these jobs perfectly well for many years. In the RAAF, Boeing contractors fix the aeroplanes, why doesn't Boeing train uniform people to fix them. Deep skills are not learned in the ADF anymore. It is much better to learn a trade in civvy street than in the ADF.

The ADF also seems more concerned about gender balance than getting the best people for the job.

Australia doesn't revere its Defence Force. It's just a job now, unless they are away on task, it's just leave home at 7.30am, park the car on Base, do the job, then drive home again at 4.00pm. Much like a job at Bunnings or Woolies. The camaraderie has gone!

Consideration should be given to continued and more publicised involvement in natural disaster relief which could enhance the communities respect and appreciation of the ADF. This could attract more young people to the services as they will see a wider purpose for the ADF. ESOs should be allowed and encouraged to accompany these disaster relief events so they could report back to their membership.

Australia needs to change the way Australians see their ADF because it's not attractive now. tb.

**Had a bad mixup at  
the store  
today..when the  
cashier said strip  
down facing  
me,apparently she  
was referring to my  
credit card.**



## 112 Radio Tech Course.

Course started around Feb 1978 finished Jun 1979



Back row last on right **Mick Quinn**

Front row first on left **Mal Mobbs**

I wanna be  
14 again and  
ruin my life  
differently.  
I have new  
ideas.





**1/87 Training Administration Course in Wagga** 09Feb87 – 13Feb87



**14/88 Instructor Trade Course in Wagga** 20Oct88 – 10Nov88





## Computers and stuff.

Sam Houliston.

### Reasons you should buy a Windows PC instead of a Mac

It's time to buy a new computer, but you've got a tough choice ahead of you: do you buy a Windows PC or go for a Mac instead? Here are some of the reasons you might want to go for a Windows PC instead of a Mac.

#### **You want freedom of choice.**

Windows is a hardware-agnostic operating system. It's a platform that's designed to run on as many systems as possible, from a wide range of manufacturers. It's the mainstream operating system of choice for the vast majority of end users, hardware OEMs, and system integrators so it enjoys excellent support across the board.

You also have way more choices when it comes to other form factors, like notebooks. There are Windows laptops that give Apple a run for its money in terms of overall power and polish like the Dell XPS range and those that target an altogether less pricey end of the market for those who need something on a budget to get the job done.



Remember that choosing an Apple computer will limit you to Apple's current models, with Apple's choice of upgrades, running an Apple Silicon ARM-based processor. There's no option to build your own or go for a modular design, so you're way more limited in terms of how your machine turns out.

#### **Gaming is a top priority for you.**

PC gaming thrives because of a range of factors and one of them is a constant desire to push the envelope in terms of hardware. The latest and greatest GPUs like the NVIDIA GeForce RTX





4090 won't be found in a Mac. This lets PC users experience cutting-edge techniques like ray tracing in a way that even next-gen consoles cannot.

This helps make Windows the platform of choice for gamers, a space where macOS cannot compete. Apple has made some headway in terms of GPU performance and software support in recent years, but it's nothing compared to what is possible on Windows. This largely comes down to how ubiquitous the Windows platform is among gamers.

Microsoft's operating system is the default platform for all but the big console exclusives. Financially, it makes a lot of sense to develop games for Windows. Digital storefronts make it easy to reach a huge number of people. Choice is a huge part of it, with great support for gamepads, mice, keyboards, high-refresh rate monitors, and more.



There was once a good argument for buying a gaming PC and your favourite console to play exclusive titles, but the times are changing. Microsoft now brings many of its first-party titles to Windows on day one. While Sony isn't quite as generous, you only have to wait a few years for PlayStation system-sellers to get PC versions. Much of the time, these games look better on the PC if you have the hardware to push things to the limit.

### **You want to avoid the Apple Tax.**

When it comes to building or buying a Windows computer, the sky is the limit in terms of how much you want to spend. You could play it safe and build a barebones system in a modest case, adding the components you need as your budget allows or you could throw caution to the wind and spend thousands on an RGB nightmare that will double your power bill.

Generally speaking, if you place a Windows PC and a Mac with equivalent performance side-by-side, you'll end up paying a lot more for the Apple option. This is particularly true when it comes to Apple's high-end machines like the MacBook Pro and Mac Studio. Though the MacBook Air is competitively priced, many Windows OEMs will throw in double the RAM and more storage for what Apple charges.

This makes the Windows platform a more attractive choice for those on a tight budget who are looking purely at a price-to-performance comparison. That's not to say anything of the arguments the Mac users make for build quality, overall user experience, and "access" to a platform like macOS on the Apple side.

### **You prefer to use (or rely on) Windows.**

Some people simply prefer to use Windows and that's OK so if using Windows means you get more done then why stand in the way of progress? Maybe you prefer to use a touchscreen, or the vast array of free apps the platform has to offer, or you hate the idea of learning how to do things the Apple way.



Apple's desktop OS is powerful but not to everyone's tastes, especially if you're a seasoned Windows veteran. Installing Windows on a modern Mac is now difficult. If you'd prefer to just deal with Windows directly, buy a PC. If macOS isn't to your tastes, avoid it altogether and don't buy a Mac.

### **You want a machine you can upgrade.**

Building a PC comes with some big benefits, like having a machine that you can upgrade at a later date. This doesn't just apply to PCs you've built yourself, but many prebuilt PCs with a bit of hassle. Even Windows laptops are more upgradeable than their Apple counterparts. This might just be a stick of RAM or larger SSDs that you drop in a few years after buying your laptop

### **Windows provides more choice.**

There are some good reasons to pick a Windows PC over a Mac, including cost, flexibility, and upgradeability. Of course, there are also some good reasons why many people should buy a Mac instead. It's a good idea to understand both arguments before you make a decision.

## **Chrome users, you have a couple of months to say goodbye to Windows 7 and 8.1**

After keeping Chrome running on early Windows versions for two extra years, giving IT administrators time to update, Google has decided it won't delay any further: Unless organizations upgrade to Windows 10 or 11 next year, they won't be able to use Chrome. Browsers based on Chrome, such as Brave, are likely to be similarly affected.



Although Microsoft ended mainstream support for Windows 7 almost three years ago, it has maintained a "last resort option" in the form of its Extended Security Updates (ESU) program. ESU updates only contain security fixes, nothing else and are designed to provide a lifeline for organizations that can't move away from old products.

In early 2023, Chrome will officially end support for Windows 7 and 8.1 with the release of Chrome 110, which the company "tentatively" expects to happen on February 7. This means Chrome will continue to work on these platforms but will cease receiving critical updates and new features, and software that no longer gets updates is best uninstalled, as it poses a security risk.

Chrome is the most widely used web browser by far, with a market share of about 65%, which makes it a very tempting target for cybercriminals. Over the last few years it has suffered with a large number of critical vulnerabilities, with a dozen of zero-days fixed (Zero-day is a broad term that describes recently discovered security vulnerabilities that hackers can use to attack systems. The term "zero-day" refers to the fact that developer has only just learned of the flaw – which means they have "zero days" to fix it.). In just the last few months of 2022 we've seen patches for a zero-day in July, a zero-day in August, and a zero-day in September, for example. The first





line of defence against these problems is keeping the browser up to date and it helps enormously that Chrome updates itself.

When those automatic updates dry up early next year though, the risks of running an unsupported Chrome browser on an unsupported version of Windows will compound each month. It is suggested that you disconnect machines with non-supported versions of Windows from the Internet completely, and only run a web browser on those machines if it is used to view tools running on a network you control.

Cleavage is like the sun. You can glance at it for only a second,  
but wear sunglasses and you can look much longer.

## Several Google Drive features you may not know about.

# How-To Geek

Many people take Google Drive for granted. You store files there and go get them when you need them, but there's more to Google Drive than meets the eye. Here are some of those useful features you may have missed.

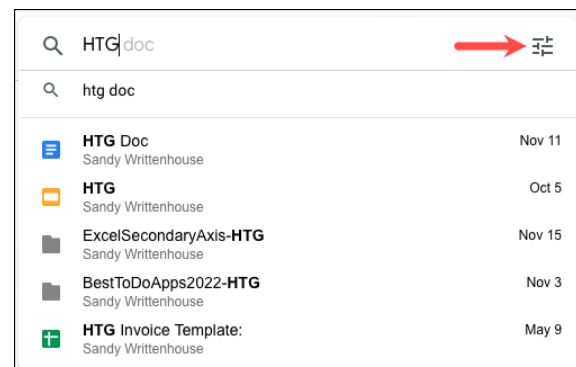


### Find files with the Advanced Search.

The more files you upload to Google Drive, the more you have to look through when you need one. Luckily, you have advanced search options that make the task easier.

Enter a keyword or phrase into the Search in Drive box at the top of the main page. Then, click the Show Search Options icon on the right side of the search box.

You'll see many options you can use to find your file. Choose the file type or owner, use keywords within the file or file name, pick the location, select a date-modified option, or use one of the other fields you see.



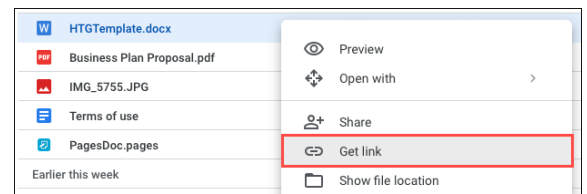


Select “Search” and then view your results. If you know which folder a file is in, you can also perform a search directly in a Google Drive folder.

## Link directly to Files

Another handy Google Drive feature is obtaining a direct link to your file. You can do this without even opening the file, then, save it to your notes for quick access or with a collaborator. Here’s how:

Right-click the file and choose “Get Link.”



You can then choose “Copy Link” to place the link on your clipboard and paste it where you like. You can also use this box to share the link by entering your contact’s email address.

At the bottom of the window, use the General Access section to control who can open the file with the link.

You can pick “Restricted” to only allow access to those you share with or “Anyone with Link” to let anybody who clicks the link open the file.

## Work with Microsoft Office files



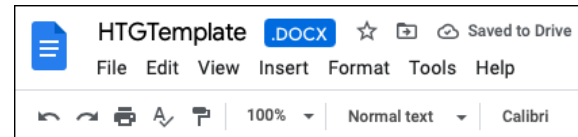
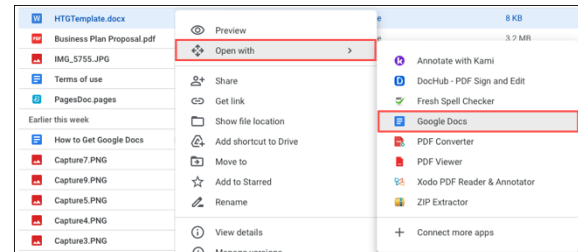


You don't have to own Microsoft Office to work with Office files if you have Google Drive. You might receive a Word, Excel, or PowerPoint file that you need to view or edit. You can open these files in the corresponding Google app, Docs, Sheets, or Slides. Additionally, you can download Docs, Sheets, and Slides documents in Microsoft Office formats.

To open an Office document, upload it to Google Drive like any other file. Then either double-click or right-click, move to Open With, and pick from Google Docs, Sheets, or Slides.

When the file opens in the corresponding app, you'll see the file format retained at the top. Your changes save automatically, and you can then download the file in its original Office format.

If you have a Docs, Sheets, or Slides file that you want to export and save in the Office format, this is just as easy. Open the document and go to the File tab. Move to Download and pick the format in the pop-out menu.

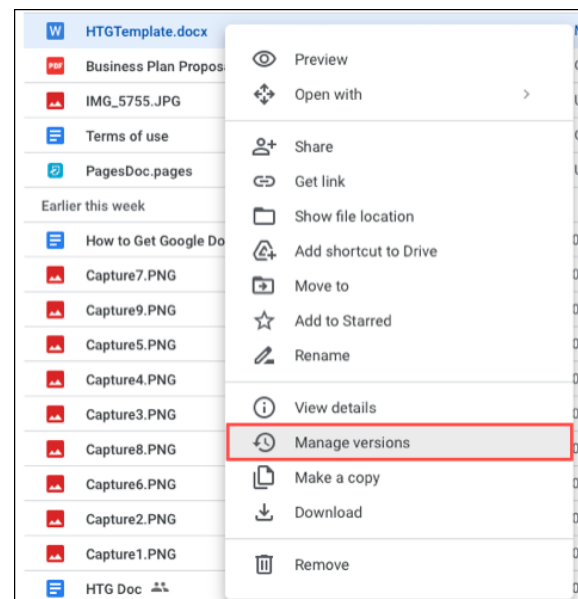


## Manage File Versions

Similar to obtaining a link to your file without opening it, you can manage its versions. This feature works with PDF and Microsoft Office files as well as images.

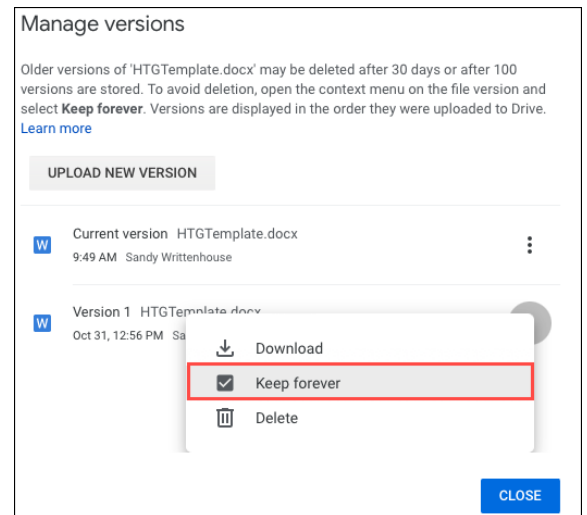
Right-click the file and choose "Manage Versions."

You'll then see a pop-up window with each version of the file, including the current version.

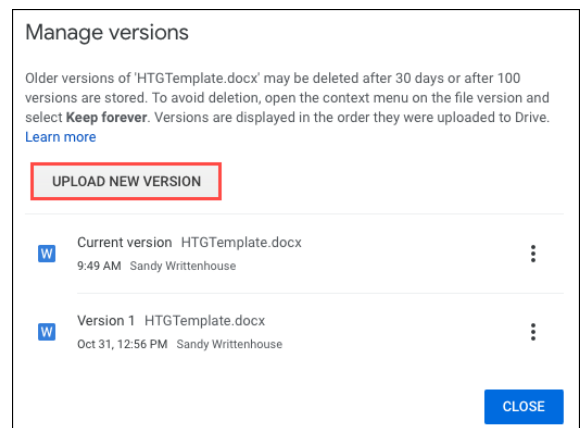




As you can see at the top of the window, older version may be deleted after 30 days or 100 stored versions are stored. If you want to avoid losing a previous version, click the three dots to the right of it and pick “Keep Forever.”



If you have a newer version of that file saved to your device that you want to use, select “Upload New Version.” Then, browse for the file and pick “Upload.”

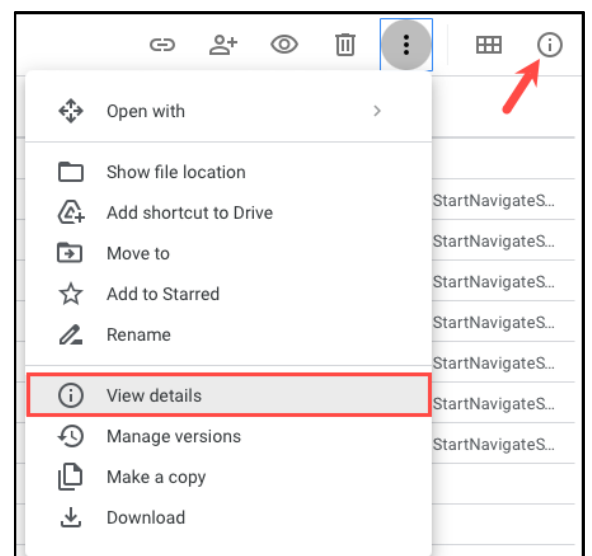


Two more actions you can take are to delete or download any of the versions you see. Use the three dots to the right of the version to pick “Delete” or “Download.”

### View a file’s activity, details, and description

While it may seem like such a simple thing, being able to view the activity and details for a file might be exactly what you need to do. Additionally, you can take advantage of the descriptions in Google Drive to add your own details.

You’ll then see the sidebar with two tabs for Details and Activity. With Details you can review the file type, size, owner, date created, and more. With Activity, you’ll see things like when the file was uploaded or when it was edited.







To add a description to the file, use the Details tab in the sidebar. Enter your text into the Description box at the bottom and hit Enter or Return. This is a good way to distinguish between files with similar names.

Created  
Nov 18, 2022

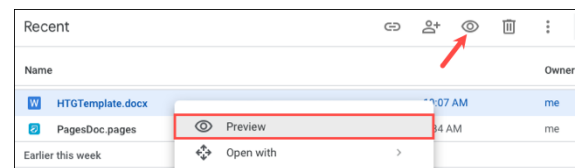
Download permissions  
Viewers can download

**Description**

Add description

## Add Comments to Files

Another convenient Google Drive feature is the ability to add comments to files. This is useful for notes for yourself or collaborators.



Open the file in Preview mode. You can do this by selecting the file and click the Preview icon (eye) at the top or right-clicking and choosing "Preview."

Select the portion of the file you want to comment on and then select the Comment icon on the right or at the top.

Type your comment in the box that appears and click "Comment."

Notice you can use the @ symbol to mention a collaborator if you like. As a bonus, you have the ability to assign your comment to that person. Check the Assign To box and click "Assign."

Sandy Writtenhouse

Add a comment

Viewers of this file can see comments and suggestions.

Comment Cancel

## Upload files or photos with your mobile device camera.

If you use the Google Drive mobile app, you have an additional feature that can make uploads easy. You can use your phone/tablet camera to take a photo or group of photos and upload them to Google Drive from where you can share them. Google Drive stores the pics differently depending on whether your phone/tablet is either an Android device or an Apple device, if Android the pic(s) will be stored as PDF files, if Apple, they will be stored as an images.

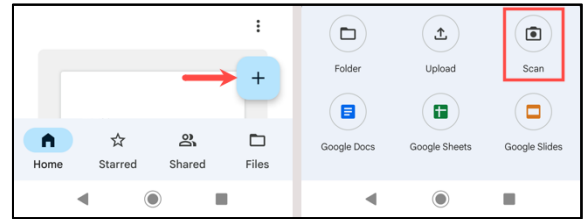
Here's how:

1. On an Android device



Open the Google Drive app and tap the plus sign to upload a file. Then, pick "Scan."

Take the photo then click OK, then SAVE. You will then be asked to name the photo then click SAVE. Your file will then be saved to the My Drive folder on your Android device.

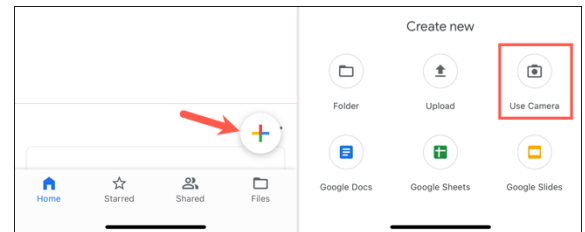


2. On an Apple device:

Open the Google Drive app and tap the plus sign to upload a file. Then, pick "Use Camera."

Take the photo then tap "Use Photo" to upload it. You can also pick "Retake" to recapture the shot if needed.

After a few moments, you'll see your image in Google Drive.



Sometimes features are obvious, especially if they're ones you use often. But then there are others you don't realize exist and would find super helpful. Hopefully at least one of these Google Drive features is useful to you.

I'm not an alcoholic, alcoholics go to meetings.  
I'm a drunk, we go to parties.

## What is Google Drive.

Google Drive is a free cloud-based storage service that enables users to store and access files online. The service syncs stored documents, photos and more across all of the user's devices, including mobile devices, tablets and PCs.

Google Drive integrates with the company's other services and systems, including Google Docs, Gmail, Android, Chrome, YouTube, Google Analytics and Google+. Google Drive competes with and is similar to Microsoft OneDrive, Apple iCloud, Box, Dropbox and SugarSync.

### How Google Drive works

To get started with Google Drive, the end user must create or sign into a Google account then type "drive.google.com" into their browser. "My Drive" will automatically appear, which can





contain uploaded or synced files and folders, as well as Google Sheets, Slides and Docs. Then, the user can either upload files from his or her computer or create files in Google Drive.

## How to test a suspicious link before clicking it.

You can check text links for deceptive linking in your browser by hovering over or, on a mobile device, pressing and holding it. You can also unshorten shortened links using online tools like [CheckShortURL](#) or [Unshorten.It](#), or check for scams and website trustworthiness with [PhishTank](#) or [URLVoid](#).

We've all received strange messages either in emails or via chat apps that claimed to be from friends, family, or familiar businesses, urging us to click a link. There a way to check these links without clicking them so you can figure out what's up?

### Copy the address for testing

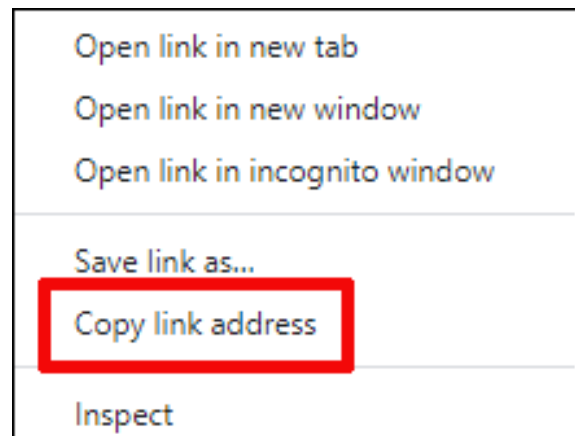
If you're not sure about a web address, be it a [shortened link](#) or just a site name you don't recognize, there are a number of online tools you can use to check where it leads without visiting it yourself. Before we can use them, though, you need to get the address where the link is going to.

To get that, mouse over the link you want to check, right-click on it rather than left-clicking (or on mobile, tap and hold), and in the context menu click on the option that in Chrome says "Copy Link Address" and in Microsoft Edge simply says "Copy Link." Different browsers call this function differently, but it will always be something along these lines.

Doing this will copy the link to your clipboard, from where we can paste it into the tools that will check it for us.

### Testing the Link

Testing the link is as simple as taking the copied link and then pasting it into a specialized search engine, however, most of these won't work with shortened URLs, so let's fix that issue first.



### Unshortening a URL

To lengthen or "unshorten" a shortened URL, you need to find a site that can do so. There are a few around, two favourites are [CheckShortURL.com](#) and [Unshorten.it](#). In both cases, all you need



to do is open one then paste the shortened link into the bar at the top of the screen, hit the “Expand” or “Unshorten It” button.

CheckShortURL supports almost all URL shortening services: t.co, goo.gl, bit.ly, amzn.to, tinyurl.com, ow.ly,youtu.be and many others!

The tool will do some thinking and you’ll get a small report further down the page. Both of the services will also link you through to sites that report whether or not the revealed page is trustworthy or not, something you can do ourselves in the next step.

## Checking an Address.

To check a URL, try [URLVoid](#). All you need to do is enter the web address of the site you want to visit and it will compile a set of reports for you that will tell you if there’s an issue with a site or page. We feed [www.radschool.org.au](http://www.radschool.org.au) into the site – we got a good result, see [HERE](#).

Long URL	<a href="https://www.howtogeek.com/833485/what-is-http/">https://www.howtogeek.com/833485/what-is-http/</a>
Delay	0.65 second(s)
Short URL	<a href="https://tinyurl.com/y3ey2vfk">https://tinyurl.com/y3ey2vfk</a>
Redirection	N/A
Search long URL on	<a href="#">Yahoo</a>   <a href="#">Google</a>   <a href="#">Bing</a>
Check if safe on	<a href="#">Web Of Trust</a>   <a href="#">SiteAdvisor</a>   <a href="#">Google</a>   <a href="#">Sucuri</a>   <a href="#">Norton</a>
Title	What Is HTTP?
Description	If you have a really sharp eye when looking at web addresses in your browser's top bar, you'll probably have noticed the very first part of any website's address, the letters "HTTP" or "HTTPS." What is HTTP, though, and how does it work? Let's take a look at the glue that keeps the web together.
Keywords	N/A
Author	N/A

## What is Microsoft 365?

“[Microsoft 365](#)” is the new name for Microsoft’s Office 365 subscription service. It includes everything Office 365 included—and more. Subscribe for access to Microsoft Office applications like Word, 1TB of storage in OneDrive, minutes for calling phones from Skype, and more. If you’re familiar with Office 365, you already know what Microsoft 365 is. It’s a subscription plan that costs \$100 per year of up to six people or \$70 per year for one person. Microsoft hasn’t raised the price.



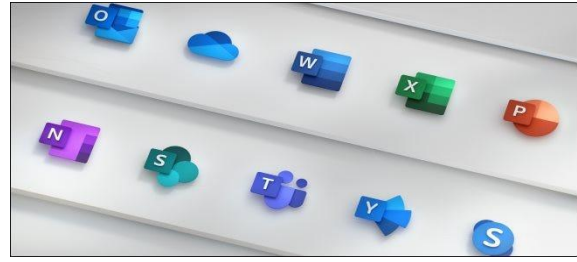
For that fee, you get access to Microsoft Office applications like Word, Excel, and PowerPoint on Windows PCs, Macs, iPads, and every other platform Microsoft supports. You also get 1TB of storage space in OneDrive per person and 60 Skype minutes for calling landline and mobile phone numbers from Skype.

If you already pay for Office 365, you now have Microsoft 365 as of April 21, 2020. “Microsoft 365 Family” is the new name for “Office 365 Home,” and “Microsoft 365 Personal” is the new name for “Office 365 Personal.”

Office 365 was a great deal if you’re looking for Microsoft Office and so is Microsoft 365. Microsoft still offers a free trial of Microsoft 365, which is one way to get Office for free. Microsoft’s Office Online web applications are still free to use in a browser without a subscription, too.



Microsoft unveiled a variety of features when it revealed Microsoft 365 back on the 20<sup>th</sup> March, 2020. Many of these seem like features that would have come to Office 365 anyway, but Microsoft is stressing that it wants to “*help you and your family across work, school, and life.*” This means new tools for improving writing on the web and connecting with family and friends. Here are some of the most interesting features that Microsoft 365 added:



**Check your writing with Microsoft Editor:** Microsoft Editor will help you correct your writing’s grammar and style. This is Microsoft’s answer to Grammarly — a powerful writing tool that works anywhere on the web. It’s an “AI-powered service” that works in more than 20 languages. It works in Word and Outlook.com but you can install the Microsoft Editor extension for Google Chrome or Microsoft Edge to take advantage of it on any website. It even helps with inserting citations to documents in Microsoft Word. Click [HERE](#) for info on how to use Editor.

**Talk with family and friends with Microsoft Teams:** Microsoft Teams is Microsoft’s answer to Slack, both of which were primarily intended for workplaces. Now, Microsoft is adding new features to Teams for your personal life. You can create Teams groups for your friends and families to plan trips, organize gatherings, or just stay connected to the people you care about. Teams has built-in features like group chats, video calls, shared to-do lists, and calendars to make it all happen. Click [HERE](#) for info on how to use Microsoft Teams.

**Protect your family with Microsoft Family Safety:** “Microsoft Family Safety” is a new app for iPhone and Android. It will help you manage your family’s screen time across Windows 10, Android, and Xbox. It also includes location-sharing notifications, so you can see where your family members are on a map and get notifications when they arrive at and leave work or school. Click [HERE](#) for info on how to use Family Safety.

**Protect your mobile device with Microsoft Defender:** Microsoft Defender is an app available for iPhone, iPad, macOS, Android, and Windows. The exact features vary depending on your operating system, but it can include anti-phishing, anti-malware, and a dashboard to keep an eye on other devices running Windows Defender. Click [HERE](#) for info on how to use Windows Defender.

Overall, Microsoft 365 is largely the same and many of these features feel like they might have been added to Office 365 anyway, however, it shows Microsoft is focusing on “Microsoft 365” as a bigger subscription service that’s not just about using office applications to get work done. It’s about providing tools for subscribers in their personal lives.

## Reasons you should buy a Mac instead of a Windows PC

We’ve considered the advantages of getting a Windows PC, but everyone’s situation is different, and it may turn out that a Mac is a good choice for you. Here are some of the reasons you might want to go for a Mac instead of a Windows PC. The look and feel is different, not especially better





or worse. It may take a little getting used to, but people tend to be happy after they become familiar.

**You appreciate their great customer support.**

This may not be an issue for you if you normally manage to sort out minor issues by yourself, but if your MacBook is misbehaving and you have a nearby Apple store, just take it in there and you'll get free, high quality, no questions asked support, pretty well irrespective of how long ago you bought it.

**If you have other Apple devices a, MacBook will fit nicely into your Apple ecosystem.**

For example, you can pick up text messages sent to your iPhone and read books in your iBooks library, both things that you can't do on a Windows PC.

**Build and finish, screen display quality and battery life are excellent.**

That's not to say that you can't get Windows laptops which also have these qualities, but in general a MacBook is pretty close to top of the heap in these areas.



**Updates are done differently, which way you prefer is up to you.**

Instead of updates happening automatically, every now and then you see a notification in the bar at the bottom to say that updates are available. When you're ready to apply the updates, click on that notification to proceed. This has the advantage that unlike Windows, you don't experience reduced performance from time to time when first starting up. It has the disadvantage that you can, if you are stupid, ignore the updates and never apply them.

**Stop posting your problems on Facebook and start drinking booze like the rest of us.**

## **Why is Google's Web Browser called Chrome?**

When it comes to browser names, sometimes a browser gets a straightforward name that implies exactly what it does—like Internet Explorer. But Chrome? Why name a browser after shiny metal?

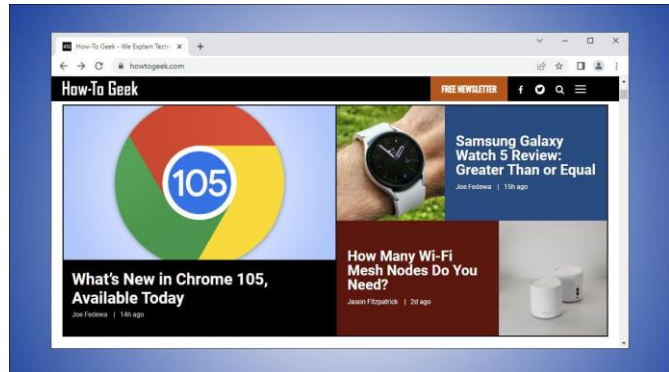
### **The Name Is Design Reference**

The name "Chrome" was assigned as a codename to Google's browser project early on in the development cycle back in the late 2000s. It's both a reference to the actual chrome found on iconic and fast mid-century muscle cars, Chrome was designed to be a faster and more



streamlined replacement to the browsers of the day and a reference to the design of browsers themselves.

Just as shiny chrome trim and bumpers on classic cars wrapped, visually speaking, around the body of the car and showed it off, the term “chrome” was used to refer to everything in a browser but the actual browser pane itself that displayed the page. In other words, the “browser chrome” includes the browser’s toolbar, tabs, scroll bar, and everything else around the web page itself. The chrome was the shiny stuff around the meat of the matter, the page you were reading.



While Chrome was originally the code name, it also ended up becoming the final name of the browser. The development team held an internal competition to pick the final name for the project but, according to Google developer Glen Murphy, the names that came out of the competition were awful. So awful, in fact, that the development lead overrode all the votes and insisted that people associated the word “chrome” with speed, making it the perfect name to put on the final product.

### **And, also a clever joke**

Objectively, Chrome is a pretty cool name for a browser, in addition to being a cool name, it’s also a really clever joke about the browser that bears its name. One of the most immediately notable things about Chrome, both at the time it launched and still to this day, is the very minimal appearance of the browser interface. Chrome is named after a term that means all the stuff that frames the browser pane but, ironically, it has very little “browser chrome” to speak of.

In a 2015 interview with The New York Times, then Google Product Chief (soon to be CEO) Sundar Pichai emphasized how the browser’s ironic name was actually the core of the Chrome experience. There is a reason when we built Chrome we minimized everything to do with Chrome so that all you spent time on was the website you cared about at the given time. We wanted the users to focus on the content they were using. The reason the product was named “Chrome” was we wanted to minimize the chrome of the browser. That’s how we thought about it.



## **Scootaville 2022.** **01 Sept – 16 Sept.**

Scootaville was an event run by the Radschool Association with a three fold purpose.

1. To raise funds for legacy.
2. To visit and to showcase small towns in outback Queensland.
3. To allow a group of elderly ADF people to get together and enjoy each other's company while enjoying an organised tour of outback Queensland.

After a 2 year delay, Covid induced, on the 1<sup>st</sup> September, under the supervision of the Event's WOD, Ros Curran, a small group of people got together at the showground pavilion at Rosewood to sort all the equipment and have it ready for the troops when they arrived. Everyone began arriving on the 2nd, got to know their bedding, their riding gear, each other, the food situation and sorted each other out.



Initially the Association planned to make available a number of 50cc Mopeds for the group to ride from RAAF Amberley to RAAF Townsville. That was part of the initial plan which was formulated some 2 years prior but as time progressed, the plan had to be amended many times.

First up the RAAF weren't interested.

Initially it was planned to leave from one of the Squadron hangars on the base but that was knocked back, then the car park in front of the F111 was selected but that wasn't allowed either,





seems that's Commonwealth property and you need a permit to do things like that, all of which left us with a slight problem – from where would we leave!

We had been talking with Ipswich City Council (ICC) and when they got to hear of our predicament, they offered their Corporate Centre at the football ground across the river. This was perfect, large area, plenty of showers, heaps of power points, a kitchen, a secure area in which to park the scooters, we modified our plans.



The Ipswich Corporate Centre.



Interior of the Ipswich Corporate Centre.





Prior to all this, we'd had several meetings with Qld Police. We had to provide a street/road by street/road description of the route in order to obtain the required permits and with the departure point being different to originally planned, we submitted our change of details.

A couple of months before set off, ICC got in touch and told us that as we planned to leave in the first week in Sept we would clash with the Qld Rugby League finals – which meant, the Corporate Centre wouldn't be available after all, but the new Corporate Building at the Rosewood Showgrounds would. We drove out with a lovely lady from ICC to inspect it and found it ideal, so plans were amended again.



Rosewood centre.

We submitted a new set to Qld Police which must have stirred up a nest as they came back and told us there were now a few road changes, one of which was the section of the Capricorn Hwy between Biloela and Emerald. It was now out of bounds to us on Mopeds and we would have to go via the Dawson Hwy, via Banana, Rolleston to Emerald. We had submitted the Capricorn Hwy plans to them 2 years previously, but now they were not acceptable.

This caused a problem. We'd made plans with RSL Sub-Branches, Primary Schools, Councils etc to interact with them on our way along the Capricorn – we had to cancel all that and as we'd never driven the new route and had to submit it, road by road, street by street to Qld Police, about a month before our planned departure, we set off to drive and map it. We got about half-way between Kingaroy and Gayndah when we got a phone call from the Moped supplier telling us the Mopeds would not be available. We knew there was a hold up, Covid had held up their supply, they were in bond in Sydney but we were confident they would arrive Brisbane in time, but this phone call told us they would not be available at all. The supplier told us they were worried about reliability – they didn't want to have to do rescue 8s somewhere in outback Qld, so sorry, but it's a no go. We had booked and paid for overnight accommodation on the new route, but with this new news, we turned around and headed back to Brisbane with our tail between our legs,



So now we had a new route on which we'd never driven and a scoota event with no scootas. This was very close to pulling the pin time and if we were to salvage anything out of this "mess" first thing to do was find some scooters.

We came back to Brisbane and hit the phones. There are a number of firms on the Gold Coast that hire 50cc mopeds, but not to silly people who want to ride them from Brisbane to Townsville. We hit a brick wall there but found a firm in Brisbane (Nibble bikes) that had a couple but not the number we wanted. What they did have though was 10 Honda 125cc motor bikes of various ages which they would hire to us. With no other option – we took them.



So now Scootaville was Bikeville, but as the conveyances were 125cc and not 50cc, all riders would need to be licenced. So, what do we do with the people who wanted to come along but who were not allowed to ride. We had a couple of 12 seat buses which had been loaned to us by Kedron Wavell RSL Sub-Branch, but when we did the maths 24 seats were not enough. We dropped one and hired a 25 seater from Andy's Auto Rentals, near Brisbane airport, paid a deposit only to be told 2 days later the bus wasn't available. They returned our deposit but we weren't happy. With only a couple of weeks to go, we didn't have a bus but at least we had bikes. We eventually found another from Sixt, a firm which we found very good to deal with – we'll go back there.

With the bikes and bus ticked we notified the Police of our change in scooters to bikes, from non-licenced riders to licenced riders and they told us because of that there were







now no requirements, we could come and go as we pleased. Back on the phone, we notified all those that we had cancelled that everything was now uncanceled.

Things seemed to be running smoothly, everyone arrived at the Rosewood showgrounds, made their beds, picked a sleeping spot, tried on their gear, those riding selected a bike and the decision was made to hit the local pub for dinner.



**L-R:** Chuck Connors, John Sambrooks, Jock Young, John McDougall.

We had planned some events at Rosewood to see us off in style – but Murphy had other ideas, it poured rain. The Army, Fire and Rescue, Police, some Harley boys and the local RSL all turned up, for which we are eternally grateful, but the weather cruelled everything.







The local RSL people braved the elements and put on a bar-b-q breakfast for us, which was gratefully accepted.



26 Transport Sqn, based at Amberley, turned up with their heavy bits and their mascot as did the local Fire and Rescue people.







Our departure had been well publicised and we did expect families to come and see us off, the machinery was for the benefit of the kids, but the rain cruelled all that.



Ipswich Mayor Teresa Harding, was also good enough to brave the elements and come and see us off







On the Saturday morning, someone must have said a bunch of Hail Marys, as the rain stopped about 10.00am and we had a dry departure. John McDougall's trailer, on loan from the Kedron Wavell Services Club, was loaded with all the gear, then wrapped in blue taps to keep out the rain.



We were given a "Hose down" departure by the Fireys, then with the Police leading, followed by a bunch of great Harley blokes, we set forth.







Our first overnighter was to be Kilcoy. From Rosewood we travelled via Marburg, Fernvale, Somerset Dam, and Hazeldean to Kilcoy and as we'd originally planned the route to accommodate slow moving 50cc Mopeds, the bigger and much faster bikes meant we had less time on the road and more time to stop and look around. In the end it was very fortunate that the Mopeds were unavailable, the 125s performed admirably and helped make the journey enjoyable. With a bit of time on our hands, in order to defer a mutiny amongst the ranks, we had to stop at Fernvale for a pie-in.



It is noted far and wide that the best pies in the whole world are made and sold at the Old Fernvale Bakery and after everyone had had their fill, we headed for Kilcoy.

As we had planned the journey on Mopeds, we had allowed for a stop and rider change at Somerset Dam. Normally it would have taken us 90 mins to cover the windy and hilly Fernvale to Somerset section but the Hondas handled it with ease.

We stopped anyway, rolled out the biscuit tin and cold drinks esky and began to realise that this was going to be a fun trip.





May Wallace, the Vice President of the Kilcoy RSL Sub-branch had offered us their Memorial Hall in which to overnight. As was the case all up the line to Townsville, the local RSL Sub-Branches were magnificent, they got right behind the event, organised meals, helped with accommodation and raised funds which we passed onto Legacy.



At Kilcoy, May had ensured the Memorial Hall was open and available and made certain everything that was required was available.





Floyd Wilson, one of the experienced riders, wasted no time in setting up his site. Everyone was provided with an air bed, sleeping bag, pillow as well as riding jacket and helmet, all of which was carried in a duffel bag.

May and her committee had organised a wonderful evening meal after which it was compulsory to attend the bar for a debrief. WOD Ros Curran and her 2IC, Chris Dietzel, were taking notes while Marie Henson was just pleased to be there.



**L-R, other side of the bench:** Neil Snudden, Marie Henson, Ros Curran, Chris Dietzel, Ken Hey, Neil Barradeen, Kev Collins, Shane "Kiwi" Campbell, Allan O'Connor.

**L-R, this side:** Sandie Downes, Stu Welden.





In the morning, those that could, the “healthy” ones, fronted the dining area where May and her committee provided a healthy breakfast, then it was load up and head for Kingaroy.



No-one can leave Kilcoy without having their pic taken at the Yowie Park, at the bottom of town.

The trip, Kilcoy to Kingaroy, was only 107km, which would have taken at least 2½ hours on the Mopeds, now with the 125s, we expected it to take only 70 - 80 mins which was good as we had a few stops on the way.





First stop was Blackbutt, at the top of the range and about 40 kms from Kilcoy. We had planned a morning smoko at the hotel and even though that didn't eventuate, it didn't stop "Johnno" (John Saunders) from bailing up a few blokes with his magic bucket and soliciting some hard-earned.



From Blackbutt it was an easy 15km ride to Yarraman. We'd had several meetings with Prue Lewis, the Secretary of the Yarraman RSL Sub-Branch who had suggested we call into the Club Rooms for lunch. That seemed like an excellent idea to us.

Prue and her committee excelled themselves. They had planted Legacy collection tins all over town and apart from providing us with a wonderful lunch, presented us with a considerable sum of money which we were able to pass onto legacy.

Prue had also passed the word about town that a bunch of silly old buggers would be passing through, riding small motor bikes from Brisbane to Townsville and if you didn't believe her, just come to the RSL Hall about lunch time and see for yourself.







A lot did!

Prue (third from left) and her very capable ladies, provided a wonderful lunch (see [HERE](#)), and people started to wonder, if the next two weeks were to be like this, perhaps we should rename this event Chubbyville, the quantity and quality of food being offered to us was amazing.

To thank Prue for the RSL's contribution, Jillian O'Toole offered to take her for a wild lap of the main street on the back of the 125. Prue readily accepted and not knowing what she was in for, hopped on and hung on tightly. (Click the pic below)







A blonde dyes her hair brown. She then goes for a drive in the country and sees a shepherd herding his sheep across the road. "Hey, shepherd, if I guess how many sheep you've got here, can I keep one?" The shepherd is puzzled but agrees. She blurts out "352!" He is stunned but keeps his word and allows her to pick a sheep. "I'll take this one," she says proudly. "It's the cutest!" "Hey lady," says the shepherd, "If I guess your real hair colour, can I have my dog back?"

After reluctantly leaving Yarraman, we headed for the next stop which was to be Nanango, a mere 15km up the road. Chris Eddy and his mates from the Nanango RSL Sub-Branch had arranged afternoon smoko for us and once again we were met with an amazing display of food. All these stop-overs, from Rosewood to Townsville, didn't just happen, they were organised by the caring local committees, a lot of planning and thought went into them – for which we are eternally grateful.



Next stop, and our second overnighter was Kingaroy, peanut capital of the world and just 25km from Nanango. The amazing Craig Lucas, manager of the Kingaroy Show Society had offered us the use of two pavilions in which to bunk down and a third, which contained a kitchen, in which to prepare our meals.



Kingaroy is 1,450 feet AMSL and a few of the softies in our group found it a bit cold.







In no time at all, everyone had found their spot, blown up the bed, unwrapped the sleeping bag and had the bed ready to go. Then it was time to get some ice, chill down a few of Castlemaine's finest and enjoy a refreshing ale while watching the sun go down.

While some of the troops were enjoying the break, Cathy Yang and a small group of volunteers got busy in the kitchen and prepared the evening meal – a most appreciated curry. (see [HERE](#)).

Seen tucking in to Cathy's curry were (L-R:) Ros Curran, Neil Snudden, then patiently waiting, Geoff Spackman, Selwyn Hill, Marie Henson and Stu Weldon.







After dinner, John Broughton brought out the keyboard and entertained the troops until the WOD called “lights out”.



**L-R:** Andy McCann, Dave Pedler (partly hidden), John Broughton, Allan O'Connor (standing), John “Sambo” Sambrooks (back to us).

In the morning, Crow FM from Wondai had their Rocket Rover call in to see us before we left. He arranged an interview with us with Shaz Birkett, Crow FM’s delightful brekky announcer ([HERE](#)).



**L-R:** Damo Martoo (Crow FM), Trev Benneworth, Ros Curran (WOD), Ted McEvoy (Adjutant).





We got away from Kingaroy a bit later than originally planned and headed up the road towards our first stop for the day, Wondai – a short 30km trip. Dave Scrimgoer and the Wondai RSL Sub-Branch welcomed us warmly. A large number of members had gathered at the Sub-Branch to meet and greet us and the ladies had prepared a most welcomed morning tea. It was also great to see ladies from the local Legacy chapter and club members with “proper” bikes, who rode with us for a few Km when we left.



Some of the riders then gave some of the Legacy ladies a short ride through town.



Lead rider Marie Henson, with one of the ladies.





Andy McCann with Crow FM's lovely Shaz Birkett.

After an enjoyable hour or so, it was time to head off (see [HERE](#)).

A month or so back, Qld Police had also banned us from a large section of the Bunya Hwy north of Wondai. We had replanned the route to travel via back roads west of the highway and this new route took us through Wheatlands. As Wheatlands had a small primary school and as Metcash (IGA), the AWM, RAAF, Coca Cola and Smiths Confectionery had given us a huge amount of "give aways" we decided to keep this "detour" in the route. We then arranged to call into the school, meet the kids and give each of them a "show-bag" of goodies.



We'd planned school visits for two reasons, firstly to give the kids a bit of a thrill, give them a short break from school work, of seeing a bunch of small motor bikes, of being able to get up close and personal with the machines and for them to be given a 'show-bag". It was also to be a soother for a bunch of crusty old ex-Service men and women – and it seemed to have worked. Mixing with those great young and so well behaved kids, of seeing the genuine joy on their young faces immediately relieved any tension in the group. Everyone became involved instantly, adopted one or more kids, had them on the bikes, got the kids to start them, rev them – it was difficult to see who had the biggest smile, the kids or the oldies.





A great morning – enjoyed by all, though how the teachers were going to keep the kids out of the “show-bags” and get them concentrating on school-work again was a problem we’re glad we didn’t have.

We eventually waved good bye to the kids and their dedicated teachers and headed for our next stop which was at Ban Ban Springs, a 75km run. This was where we planned to have lunch which was prepared last night by Cathy and her willing helpers.

Continued on page 10



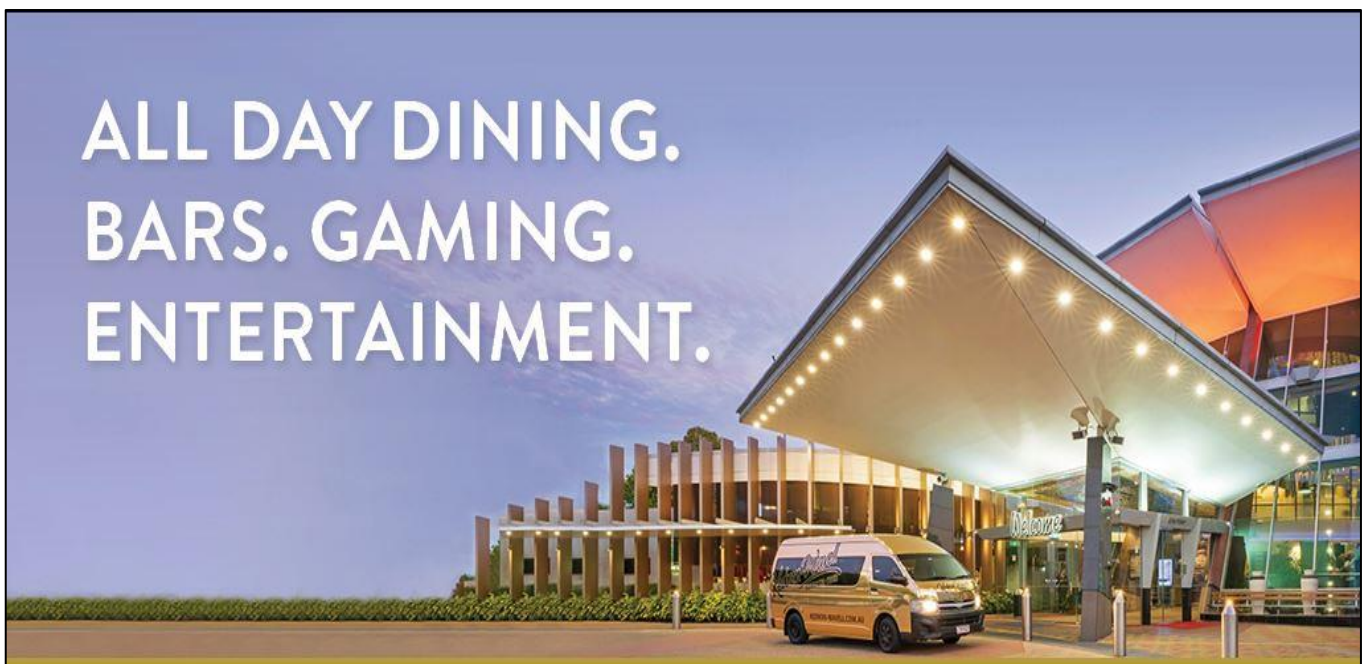


## Out in the Shed with Ted.

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.

ALL DAY DINING.  
BARS. GAMING.  
ENTERTAINMENT.



P 07 3359 9122 W [kedron-wavell.com.au](http://kedron-wavell.com.au)  
A 21 Kittyhawk Dr, Chermside P PO Box 107 Chermside Sth Qld 4032





## Increase in TPI fortnightly payment.

The annual rate of the 'Totally and Permanently Incapacitated' (TPI) Payment has increased by \$1000 from 1 January 2023. This increase to the TPI payment ensures veterans who are severely impacted by their Australian Defence Force (ADF) service and their families are better supported financially, helping keep up with cost-of-living pressures.

Pension	Old Fortnightly rate	New Fortnightly rate	Increase	
Special rate (TPI) Pension/MRCA Special Rate Disability Pension	\$1,578.70	\$1,617.16	\$38.46	2.4%

The TPI Payment is paid to severely disabled veterans who are unable to have a normal working life because of a permanent incapacity resulting from their war or Defence service.

The Australian Government is providing \$97.9 million in funding over four years to increase the TPI Payment rate to \$1,617.16 per fortnight (including the Energy Supplement); equivalent to an increase of the current rate by \$38.46 per fortnight. The increase will appear in veterans' bank accounts from 12 January (partly at the old rate and partly at the new rate, as the 12 January 2023 payday is for the period 28<sup>th</sup> December 2022 to 10<sup>th</sup> January 2023). The first full payment at the new rate will be paid 25 January 2023.

### Carers Allowance.

From the 1<sup>st</sup> January, 2023, the Carers Allowance was increased from \$136.50 per fortnight to \$144.80 per fortnight, an increase of \$8.30 per fortnight, (6.08%).

## Did You Know?

Contronyms are words with multiple and opposing meanings. For example, the word "dust" can indicate removal (you dust your furniture to clean it) or addition (you dust some powdered sugar onto tomatoes).

## US Army Air Force lands on beach at Sandgate Qld.

Sandgate is a popular northern Bay-side suburb of Brisbane. In December 1940, during WW2, the RAAF formed a base at Sandgate which became No 3 Initial Training School. Recruits started their training at Sandgate to learn the basics of military life. They were taught subjects such as mathematics, navigation and aerodynamics.



One of the two remaining buildings from RAAF Sandgate. These buildings housed the men and women who served at the base.

In April 1942, in light drizzling rain, a USAAF B-17E Flying Fortress made an emergency landing on reclaimed land slightly north of the RAAF Base at Sandgate, between the Base and the start of the Hornibrook Highway. The Pilot circled the area several times looking for a landing spot. He obviously did not see the racecourse and oval at Deagon due to the light rain and his low altitude. He eventually made a forced landing after just clearing the cotton trees near the seawall. The plane came to an abrupt halt not far from the northern boundary of the Base. The official report states that there was "no damage or injury to personnel or equipment".

The question arose about the recovery of a valuable and undamaged aircraft. The USAAF senior ranks wanted to dismantle it but the pilot opted to attempt a take-off for a short hop to Archerfield. After being dug out of the mud, the fittings were stripped out of it to lighten its weight and a minimum amount of fuel was provided, then with minimal crew on board, it took off again in full sunshine a few days later on the 21<sup>st</sup> April 1942, aiming for a specially cut gap in the Cotton Trees. Once airborne, it flew on to Archerfield airfield with the remainder of the US party leaving Sandgate by U.S. Service Transport on the 22<sup>nd</sup> April 1942 also headed for Archerfield airfield.

One eyewitness to the event, a student who lived next door to RAAF Sandgate recalls: "it was wet weather at the time when the "Biggest thing we had ever seen in our skies" came over the Station. The pilot "wiggled his wings when those present waved a towel at him". The plane circled the area several times, then came in over the reclaimed land with his wings down and after a dummy run, "This time the plane landed, as it did so the wheels began to sink into the wet clay and the plane lurched over to one side and ground looped. One wing had dug into the clay.





Propellers were bent, and in spite of all that that was happening, there was still no action from the air school."

"The crew got out and dived for a nearby ditch and several yelled out that there were bombs on board. The civilians ran to the plane and began to congregate around it, they learned that the plane had been on a bombing mission. It had run into trouble, first with the engines, and then the bomb-bay would not open and they had been unable to jettison the bombs. They were lost, Brisbane and or Amberley was the nearest place with suitable landing facilities.



It was some time before officialdom from the RAAF Base arrived, and the forerunner was an officer on a wobbly bicycle, yelling to the citizens to clear off, and "keep away from the plane."

A number of schools in the area granted the children permissions to see the bomber take off, which it did without mishap.

RAAF Base Sandgate was disbanded on the 6<sup>th</sup> November 1944. The Premier of Queensland, Ned Hanlon, negotiated the purchase of the Base for £25,000 (\$50,000) and the Government of Queensland relocated the Dunwich Benevolent Asylum to the site in October 1946, renaming it the Eventide Nursing Home. Eventide closed in 2012. In April 2016, the Queensland Government announced that the site would become the Brighton Health Campus for Queensland Health, providing over 200 beds for community transition care, rehabilitation and residential aged care.

## **How the Black Box was invented by an Aussie.**

On Friday 19 October, 1934, the passenger plane Miss Hobart fell from the sky to the sea. Eight men, three women and a baby boy fell with her, into the waters of the Bass Strait.

The plane's wreckage was never found.

One of those on board was a 33-year-old Anglican missionary, Rev Hubert Warren, who had been travelling to his new parish in Enfield, Sydney. His wife Ellie and four children had stayed behind, intending to follow by boat. The reverend's last present to his eight-year-old son, David, had been a crystal radio set that the boy treasured deeply.

As a boarder at Launceston Boys' Grammar School in Tasmania, David Warren tinkered with the machine after lessons, learning what made it work. He charged friends a penny to listen to cricket matches and within a few years was selling home-made copies at five shillings each.

By his mid-twenties, David Warren had studied his way to a science degree from the University of Sydney, a diploma in education from Melbourne University and a PhD in chemistry from Imperial College, London.



His specialty was rocket science, and he went to work as a researcher for the Aeronautical Research Laboratories (ARL) in Melbourne, a part of Australia's Defence Department that focused on planes.

In 1953, the department loaned him to an expert panel trying to solve a costly and distressing mystery: why did the British de Havilland Comet, the world's first commercial jet airliner and the great hope of the new Jet Age, keep crashing?



He thought it might be the fuel tanks; but there were dozens of possible causes and nothing but death and debris as evidence. The panel sat down to discuss what they knew..

"People were rattling on about staff training and pilots' errors and did a fin break off the tail, and all sorts of things that I knew nothing about," Dr Warren recalled more than 50 years later. "I found myself dreaming of something I'd seen the week before at Sydney's first post-war trade fair. And that is - what claimed to be the first pocket recorder, the Miniphon. A German device. There'd been nothing before like it."

The Miniphon was marketed as a dictation machine for businessmen, who could sit at their desks (or on trains and planes) recording letters that would later be typed up by their secretaries. David, who loved swing music and played the clarinet, only wanted one so he could make bootleg recordings of the jazz musician Woody Herman, however, when one of his fellow scientists suggested the latest doomed Comet might have been hijacked, something clicked for him.



The chances that a recorder had been on board - and survived the fiery wreck - were basically nil. But what if every plane in the sky had a mini recorder in the cockpit? If it was tough enough, accident investigators would never be this confused again, because they'd have audio right up to the moment of the crash. At the very least, they'd know what the pilots had said and heard. The idea fascinated him. Back at ARL, he rushed to tell his boss about it.





Alas, his superior didn't share his enthusiasm. Dr Warren said he was told: "It's nothing to do with chemistry or fuels. You're a chemist. Give that to the instruments group and get on with blowing up fuel tanks."

David knew his idea for a cockpit recorder was a good one. Without official support, there was little he could do about it - but he couldn't get it out of his mind. When his boss was promoted, David pitched his invention again. His new superior was intrigued and so was Dr Laurie Coombes, ARL's chief superintendent. They urged him to keep working on it - but discreetly. Since it wasn't a government-approved venture or a war-winning weapon, it couldn't be seen to take up lab time or money.

Dr Warren said the chief superintendent had cautioned him: "If I find you talking to anyone, including me, about this matter, I will have to sack you." It was a sobering thought for a young man with a wife and two children, but his boss's backing extended to sneakily buying one of the precious new dictation recorders, and chalking it up as "an instrument required for the laboratory..."

Encouraged, Dr Warren wrote up his idea in a report, titled "A Device for Assisting Investigation into Aircraft Accidents", and sent it out across the industry. The pilots' union responded with fury, branding the recorder a snooping device, and insisted "no plane would take off in Australia with Big Brother listening".

That was one of his better reviews.

Australia's civilian aviation authorities declared it had "no immediate significance" and the air force feared it would "yield more expletives than explanations". Dr Warren was tempted to pack it all in however, he took to his garage and assembled his 20-year-old radio parts. He'd decided the only way to overcome his critics' mockery and suspicion was to build a solid prototype. It would be the first ever "black box" flight recorder.

One day in 1958, when the little flight recorder had been finished and finessed, the lab received an unusual visitor. Dr Coombes, the chief superintendent, was showing round a friend from England. "Dave!" he said, "Tell him what you're doing!"

Dr Warren explained: his world-first prototype used steel wire to store four hours of pilot voices plus instrument readings and automatically erased older records so it was reusable. There was a pause, then the visitor said: "I say Coombes old chap, that's a damn good idea. Put that lad on the next courier, and we'll show it in London."

The courier was a Hastings 4 engine transport aircraft, making a run to England. You had to know somebody pretty powerful to get a seat on it. Dr Warren wondered who this man was who was giving away his seat on the aircraft to somebody he'd never met. The answer was Robert Hardingham (later Sir Robert), the secretary of the British Air Registration Board and a former Air Vice-Marshal in the RAF. A few weeks later, Dr Warren was on the plane bound for England - with strict instructions not to





tell Australia's Department of Defence what he was really doing there, because "somebody would frown on it".

In a near-unbelievable irony, the plane lost an engine over the Mediterranean. It was either go back to Tunisia where it was 45 degrees overnight or push on. The pushed on. He recorded the rest of the flight, thinking that even if he died in that limping transport plane, "at least I'd have proved the bastards wrong!"

In England, Dr Warren presented "the ARL Flight Memory Unit" to the Royal Aeronautical Establishment and some commercial instrument-makers. The Brits loved it. The BBC ran TV and radio programmes examining it and the British civil aviation authority started work to make the device mandatory in civil aircraft. A Middlesex firm, S Davall and Sons, approached ARL about the production rights and kicked off manufacturing.

Though the device started to be called "the black box", the first ones off the line were orange so they'd be easier to find after a crash - and they remain so today. Peter Warren believes the name dates from a 1958 interview his father gave the BBC. "Right at the end there was a journalist who referred to this as a 'black box'. It's a generic word from electronics engineering and the name stuck."

***Dave Warren (left) with a prototype.***

In 1960, Australia became the first country to make cockpit voice recorders mandatory, after an unexplained plane crash in Queensland killed 29 people. The ruling came from a judicial inquiry, and took a further three years to become law.



Today, black boxes are fire-proof, ocean-proof and encased in steel and are compulsory on every commercial flight. It's impossible to say how many people owe their lives to data captured in the death throes of a failing plane - to the flaws exposed, and the safety innovations that followed.

David Warren worked at ARL until his retirement in 1983, becoming its principal research scientist. He died on 19 July, 2010, at the age of 85.

If anyone is alone with no one to spend Christmas with  
please let me know, I need to borrow some chairs.

**They say men and women think differently. They're RIGHT**

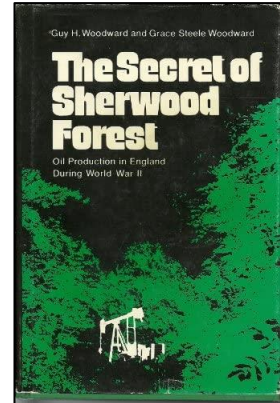




## Robin Hood Oil Men.

Eighty years ago a "Band of Roughnecks" went abroad on a top secret mission into Robin Hood's stomping grounds to punch oil wells to help fuel England's war machines. It's a story that should make any oilman or woman proud.

The year was 1943 and England was mired in World War II. U-boats attacked supply vessels, choking off badly needed supplies to the island nation, but oil was the commodity they needed the most as they warred with Germany. A book "The Secret of Sherwood Forest: Oil Production in England During World War II" by Guy Woodward & Grace Steele Woodward was published in 1973 and tells the obscure story of the American oil men who went to England to bore wells in a top secret mission in March 1943.



England had but one oil field, in Sherwood Forest of all places. Its meagre output of 300 barrels a day was literally a drop in the bucket of their requirement of 150,000 barrels a day to fuel their war machines. Then a top-secret plan was devised: to send some Americans and their expertise to assist in developing the field. Oklahoma based Noble Drilling Company, along with Fain-Porter signed a one year contract to drill 100 wells for England, merely for costs and expenses. 42 drillers and roughnecks from Texas and Oklahoma, most in their teens and early twenties volunteered for the mission to go abroad. The hands embarked for England in March 1943 aboard the HMS Queen Elizabeth.

Four National 50 drilling rigs were loaded onto ships but only three of them made landfall; the Nazi U-boats sank one of the rigs en route to the UK. The Brits' jaws dropped as the Yanks began punching the wells in a week, compared to five to eight weeks for their British counterparts. They worked 12 hour tours, 7 days a week and within a year, the Americans had drilled 106 wells and England oil production shot up from 300 barrels a day to over 300,000. The contract fulfilled, the American oil men departed England in late March 1944, but only 41 hands were on board the return voyage. Herman Douthit, a Texan derrick-hand was killed during the operation. He was laid to rest with full military honours, and remains the only "civilian" to be buried at The American Military Cemetery in Cambridge.

"The Oil Patch Warrior," a seven foot bronze statue of a roughneck holding a four foot pipe wrench stands near Nottingham England to honour the American oil men's assistance and sacrifice in the war. A replica was placed in Ardmore Oklahoma in 2001.



"There are no noble wars; just noble warriors!"

## [Big Sam's lamb barby.](#)



## Proof that men have better friends.

A woman didn't come home one night. The next morning she told her husband that she had slept over at a friend's house. The man called his wife's 10 best friends, none of them knew anything about it.

A man didn't come home one night. The next morning he told his wife that he had slept over at a friend's house. The woman called her husband's 10 best friends, 8 of them confirmed that he had slept over and 2 said he was still there.

## NASA Inventions we use every day.

You'd probably be shocked at just how many items we use every day started life in a NASA lab. Sometimes you're trying to get astronauts home safely, and in the process, you invent something that belongs in every home or toolkit.



So whether NASA outright invented the thing or sunk a lot of time and money into improving an existing thing, here are some of the ways the space agency has improved our lives.

### Cellphone Cameras

Eric Fossum and Sabrina Kemeny with early examples of early CMOS sensors.

It's tough to pick a particular thing to top a list of everyday things that NASA invented that have an ongoing impact on our lives, given the sheer breadth of things the agency has been involved in over the years, but it's hard to top mobile phone cameras in terms of how often we use them and how prominent they are in our day-to-day lives. From snapping cute pictures of our pets and kids to recording historical moments that shift public discourse, the mobile phone camera has a massive presence in modern life.

It all started back in the 1990s at NASA's Jet Propulsion Lab (JPL) when a team lead by NASA scientist Eric Fossum successfully miniaturized a Complementary Metal-Oxide Semiconductor (CMOS) sensor. These sensors were clearly superior to the Charge-Coupled Device (CCD) sensors in use at the time, but adoption was slow.







Thankfully Fossum and his colleague Sabrina Kemeny were persistent. They started the company Photobit and spearheaded the use of CMOS sensors in industrial and commercial applications.

Their research and persistence paved the way for the tiny sensors found in your mobile phone as well as numerous other applications like compact home security cameras, video doorbells, dash cams, and anywhere else you need a tiny camera package but big results.

### **Memory Foam.**

From memory foam pillows to entire memory foam beds and even the premium memory foam seats in your car, you can thank NASA for all that cushy goodness.

Developed back in the 1960s, “temper foam” was originally intended to provide deep and body-conforming cushioning to test pilots in NASA aircraft and later for astronauts to protect them from the intense pressure of space launches and the body-rattling impact of returning to Earth in recovery capsules.

It took a few years and a few revisions to the original foam formula, mostly to tweak it to be less insulative, but eventually, memory foam became ubiquitous.



You'd be hard-pressed to find a household in the western world that doesn't have one (or a dozen) things with memory foam.

### **Wireless Headphones.**

Spend any time in a business environment and you're bound to come across the name Plantronics (rebranded to Poly in recent years). Their wireless headsets are a staple in offices everywhere.

Back in the 1960s, NASA contracted with a research lab, ITT Labs, to develop a portable wireless radio system to ensure that astronauts weren't dependent only on ship-based communications. This development arc was particularly urgent to them after Mercury program





astronaut Gus Grissom almost perished because flooding in his recovery capsule shorted out his radio equipment with no backup.

ITT Labs built a model around one of Plantronics' aviation headsets and NASA ended up working directly with Plantronics to build a compact wireless version right into a helmet. This led to a long collaboration between Plantronics and NASA, resulting in a variety of innovations in miniaturization, improved wireless communication, noise cancelling, and a variety of wireless headphone benefits we all enjoy today.

### Clamshell Laptops.

While NASA didn't invent portable computers, the organization had a key influence in the very early years of laptop development.

Way back in the infancy of both the personal computer and portable computer markets, NASA and other US agencies contracted with a company called GRiD Systems to secure access to their rugged clam-shell computer, the GRiD Compass—featuring a 320x240 pixel screen, an Intel 8086 processor, 340 KB of RAM, and support for external hard drive and floppy drive modules.



At NASA's request, various modifications were made over the years, including the introduction of laptop fans. The laptop was originally passively cooled, but in microgravity passive convection cooling didn't work well, requiring fans to push air over the components. The design choices in those early laptops persist to the present, and in the decades since, we've never topped the clamshell.

### Scratch-Resistant and UV Protective Lenses.

Whether you've paid a premium for scratch-resistant eyeglasses or you've simply enjoyed a pair of safety glasses in your garage or at work that seemed particularly long-lived, you can trace that scratch resistance back to NASA, and if you've bought some cheap sunglasses or a much pricier welding helmet, you can thank NASA too.

In a bid to make astronauts' helmet visors more protective against ultraviolet







light and more resistant to scratching, NASA researchers, working along with the Foster Grant eyeglass company, advanced both fronts significantly. Since the early 1980s, the non-scratch coatings created by Theodore Wydeven at NASA's Ames Research Centre have been applied to millions of eyeglasses and other surfaces, first on pairs of Foster Grant sunglasses and shortly after on practically everything.

### LED Innovations.

NASA didn't invent the LED. The history of prototypical LED winds all the way back to the early 20th century, and the LED as we know it now was first invented by General Electric scientist Nick Holonyak, Jr. in 1962. (See [HERE](#))

But what NASA did do is sink a lot of money into funding LED-based research into everything from grow lights to help astronauts cultivate plants on the International Space Station to red and infrared LED lights for wound treatment, of course, a wide variety of research into lighting focused on circadian rhythm maintenance.



In fact, the latter research has found its way into home lighting design and even sleep tools and apps. When you set up a sleep routine with your Philips Hue lights or fire up an app like Sleep Cycle, you're tapping into decades of NASA research on the subject.

### Infrared Thermometers.

The easy-peasy (and child-friendly) infrared thermometers on the market that just require a quick ear canal insertion or forehead tap started off as a NASA collaboration between the Diatek Corporation and JPL.

The method of temperature taking was based on the same infrared technology NASA used to measure deep space infrared energy sources, repurposed to provide readouts of human body temperatures.



The technology eventually made its way into everything from the thermometers we use when we're sick to the handy temperature guns we use to check pizza ovens and other surfaces.



## Freeze Dried Foods.

Most of us aren't walking around every day munching on a daily ration of freeze-dried astronaut rations, though if you haven't tried freeze-dried ice cream at least once, you're missing out on a strange experience.

But there's no denying that freeze drying and other food preservation methods have greatly benefited from NASA's influence and contributed greatly to improved food safety and storage methods around the world.



NASA-funded research into freeze drying is why, today, you can buy cereal with tiny bits of freeze-dried strawberries, for instance, that seem to "magically" reconstitute themselves into something soft and sweet when dunked in milk.

## Better Baby Formula

NASA didn't invent baby formula, but research into inexpensively and safely improving the nutritional value of food served to astronauts in space did. Back in the 1980s, NASA and the Martin Marietta Corporation were researching the use of microalgae for a variety of purposes, including food, oxygen generation, and waste disposal, all in a bid to make extended stays in orbit and beyond feasible.

In the process, they discovered that a key fatty acid, docosahexaenoic acid (DHA), could be mass-produced using algae strains. They later found a way to produce another key fatty acid, arachidonic acid (ARA), using fungus.



The latter, DHA, became crucial in producing improved baby formula and, later, fortifying milk. In fact, if you look at the label on baby formula or DHA-fortified milk today, you'll almost certainly find that the DHA is supplied by an algal source. DHA is critical to brain development and since the discovery of this cheap production method, millions of babies around the world have enjoyed better brain growth as a result of its inclusion in formulas.

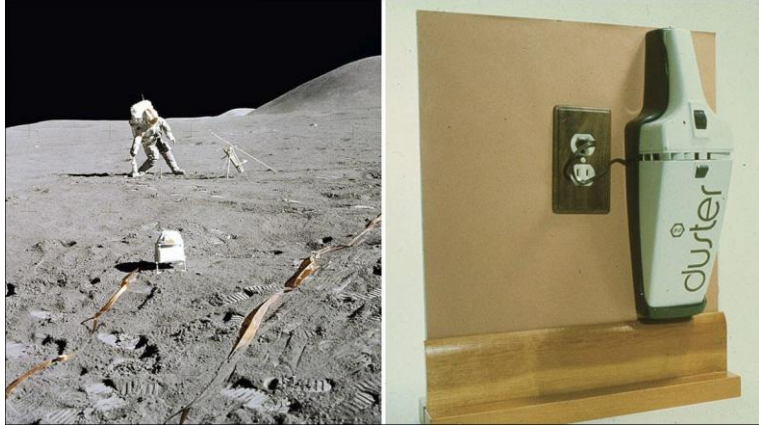




### Cordless vacuums and power tools.

Introduced to the market in 1979, the Black & Decker DustBuster was quite a novelty. It was a tiny hand-held vacuum that ran off an internal battery. That doesn't sound amazing today, practically everything is handheld and battery-powered now, but it kicked off a battery-powered revolution in home appliances and power tools.

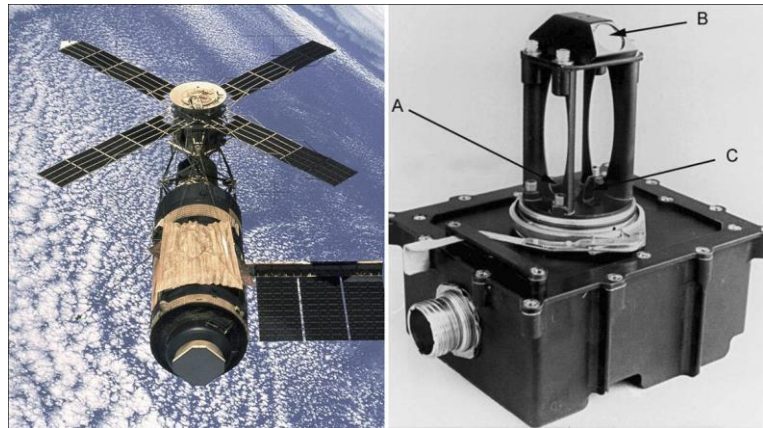
That wave of consumer battery-powered tools was powered by research undertaken on behalf of NASA. Back in the late 1960s, NASA had contracted Black & Decker to make battery-powered versions of various tools, like drills for taking lunar samples. The research and computer modelling that went into making high-efficiency motors for the program became the bedrock of the motors that would power the DustBuster and other tools.



### Improved Smoke Detectors

Ionization smoke detectors are the most popular type of smoke detectors in the world and we can thank a collaboration between NASA and Honeywell in the 1970s for improving them.

That collaboration focused on creating smoke alarms for Skylab that would detect fires but not generate false alarms, which led to what were originally advertised as "no-nuisance" smoke detectors when Honeywell brought them to market. The detectors featured a wider range of particulate detection so that a tiny bit of particulate didn't set them off and were an upgrade over existing commercial models.



Later improvements in smoke detection, like photo-electric sensors, improved things further but ionization smoke detectors remain a cheap and widely available option.

### Invisible Braces

The memory foam connection and freeze-dried foods might have a fairly well-known NASA connection, but most people don't realize Invisalign and similar "invisible" teeth braces do too.



The material in question is translucent polycrystalline alumina (TPA). It was originally discovered by NASA while researching ultra-strong polymers that could cover radar equipment without diminishing signal transmission.

The original dental application was for dental brace bases on each tooth but still linked together by a wire like traditional braces. Later, companies like Invisalign made alignment trays that covered the entire tooth without connective wires. And while that's a significant contribution to dentistry, it's hardly the only one NASA has made.

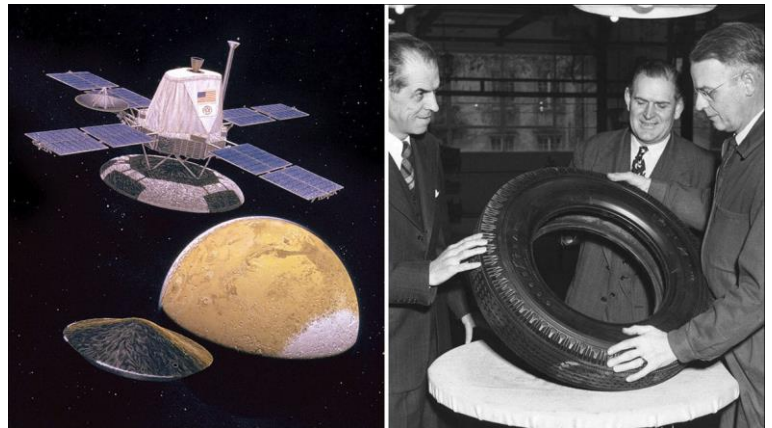


### **Improved Tires**

In the 1970s, a collaboration between NASA and Goodyear Tyre to develop stronger materials for the parachute shrouds used on the Viking landers led to improved tyres for everyone.

When the fibres were used in radial tire design, it yielded a tyre with five times the strength of a traditional steel-radial tyre and boosted the tread life. In addition to other tyre innovations over the years, like chain-based non-pneumatic tyres, NASA also made a significant contribution to

highway safety - safety grooving. If you've ever driven over a stretch of highway and noticed the highway had longitudinal grooves carved into it you've seen a NASA creation in action.



The grooves were originally applied to runways used for Space Shuttle landings to reduce skidding and have since been applied to roads, sidewalks, and other concrete surfaces for the same purpose.

### **Emergency Extraction Tools.**

This is, thankfully, an invention that none of us have to experience every day or even, for that matter, once in a lifetime if we're lucky. Historically, emergency extraction tools used to open up crumpled cars or cut through the crushed infrastructure of a collapsed building were heavy. The iconic "jaws of life" rescue tool, for instance, is a large and heavy hydraulic tool.





A collaboration between NASA, firefighters, and the Hi-Shear Technology company led to a really clever repurposing of existing NASA technology. By scaling down the pyrotechnically charged shearing device used to separate the solid boosters from shuttles into a handheld device that could be used to shear through metal, they created a very portable and very powerful tool for helping rescue people trapped in and under metal.



The resulting product, Lifeshears, has been in use since the 1990s and was even used during rescue efforts after the 9/11 attack.

### **Foil Blankets.**

You'll often hear reflective emergency blankets, like those emergency responders wrap around car crash survivors and such, referred to as "space blankets." This is because the reflective metallic material they are made out of was invented by NASA to help shield and insulate equipment and even entire portions of space stations. There's a reason that shiny-metal-foil look is inseparable from the space program.



Not only does the technology persist in the form of the space blankets used for emergencies and by performance athletes, but a variety of companies have also incorporated the technology into gloves, clothing, and other garments, which, given NASA's long history of spurring textile innovation, is no surprise.

### **Home Insulation.**

Closely related to the insulative properties of the space blankets is the use of NASA technology in home insulation. Many companies make radiant barrier styles of insulation based on technology first developed in the 1960s to help insulate Apollo-era astronauts from the temperature extremes of space.



By sandwiching a lightweight layer of thermal break insulation between two layers of aluminized polymer, this style of insulation can help stabilize the temperature of a home as a fraction of the size and mass of traditional insulation.

Between the original space blankets and radiant barrier innovations, NASA's research has found its way into everything from our homes to our lunchboxes.



### More NASA-Funded Technology

You can see a heap more innovations that are a spin-off from NASA's research, here - [NASA Spinoff](#). This site is an archive maintained by NASA highlighting all the ways NASA discovered or funded technology has been used outside the space program. You'd be amazed at how many little things around you started life as part of the early space program and beyond.

Before the crowbar was invented, crows had to drink at home.

## Boeing's last 747 has rolled out of the factory after a more than 50-year production run.

Boeing's final 747 rolled out of the company's cavernous factory north of Seattle recently as airlines look for more fuel-efficient planes. This ends the more than half a century production run of the jumbo jet. The 1,574<sup>th</sup>, and last, 747 will later be flown by a Boeing test pilot, painted and handed over to cargo and charter carrier Atlas Air Worldwide Holdings.



The Seattle factory building is the largest building in the world by volume, according to Boeing, and was constructed specifically for the jumbo jet's start of production in 1967. The end of 747 production doesn't mean the planes will disappear entirely from the skies, since the new ones could fly for decades, however, they've become rare in commercial fleets. United and Delta said goodbye to theirs years before the Covid





pandemic, while Qantas and British Airways landed their 747s for good in 2020 during a worldwide travel slump.

The hump-backed 747 is one of the most recognizable jetliners and helped make international travel more accessible in the years after its first commercial flight in January 1970. Its four powerful engines were efficient for their time. The planes could carry hundreds of passengers at a time for long-haul flights. The enormous jets also made it easier to fly air cargo around the world, helping companies cater to more demanding consumer tastes for everything from electronics to cheese.

The plane's end comes as Boeing is working to regain its footing after a series of crises, including the aftermath of two deadly crashes of its bestselling 737 Max narrow-body planes that killed a total of 346 people. The pandemic travel slump has given way to a boom in orders for new planes, but production problems have delayed deliveries of Boeing's wide-body 787 Dreamliners. The company doesn't expect its 777X, the largest new jet, to be ready for customers until early 2025. It also still has to deliver two 747s to serve as Air Force One, but those have been beset by delays and cost overruns as well.

You can see an interesting video on the 747 [HERE](#)

A perfectionist walked into a bar, apparently it wasn't set high enough.



## My Story

### **Air Marshal Robert Chipman, AM, CSC.**

Air Marshal Rob Chipman, AM, CSC was appointed Chief of Air Force in July 2022. He replaces Mel Hupfeld.

Rob joined the Royal Australian Air Force in 1989 as an Officer Cadet at the Australian Defence Force Academy, graduating from Sydney University with an Honours degree in Aeronautical Engineering in 1992.

He completed the Pilots Course in 1994, F/A-18 Operational Conversion in 1995 and Fighter Combat Instructor Course in 1999. Following various operational and instructor assignments, he commanded No 75 Squadron from 2006-2009 and No 81 Wing from 2013-2014. In 2008, No 75 Squadron was awarded the Duke of Gloucester Cup for the most proficient flying squadron and the Kittyhawk Trophy in 2009 for the most proficient fighter squadron.



Air Marshal Chipman has staff experience in capability development roles within Capability Development Group and Air Force Headquarters. He has completed a tour as Director of the Australian Air and Space Operations Centre within Headquarters Joint Operations Command. In 2015, he was an inaugural Director of Plan Jericho, an Air Force transformation program intended to deliver joint, integrated air and space capability for the Australian Defence Force.

On promotion to Air Vice-Marshal in 2019 he served as Australia's Military Representative to NATO and the European Union. He was the Head of Military Strategic Commitments, responsible for the strategic level management and situational awareness of current and potential Australian Defence Force commitments from January 2021, until his selection as Chief of Air Force and promotion to Air Marshal in July 2022.

He deployed on Operation SLIPPER in 2012 as a Battlecab Director in the United States Air Force 609th Air and Space Operations Centre. He deployed on Operation OKRA in 2014 as inaugural Commander Air Task Unit 630.1, for which he was awarded a Conspicuous Service Cross in 2015. He was appointed a Member of the Order of Australia in 2019 for his exceptional





service to the Australian Defence Force in coalition air operations, air combat capability preparedness, and strategic capability development and sustainment.

Air Marshal Chipman has completed a Masters in Business Administration and graduated as a fellow of the Defence and Strategic Studies Course in 2016. He is a Graduate of the Australian Institute of Company Directors and Oxford Advanced Management and Leadership Programme. He is also an alumni of the Cranlana Institute and has completed the United Nations Senior Mission Leaders Course.

Air Marshal Chipman is married to Alyce and has four sons. He enjoys keeping fit and reading.

He has outlined his intentions for the Air Force during his tenure. See [HERE](#).

Companies are bragging about making plants taste like meat.  
Cows have been doing that forever.

## Salvage mission of RAAF Amberley Ski Club boat *Scorpio* from Lake Moogerah

Brendan (Curley) Godwin  
Kev (Shorty) Collins

Lake Moogerah is a beautiful camping and holiday spot in the heart of south east Queensland's Scenic Rim. It is located one hour's drive south west of Brisbane via the Cunningham Highway

The club had its own boat but we had a member Pete Prunster, Prunner to his mates, who had his own boat as well. Pete made the boat in the RAAF Amberley hobby club. The club's boat was named Tumbleweed and Prunner's boat was named Scorpio. After the end of the Vietnam war, 9 Sqn choppers were relocated to Amberley. They used Scorpio for rescue winching exercises on Moogerah. On one water skiing weekend, the guys managed to sink Scorpio right out in the middle from what is now Camp Lawrence, in 70 feet or water. The ski rope floated to the surface and it was tied off to a tyre. Prunner got quotes to salvage it and they were prohibitively expensive.

We had 2 different ski ropes. The normal slalom rope was 50 feet long and the marathon rope was 70 feet. The marathon rope had floats on the handles. We almost always used the slalom ropes but someone just happened to be doing some marathon practice when the boat sank. The ski rope floated to the surface and it was taut. So we knew the boat was in exactly 70 feet of water.

Regarding the sinking, Kev (Shorty) Collins recalls that he was not there when it happened. He thinks he went home to Goondiwindi for the Saturday night, and returned to Moogerah mid afternoon on the Sunday some time after it happened.



One idea we had was to "borrow" some life rafts from safety equipment, take them down and tie them on, then inflate them hoping to float the boat to the surface. Rather dangerous, but we took that idea to the guys at safety equipment and it was one of those guys who suggested 9 Sqn choppers. He phoned a mate he knew there who asked us to come down to discuss it.

Kev went down to 9 Sqn for a casual chat. He mentioned to the contact "hey, you know our ski boat that you use for winching exercises?" The contact replied "yes" and said "they would be needing it again in about 2 weeks for more exercises". Kev then told him the news that it had sunk. The contact replied "that's not good, what are we going to use for our exercises?" Kev then made the suggestion that he was leading to with his questions. He asked "we were thinking, would it be possible to get a chopper to lift it up for us?"

In quick succession, the questions came:

- how heavy was the boat,
- how deep,
- any good anchor points on the hull,
- can we get down and tie ropes securely on, suggest "D's" (D shackles)

Yeah, this sounds like a good exercise. The contact thought that was a great idea and said let me talk to the CO about that. The CO walked out saying that it was a great idea and that he would take 2 choppers, one to do the lifting and the other for observation and for all the tourists.

John Mackie remembers the CO as Peter Hale.

So we convinced the 9 Sqn pilots to lift it out. Brendan (Curley) Godwin was the only one who'd done a scuba diving course. He organized the rental of all the necessary scuba gear, tanks etc. You could not rent scuba equipment unless you had completed a certified diving course and held a certificate. Brendan took Kev, who helped build it and knew where all the engine mounts were, down on a dive and we tied ropes around the engine mounts.

This necessitated giving Kev (right) a crash course in scuba diving. You just can't do a dive like that without knowing certain basic information. Like how to clear your mask. Every 33 feet is another atmosphere of pressure. What if we have to buddy breath? Etc. Doing a 70 foot dive without knowledge is extremely dangerous. Diving courses are conducted in 17 feet or half an atmosphere. Not many people can claim a 70 foot dive under two atmospheres in zero visibility for their first dive. Kev and Shep had completed a Hookah dive off North Queensland not long before. Neither had any training or a certificate. Hookah dives are normally in 20-30 feet.



Hookah rigs deliver air from a compressor on the surface down to a diver below connected to the compressor with an air hose. Knowing we were in 70 feet of water enabled us to calculate bottom time which was about 30 minutes.

Another RAAF chap Perry McGill from ACS (Aircraft Construction Sqn) owned his own boat, Slime. We borrowed this boat for the dive. The following photo was probably taken by Perry.





Brendan and Kev about to dive off the borrowed boat Slime. Rope tied around our waists. We told Dixie (foreground) if we didn't come back they could use this photo at our funeral.

About half way down we passed through a very cool layer of water. There was a very marked drop in water temperature. As we descended into the depths it became pitch black. The bottom 20 feet was all mud. We couldn't see the glasses in front of our faces. We had a 12V 100W spot light, which Kev had organised, powered off a spare battery in the boat above. If one held the spot light and shone it at the other 1 metre away, the other person could not be seen. If he held the spot light from 1 metre away and shone it at himself he could just see the light. The only way we could communicate was to be face to face with the spot light in between using hand signals. It took a full tank of air each to get the ropes tied securely around the engine mounts. Brendan had to give Kev 5 minutes warning before we had to make our ascent. There was 10 minutes of air left, 5 were kept in reserve.

Kev still gets shivers today recalling going down when we hooked the ropes on, talk about being 22, ten foot tall and bullet proof!! One of the other club members John (Dixie) Dixon was in the surface boat during the dive. He recalls Brendan surfacing after the dive with a bleeding nose from the 2 atmospheres of pressure. We had less than 5 minutes of air each left in our tanks when we surfaced. Brendan had completed some 20 to 30 dives before this one and at least one in over 100 feet,



Brendan (L) and Kev surfacing after completing the dive



Iroquois choppers at Moogerah for rescue exercises *circa* 1973





9 Sqn brought in 2 choppers for the salvage mission. They were the Iroquois utility military helicopters Bell UH-1 nicknamed Huey. Hueys 376 & 455. The salvage Huey was 376, and 455 accompanied 376 on the exercise. Kev flew out with the lead chopper as observer/liaison to show where to put down etc and he has some photos of that enroute. They didn't mind him taking photos, but requested that we didn't send them off to the newspapers. Brendan drove out with the boat trailer to the lake with the coppers flying overhead.



Moogerah lake dam wall.

The 2 choppers landed on the bank outside the club house and the salvage was planned. We took Tumbleweed out with all the water party while the CO took his chopper out to the salvage site. The second chopper pilot, or another pilot, was in the boat with Brendan and had radio comms with the CO above. The CO had a dump switch and said if the load red lines he will be dumping it so no one was to be under the chopper during the lift. The CO lifted it up slowly to the surface. We had marker rags tied around the rope so we could see when the boat was about to surface. These were tied on back at the base before going out on the dive.

A large truck tyre had been inflated and the ski rope tied to the tyre. Kev painted a sign on the tyre saying Sunken boat do not remove. When we did the dive, we tied a heavy duty rope around the boat's engine mounts and tied this rope off to the tyre at the surface. When the chopper lifted



Scorpio up and she came to the surface, there was a problem. The CO hoisted Scorpio out of the water with only the transom touching the water. That let most of the water out of the hull, then he set it down again and it sort of semi floated. There was a bit of a hold up at this point. The original plan was that a rope would be attached to the salvaged boat to be used to tow the boat back to the trailer. The reason for this, is that it is extremely dangerous for the chopper to try to lift and tow the boat thru the water as the angle of the rope would tend to pull the chopper down to the water. For this reason, the chopper provided the vertical lift and a boat towed Scorpio horizontally across the surface. We had recruited another boat from one of the other Moogerah clubs to do the towing. We needed to connect a tow rope to Scorpio.

Kev and Brendan's memories are not quite the same here but piecing our memories together, we believe Kev was in the borrowed boat and Brendan in Tumbleweed. Kev was definitely in the boat that was doing the towing. The CO had given us strict instructions no one was to be under the chopper during the lift. Brendan was in Tumbleweed about 50 feet away. There was discussion between the 2nd pilot and the CO about what action needed to be taken at this point. Pete was beside Brendan and overheard this conversation. He made an instant, executive and heroic decision. He did not want to wait for the CO to make a decision, he made it for him. He dived in and took about 3 strokes to reach Scorpio and quickly tied the tow rope to the bow and swam back so we could proceed. This then enabling us to tow Scorpio back to the awaiting trailer while the chopper maintained lift on the hull to keep it semi out of the water. It was towed across slowly to the shore where we had the trailer already in the water waiting. The CO was able to drop it on the trailer. We both recall the operation was over very quickly.



Lifting the boat from the bottom.





Scorpio – as she came out of the water.



Tying the tow rope to the bow.



Job done, boat on trailer, Hueys about to depart.

The 9 Sqn CO was uncomfortable with photos being taken but allowed them with an understanding and proviso. He wanted the mission kept quiet from any public scrutiny and we were explicitly told not to invite any media or tell them about it. 9 Sqn viewed it as an active practical exercise. The rescue winching exercises were good. This was a better exercise for them than winching and a real practical exercise. The last thing they wanted was for a photo to appear in a newspaper with a caption: "RAAF saves boat owner \$10.000 by salvaging his personal boat".

Brendan doesn't remember but Kev recalls that Brendan needed to retrieve a fire extinguisher from Scorpio that Prunner had got Brendan to sign out under his name.

A few weeks before Scorpio sank, 9 Sqn had conducted rescue exercises at Moogerah using the club's ski boats. Dixie filmed this on his Super 8 camera which he digitized. Huey 455 was part of this exercise. See [HERE](#).

The timing of all these events was early 1973. Peter Prunster and Carolyn were in WA on their honeymoon. Carolyn is certain that Pete took the phone call that the boat had sunk over the weekend of the 13th/14th January 1973. On their return to Qld, Peter worked on the engine tinkering with it for many weeks. I am not sure in the end if he was satisfied with it.

The reason for the sinking was a panel under the boat broke or tore off. Scorpio was a wooden hulled boat. The floor was wood, ply, from memory. There was an area just under or in front of the driver that copped a lot of pounding from the boat porpoising. It probably needed another cross member at that







point. The constant pounding cracked or weakened the timber between two cross members. The front section came loose and the water pressure tore it backwards and ripped it off. That left a large hole in the hull and she sank quickly, within 30 seconds from memory talking to those onboard at the time.

This salvage operation ended up being the catalyst for a number of the guys, Kev, Dixie and Shep, to do a scuba diving course and subsequently making recreational dives on the reefs around Moreton Is.

Pete's son Anthony inherited the boat when he worked for Anadrill (Schlumberger) in Karratha, a city in the Pilbara region of NW Western Australia, where she was put to good use. He was later transferred to Sale in Victoria and Scorpio moved there too. But, when Schlumberger transferred him overseas in 2002, he could no longer keep her and she was sold in Victoria.

**Wife:** "So, what did you do today?"  
**Husband:** "I changed a light bulb."  
**Wife:** "That's all? I did the laundry, vacuumed the house, cooked three meals and more and all you did was change a light bulb."  
**Husband:** "Yeah, but I [videoed it](#)"

I woke up this morning determined to drink less, eat right and exercise.  
But that was 4 hours ago when I was younger and full of hope.

## The people I meet.

A little while back I awoke to a beautiful Thursday morning in Brisbane, the world's best city and as it was already 5.00am, I decided to cut my morning 25km run a bit short and only complete my alternate 10km course. Normally I'd wake about 3.30am, slip on the pink lycra athletics suit with my favourite Dunlop Volleys and pound the 25km at full steam, but this morning, as I'd been up studying quantum mechanics until 2.00am, I'd slept in.

It wasn't a real problem, as I normally do about 150km a week at full pelt, I am an extraordinarily fit specimen, the envy of many, it is just that I like to stick to a routine and fitting in 10km that morning instead of my normal 25km wouldn't hurt the physique too much. Being a trained Radtech, I have, of course, a well ordered and brilliant brain and I was able to adjust mentally to the change in routine very quickly.

So it was out of bed, on with the full lycra suit (to shield the Radtechitis) some Mum under the arms, a bit of Vaseline smeared on the inside of the thighs to stop rub chaffing, then it was onto the street. I always keep a jar of Vaseline handy beside the bed in case of emergencies. As usual, most of the elderly matrons along the street were out at their front gates as I went by, pretending to gather up their newspapers but I suspect it was to catch a glimpse of my magnificence as I steamed by.



Returning home after my minor workout, as was my custom, it was into the hot shower to cleanse the body followed by a 15 minute plunge into the icy cold water in the bath, to close the pores. As, later in the day, I would be attending the monthly RAAF Vietnam midday luncheon at Fridays on the river, where I would be mixing with lesser mortals, it was necessary to mask up. Being of Radtech descent and being possibly the best the RAAF has ever had, my magnificence continuously radiates Radtechitis, an allure that is unavoidable to the female species and in order to be able to move amongst the female population without being mobbed it was necessary to cover the body with a protective coating to contain it. I've found over the years, that Johnson's Baby Oil does the job perfectly so stripped to my birthday suit, I gave myself a generous lathering.



Once protected, so as not to attract attention to myself, I dressed, making sure I wore clothing to match those also present. I then hopped into the aging Beetle and drove to the station where I caught the train to Central, walked the short distance to Fridays, found a table away from the crowd and settled in to enjoy the afternoon. Although being a magnificent Radtech, I am really a very modest and shy person and I try and remain inconspicuous by sitting apart from others. This gives them the opportunity of talking amongst themselves and not all talking at once praising me for my past endeavours.





I was protected and was looking forward to a quiet Thursday afternoon watching my friends enjoy themselves.

Unfortunately, Fridays being on the river, attracts a certain bird, commonly called a “bin chicken” or to give it it’s proper name, a white Ibis. These native to Australia birds scavenge for food-stuffs and as I had accidentally dropped some food onto the floor while eating my calamari, a couple of them were at my feet cleaning up. One was a bit over exuberant and brushed against my leg and for an instant removed a tiny amount of the protective covering of Baby Oil. A minute amount of Radtechitis escaped and was whisked away by the anabatic wind.

Little did I know that at that very moment Jillian O’Toole was at her home in far away Arana Hills working at her lathe manufacturing an automatic gearbox for her 1952 DeSoto Diplomat. Jillian had imported the car from the USA some months ago however it arrived with a 3 speed manual transmission that needed a lot of TLC and instead of spending time repairing the old “box” she decided to build a new 7 speed torque converter automatic transmission and fit it to the car. She had spent her informative years serving in the Australian Army and like many others had learned how to manufacture engines, gear-boxes, axles and other items from scratch. The Army does this in case a tank or APC gets damaged by enemy fire and parts need machining while in the field. Jillian has been known to have manufactured a complete set of tracks for a Sherman tank in less than a day while on bivouac, very handy having this sort of knowledge.



Recently she had ordered a ton of stainless rod and was busily turning down gears when that minute amount of Radtechitis arrived – being carried by the easterly breeze. She registered it immediately and her whole metabolism froze. She dropped the idler gear she had recently made, spun around 3 times trying to register from where that alluring attraction was coming. Being inside her metal workshop she was not able to decide so she scampered onto the very hot roof and hopping from one foot to the other she decided it must be coming from near the Brisbane River. Knowing how attractive it was to other females, she knew she had to get there quickly and devour as much Radtechitis as possible as quickly as possible before her sisters beat her to the punch.

Down off the roof, it was into the leathers, on with the bone-dome and onto the little postie-bike she normally keeps hidden in the lounge room, out onto the road and with the little Honda engine red-lined she headed for the city.

She headed straight for Eagle St as she rightfully assumed anyone out dining would be at one of the river-front cafes. Picking Fridays on a punt, she jammed on the brakes, but with only the front one working, with young girls screaming in terror and school children terrorised, she screeched to a halt with the rear wheel a foot off the ground.

She allowed the poor over-worked little Postie bike to drop unceremoniously to the ground and scampered up the stairs to Fridays where she spotted me sitting quietly by myself enjoying the afternoon.



She raced over and draped her arms around my person endeavouring to soak up as much Radtechitis as possible. I allowed this to continue for 57 minutes before being forced to extricate myself from her clutches.



Such is the torment a Radtech much endure.

Jilly was one of the lead riders on the recent [Scooterville event](#), apart from being an excellent rider she has also a wicked sense of humour, was a load of fun and we all look forward to seeing her on Scootaville 2023.





A blond was very upset and wanted to end it all. As she held a gun to her head her boy friend began to laugh. She said to him “keep laughing you rat, you’re next”.

## Did You Know?

The popular candy bar Snickers was created by Frank and Ethel Mars, of the Mars candy family, and named after their favourite horse.

## The pride of Penang set to sail again.

The people of UNESCO-inscribed Penang island rejoiced in the last week of December 2022 after new Malaysian prime minister Anwar Ibrahim agreed to bring back the original fleet of Penang ferries in 2023. The historic double-decker ferry services connecting Penang island’s main city of George Town to Butterworth were a joy to travel on until December 31, 2020, when they ceased operations after more than 120 years. In the last few decades, the service had been largely overshadowed by the practicality of two direct bridge links to the Malaysian mainland, which opened respectively in 1985 and 2014. The people of Penang are now excited about the announced return because the old ferry service represents a tourist attraction and is part of the island’s unique character and multi-ethnic heritage.

**MARCO FERRARESE**



“Back in the 1970s, the ferries were all painted in yellow, and nothing major has changed since. The only difference is that they reduced the passengers’ area to make way for more vehicles in recent years,” says Penang-born comic book artist Lefty Julian, who dedicated one-third of an exhibition, “Sama-Sama: George Town, a Multicultural Art Journey” to celebrate the ferries of yore.



The first Penang ferries appeared sometime between 1893 and 1894, thanks to a local Chinese entrepreneur, Quah Beng Kee. It was the only link between the island and the railway to Singapore. The original fleet consisted of three big steamers and seven smaller launches that shuttled between the Kedah Pier on the island and the Bagan Than Keel Pier in Butterworth. From 1925, cars started to be ferried across using floating decks towed by launches until a proper steam ferry vessel was introduced shortly afterwards. The Japanese occupation of Malaya during World War II disrupted services until 1945. A new prototype of bigger barges debuted in May 1957, right before the country gained independence, to accommodate the increasing need for transporting cars. With the opening of two new terminals on September 24, 1959, the Penang ferry enjoyed 25 years of unparalleled success. "There was always a long queue, and it would take about two hours to board if you came on a motorbike," says 76-year-old Chan Mun Khee, a resident of Bukit Mertajam on Penang state's mainland, of its 1972 maiden voyage on the Penang ferry. "It was so exciting: passengers stayed on the upper deck to enjoy the views of George Town's skyline, while motorbikes were stored at the front of the lower deck, and cars loaded at the back."



But the old world ferry couldn't keep up with the island's development. "At that time, the first Penang bridge to the mainland still had to be built, and the whole ferry journey by car, including embarking and disembarking, would take up to four or five hours," says Chan. Traffic congestion became the very reason for the decline of the service. Penang's first 13.5km-long bridge opened on September 14, 1985, under prime minister Mahathir Mohamad, marking the beginning of 35 years of slow agony for the iconic ferry service.

A couple of years back, Penang Port and the State Government announced that the six remaining historical barges from the mid-1970s and 1980s would have a full makeover. In line with the Penang Public Transport Users Association, an advocacy group for the betterment of public transport in Penang, local activists such as Khoo Salina Nasution of Penang Heritage Trust have





wished that the ferries continued to cross the channel, albeit with reduced frequency. “Penang could use the old ferries like the Beaufort train in Sabah: the historic vehicles keep running, and people love the experience of riding them,” she says.

At the end of June 2021, the Penang Port Commission announced plans to upholster the old fleet and transform it into new floating tourist attractions. According to those plans, the Pulau Kapas and Pulau Payar barges will become floating seafood restaurants operated by Chuen Shin Aquaculture. The two ferries will cruise off the waters of Pulau Jerejak, an inhabited islet adjacent to the eastern coast of Penang. Two other ferries, the Pulau Undan and Pulau Talang Talang, will be equipped with restaurants, shops, conference and wedding halls and turned by Kantan Jaya Marine Services into tourist ferries for pleasure cruises around the island.



The sunken Pulau Pinang will become a Penang ferry museum moored off the Tanjung City Marina. “The main reason for changing the function of the Pulau Pinang to a museum is that its capability to keep serving passengers is now questionable,” said Tan, whose main concern is prioritising public safety. One last ferry in the fleet, Pulau Angsa, will be managed by the tourism branch of the State Government. “The preliminary concept is to refurbish this historical icon into an arts space to flourish Penang’s creative ecosystem and complement our venture in the creative terrain,” says Yeoh Soon Hin, Penang State executive councillor for tourism and creative economy.

The ferry will be a focal point for creatives to connect, collaborate and create. “Fundamentally, Penang will maintain the iconic symbolism of the ferry to uphold public sentiment while transforming it into a remarkable space to accelerate tourism development, art appreciation and expression,” Yeoh says. Both ferry terminals should be completely refurbished by August 2023.



The longer I look at this the more I understand  
why aliens don't visit us anymore.



Tea or Coffee? See [HERE](#).

## The 10 worst computer viruses in history.

# How-To Geek

### Computer virus:

Those two words instantly make us sweat and for good reason. Since the 1980s, viruses have wreaked havoc on everything from our inboxes to industrial facilities. While cybersecurity has improved, the damage done by viruses throughout history is a reminder of what these bugs can do.

It's 1986, and you see a message on your Windows PC saying your computer is infected with a virus. To remedy the situation, you're instructed to call brothers Basit and Amjad Farooq Alvi. At that moment, as you pick up your phone and start to dial, you immediately regret pirating the brothers' software.



The virus was known as Brain, the first PC virus. It was technically built for the protection of software, however, the good intentions didn't last. Soon, viruses were malicious in nature, resulting in billions of dollars of damage, identity theft, wrecked hardware...the list goes on and on.

Millions of viruses have existed since Brain in 1986 however, some have been considerably worse than others.

### Melissa – 1999

In 1999, computer viruses were still a relatively new concept however, the Melissa virus, known as the fastest-growing virus of that time, quickly highlighted them as a growing concern for all. It all started when a man named David Lee Smith used an AOL account to upload a file to the internet that, when downloaded, would hijack early versions of Microsoft Word. If a user also had Microsoft Outlook, the virus would send itself via email to the top 50 people in a user's address book.

While that may not seem like that big of a deal, it was. According to the FBI in the USA, many corporate and government email servers became overloaded and had to be shut down. In addition, internet traffic slowed to a trickle.





This virus did have a happy ending though. A few months after David Lee Smith was sentenced for his crime, the FBI developed its Cyber Division, which still investigates cyber crime to this day.

### **ILOVEYOU – 2000.**

Who doesn't want to find a love letter in their inbox? Unfortunately, many Romeos and Juliets in 2000 fell victim to a virus after clicking what looked like a love letter in Microsoft Outlook. The ILOVEYOU virus (known as Love Bug back then) was technically a worm and started as a seemingly innocent email. The subject line, "ILOVEYOU," drew email users to click. Inside, a text file titled "LOVE-LETTER-FOR-YOU.TXT.VBS" was waiting.

Once the text file was opened, the worm would go on to permanently damage files such as photos and critical documents on a user's computer. Even worse, it would attach itself to all the addresses in Microsoft Outlook, spreading like wildfire. As a worm, no further human intervention was required to keep ILOVEYOU moving. As a result, millions of computers became infected in only a matter of days.

### **Code Red – 2001.**

One of the more ominous-sounding viruses on the list, Code Red took over corporate IT in 2001 and is regarded by many as the first severe attack on a corporate system. The Code Red worm specifically targeted systems running Microsoft Internet Information Services (IIS) for Windows Server. As described in a Microsoft Security Bulletin, the attacker could use an unchecked buffer, establish a server session, conduct a buffer overrun, and execute code on the web server.

The result? Important websites would display "Welcome to <http://www.worm.com!> Hacked by Chinese!" and nothing else. The worm was also the cause of various dangerous denial-of-service (DoS) attacks.

But that ominous-sounding name? It was inspired by the drink the security employees were sipping when they found the worm: Mountain Dew Code Red.



### **Nimda – 2001**

Nimda struck just a few months after Code Red and just a short time after the September 11th attacks that left us in shock. As a worm, Nimda was similar to ILOVEYOU and Code Red in that it replicated itself, however, Nimda was particularly damaging as it was able to spread in various ways, including via email and compromised websites. Nimda affected Windows operating systems and was able to modify system files and even create guest accounts.

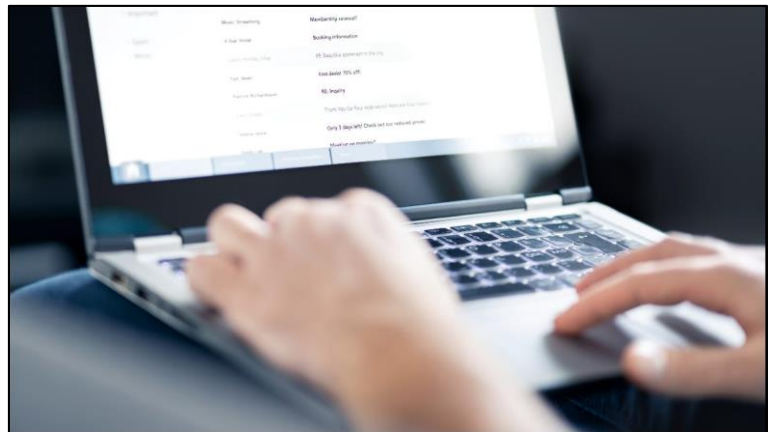


Due to Nimda, millions of machines were infected and many large corporations had to shut down their networks and operations. The actual cost of Nimda has yet to be fully estimated but it was a lot.

### **Sobig – 2003**

While opening an email may not lead to infection, email attachments are a whole other can of worms. Opening weird attachments from email addresses you don't recognize is a big no-no and while many email users today know this, things were different in 2003.

The Sobig worm infected millions of Microsoft computers via email. The threat would arrive in your inbox with a subject line like "Details" or "Thank you!" and inside, there would be an attachment just begging for a click. When clicked, Sobig would infect the computer, search for other email addresses in various computer files and then quickly replicate by sending itself to those addresses. What's worse, Sobig had multiple variants, including A, B, C, D, E, and F. The "F" variant was by far the worst of the group. In August of 2003, it was reported that one out of every 17 emails was a copy of the Sobig.F virus.



Due to its spreading capabilities, Sobig overwhelmed networks worldwide and resulted in billions of dollars in damages.

### **Mydoom – 2004.**

"I'm just doing my job, nothing personal, sorry."

This was the email message sent by the email worm, Mydoom, first discovered in 2004 and a job it did, indeed. Mydoom quickly became the fastest-growing email worm in history. In fact, it still holds the title. Similar to Sobig and other worms on this list, Mydoom was primarily spread through email attachments. If the attachment was opened, the worm would send itself to other email addresses found in the user's address book or other local files.

The fast growth of Mydoom slowed internet traffic worldwide. At the time, it was reported that some websites were experiencing response times 8 to 10% lower than the average. Mydoom was also behind multiple DoS and DDoS attacks, including attacks against the US and South Korea.

### **Zeus – 2007.**





Zeus, also known as Zbot, is trojan malware infecting Microsoft Windows. The malware most commonly targets financial or banking information. The first sighting of Zeus was in 2007, when the malware was found stealing information from the US Department of Transportation.

Zeus works by developing a botnet, which is a network of remote-controlled computers or bots that have been infected by malware. As a result, an attacker can control multiple computers at once. Zeus often infects a computer after a user clicks a malicious link in an email or downloads an infected file. Why is Zeus so dangerous? For example, the malware can use keylogging to capture sensitive information such as online banking passwords. In fact, in 2010, the FBI busted a crime ring that used the Zeus trojan to steal around \$70 million from its victims.

### **Stuxnet – 2010.**

Stuxnet made headlines in 2010 as the first worm developed to target industrial control systems. The worm inflicted physical damage on Iran's nuclear facilities, particularly centrifuges. How? By exploiting vulnerabilities found within Windows to gain access to the software used to control the industrial equipment.

Stuxnet was also unique in that the worm was first introduced to computers using infected USB drives. Even now, Stuxnet is hailed as the world's first cyberweapon.



### **PoisonIvy – 2011.**

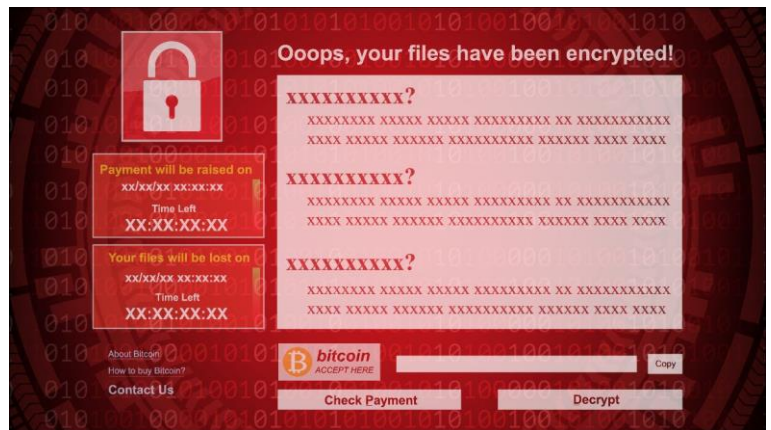
PoisonIvy does more than make its victims itch. Known as a backdoor trojan or remote access trojan (RAT), PoisonIvy is used to gain access to a victim's computer. While PoisonIvy isn't a virus but a type of malware, it deserves a place on the list nonetheless.

PoisonIvy was first identified in 2005. However, one of the most notable attacks using the trojan occurred in 2011. Known as the Nitro hacking attacks, PoisonIvy was used to steal critical information from chemical manufacturers, government agencies, and other organizations. PoisonIvy is dangerous because threat actors can access a computer for keylogging, screen capturing, and more. The trojan is also used to steal passwords and other critical personal information.

### **WannaCry – 2017.**



The WannaCry ransomware attack took place in May 2017. The goal was simple: to hold a user's files hostage and get paid in Bitcoin. The WannaCry attack used a leaked hack known as EternalBlue to gain access to computers running Microsoft Windows. Once in, WannaCry would encrypt the computer's data then, users would see a message demanding a Bitcoin payment for the release of their files.



Unfortunately, WannaCry did have its victims. In 2017, the damage was estimated to be in the billions. Even today, WannaCry still exists, highlighting the importance of protecting ourselves from ransomware.

### The computer virus is alive and well

As technology evolves, so does the work of cybercriminals. While you may see the years listed above and get the impression that viruses are a thing of the past, that couldn't be further from the truth.

Serious threats such as ransomware are alive and well. The best thing you can do? Protect yourself. Even the most basic security practices can help prevent viruses from infecting your devices.

So let me get this straight, I go to Coles and buy:

- A kilo of sliced ham wrapped in plastic
- A loaf of sliced bread wrapped in plastic
- A litre of milk in a plastic bottle
- A ready made meal in a plastic container.
- A litre of yoghurt in a plastic container
- A bottle of tomato sauce in a plastic container.

But they won't give me a plastic bag to carry it home because the plastic bag is bad for the environment?

## How to protect yourself from Ransomware.

Ransomware is a type of malware that tries to extort money from you. There are many variants, starting with CryptoLocker, CryptoWall, TeslaWall, and many others. They hold your files hostage and hold them for ransom for hundreds/thousands of dollars.





Most malware is no longer created by bored teenagers looking to cause some chaos, much of the current malware is now produced by organized crime for profit and is becoming increasingly sophisticated.

### How ransomware works.

Not all ransomware is identical. The key thing that makes a piece of malware “ransomware” is that it attempts to extort a direct payment from you. Some ransomware may be disguised, it may function as “scareware,” displaying a pop-up that says something like “Your computer is infected, purchase this product to fix the infection” or “Your computer has been used to download illegal files, pay a fine to continue using your computer.”



In other situations, ransomware may be more up-front. It may hook deep into your system, displaying a message saying that it will only go away when you pay money to the ransomware’s creators. This type of malware could be bypassed via malware removal tools or just by reinstalling Windows.

Unfortunately, Ransomware is becoming more and more sophisticated. One of the most well-known examples, CryptoLocker, starts encrypting your personal files as soon as it gains access to your system, preventing access to the files without the encryption key. CryptoLocker then displays a message informing you that your files have been locked with encryption and that you have just a few days to pay up. If you pay them \$300, they’ll hand you the encryption key and you can recover your files. CryptoLocker helpfully walks you through choosing a payment method and, after paying, the criminals seem to actually give you a key that you can use to restore your files.



You can never be sure that the criminals will keep their end of the deal, of course. It’s not a good idea to pay up when you’re extorted by criminals. On the other hand, businesses that lose their only copy of business-critical data may be tempted to take the risk — and it’s hard to blame them.

### Protecting your files from ransomware.

This type of malware is another good example of why backups are essential. You should regularly back up files to an external hard drive or a remote file storage server. If all your copies of your

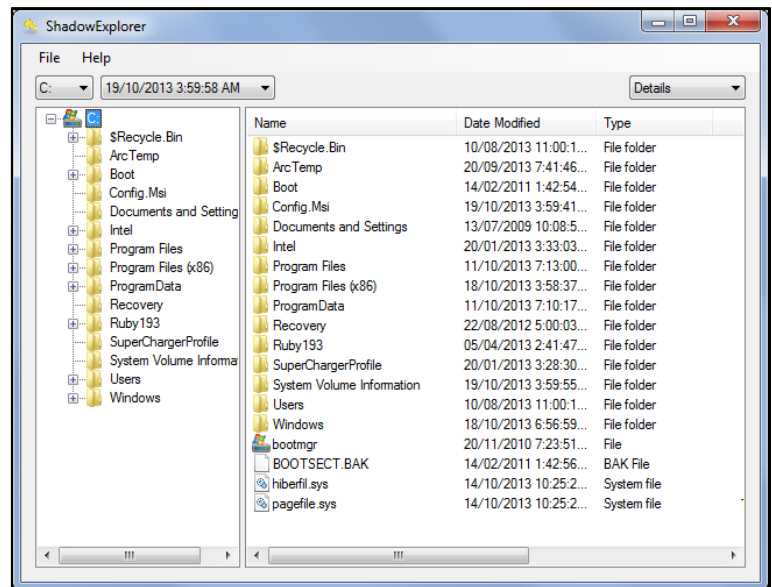


files are on your computer, malware that infects your computer could encrypt them all and restrict access — or even delete them entirely.

When backing up files, be sure to back up your personal files to a location where they can't be written to or erased. For example, place them on a removable hard drive or upload them to a remote backup service like [CrashPlan](#) that would allow you to revert to previous versions of files. Don't just store your backups on an internal hard drive or network share to which you have write-access. The ransomware could encrypt the files on your connected backup drive or on your network share if you have full write-access.

Frequent backups are also important. You wouldn't want to lose a week's worth of work because you only back up your files every week. This is part of the reason why automated back-up solutions are so convenient.

If your files do become locked by ransomware and you don't have the appropriate backups, you can try [recovering them with ShadowExplorer](#). This tool accesses "Shadow Copies," which Windows uses for System Restore — they will often contain some personal files.



## How to Avoid Ransomware.

Aside from using a proper backup strategy, you can avoid ransomware in the same way you avoid other forms of malware. CryptoLocker has been verified to arrive through email attachments, via the Java plug-in and installed on computers that are part of the Zeus botnet. Use a good antivirus product that will attempt to stop ransomware in its tracks. Antivirus programs are never perfect and you could be infected even if you run one, but it's an important layer of defence.

Avoid running suspicious files. Ransomware can arrive in .exe files attached to emails, from illicit websites containing pirated software, or anywhere else that malware comes from. Be alert and exercise caution over the files you download and run.

Keep your software updated. Using an old version of your web browser, operating system, or a browser plugin can allow malware in through open security holes. If you have Java installed, [you should probably uninstall it](#).





Ransomware, CryptoLocker variants in particular, is brutally efficient and smart. It just wants to get down to business and take your money. Holding your files hostage is an effective way to prevent removal by antivirus programs after it's taken root, but CryptoLocker is much less scary if you have good backups.

This sort of malware demonstrates the importance of backups as well as proper security practices. Unfortunately, CryptoLocker is probably a sign of things to come, it's the kind of malware we'll likely be seeing more of in the future.



Every year billions of innocent potatoes are ripped from their families and brutally abused. But no more! Scientists at ASDA revealed today that they have found a way to create mashed potato made entirely from plants.



## Allan George's Gems

### The hung-up LAPES



The de Havilland Canada Caribou first flew in 1958. The Royal Australian Air Force (RAAF) received the first three of its Caribous in March 1964 and by the end of 1964, the RAAF had 18 of the 25 it initially ordered, six of which were deployed to Vietnam. Those six brand new Caribous (a seventh was added in 1965) were the first RAAF aircraft into Vietnam. And the last out.

With their rear doors being capable of being opened in flight, the Caribous were able to use a new cargo delivery technique called, Low Altitude Parachute Extraction System (LAPES). The Caribou would fly low over the drop site with its landing gear and flap down and its rear doors open. The cargo pallet to be delivered had a drag chute attached to it and at the Calculated Air Release Point (CARP), the pilot would press a button on his control yoke. That'd release the chute from a small bomb rack located in the rear ceiling of the cargo hold, allowing it to fall out the back of the aircraft. The chute would open then pull the cargo pallet out of the aircraft, so the pallet could plop about one meter onto the ground and skid to a halt.

So why the hell would we do this with 800 litres of fuel, you ask?





Because the troops on the ground needed fuel. That's why, and if we delivered it with a normal, higher altitude parachute drop, the fuel would be hanging in the sky for a minute or more for the enemy to shoot holes in the drums. And if the enemy had tracer rounds, crikey, it could get lethal for our troops on the ground, real quick.

It usually was fuel in 200 litre drums that we delivered by LAPES. Four of them on their sides, strapped onto a pallet. The drag chute that pulled the pallet out, was about 8 meters across. If the pallet got stuck and hung up on the way out, that 25 foot drag chute, which was now attached to the aircraft, became a serious problem. The Caribou had enough power to keep flying with a hung up load and a drag chute out the back but it was a struggle. If that happened, the chute had to be cut free as soon as possible.

Simple, eh? Well no. It wasn't. You see that pallet with four, 200 litre fuel drums on it had to be secured before anyone could go behind the drums to cut the chute's attachment strap, so we had special procedures that'd minimize the risks.

LAPES procedures in a Caribou required a crew of four. Two pilots, one to fly the aircraft, the other to navigate and two crewies in the back to handle the cargo. Two rows of rollers were attached to the floor. When loading the aircraft, the flat pallet of four drums on their side, was put on the rollers and rolled up under the wings to a low barrier that'd stop it going any further forward.



The pallet then had a special, short strap attached from the rear of the pallet, to the floor. That strap would be the final restraint holding the pallet in place during the last few minutes of the drop



run. There was a knife blade taped to this strap that would cut the strap when the chute deployed, thereby allowing the chute to drag the pallet out of the aircraft.



With the pallet in place and rigged for the extraction, the load was then further secured with 2,500kg tiedown straps for the take-off and transit flight to the drop zone. When all that was done, another three 2,500kg tiedown straps were secured to floor tiedown points forward of the load, with the three loose end hooks taped together so they could be used quickly as one emergency restraint, should they be needed.

Planning and preparation were the secret to successful LAPES operations. Apart from training and air shows, real life LAPES drops were normally only made in combat zones, so while the crewies prepared the aircraft, the pilots planned the flight, invariably planning to fly as low as possible to minimize exposure to ground fire. These low level flights through hostile territory were hard on the crew, the pilot flying was continually having to make control inputs to avoid the terrain. Flying low, the pilot navigating had fewer references he could use to confirm where they were and the crewies working in the back had to contend with a floor that was at times, pitching and rolling worse than any ship at sea.

Despite that, with everything strapped down and secure, flights into the drop zones were pretty straight forward up until the last five minutes, but with five minute to go, the crewies began removing the safety pins and straps, preparing the aircraft and its load for what was a safe procedure, if nothing went wrong. With one minute to go, both crewies would be in front of the load with their safety harnesses attached to floor tiedown points. The landing gear had been lowered and the rear doors were opened. The second crewie was positioned immediately in front of the load, with the three emergency restraint straps in his hand, ready to snap them onto the big D ring that'd prevent the load leaving should the drop be aborted. The lead crewie was positioned at the manual release handle for the chute, as a back up to the pilot's electrical release. When all was in place, the lead crewie told the skipper, "The load's live."

The skipper would advise the crew when he was ten seconds from releasing and then at the release point, he'd say over the intercom, "Execute!" whilst pressing his red release button. The navigating pilot would turn on the green drop lights in the back as a visual backup to the intercom





call and the lead crewie would activate the manual release. The chute would drop out of the bomb rack it'd been in and lob out the back door, dropping down to hit the ground. Contact with the ground at about 150 km/h, would burst the bindings holding the chute's cover together, while bouncing the unravelling chute back up into the slipstream behind the aircraft's tail. The opening chute would fully open with a hell of a bang. The attaching strap would snap tight. The knife on the last retaining strap would cut that strap and the full force of the chute would be applied to the load. Those four drums would roar out of the cargo hold at an instantaneous separation speed in the order of 100+ km/h.

If you've ever stood with your toes on the edge of a railway platform while a freight train went by at over 100 km/h, you'll have an understanding of the experience.

When the load had cleared the aircraft, the lead crewie would call over the intercom, "Load's gone." The skipper would climb away, raising the gear and flaps as he went. The lead crewie would close the rear doors and both crewies would commence cleaning up the tiedown straps and such while inspecting for any possible damage.



But one day that didn't happen. On that day the LAPES drops were being organized by the Air Movements Training and Development Unit (AMTDU) at RAAF Richmond, NSW and because the AMTDU Boffins wanted to know exactly what was happening during the execution of LAPES drops, everything being done that day was filmed by cameras both on the ground and in a chase aircraft that was flying loose formation with the drop aircraft. The aircraft was loaded at Richmond,



then flown to the Londonderry drop zone, which was a clearing in the scrub a few miles South of Richmond,

Everything went to plan up until the chute hit the ground. The bindings didn't burst. The chute bounced up into the slipstream wiggling and wobbling about at the end of the attachment strap. But it did not deploy.

The lead crewie called, "The chute hasn't deployed. We've still got the load onboard."

The skipper called, "Abort the drop. Secure the load."

The second crewie snapped the three emergency straps onto the D ring.

And BAMMM! The chute opened. The knife cut the final restraint. In the blink of an eye, the load travelled about two feet before the three emergency straps slammed it to a stop and the lead crewie called, "Chutes deployed, but the load's hung up."

In a heartbeat, the flight had gone from being a routine procedure, to being bloody dangerous. There were trees in front that the skipper had to clear, he pushed the throttles as far forward as they'd go, and raised the nose. In the back, the crewies knew there were trees, they also knew that the chute was the only thing stopping the load from coming forward so both of them were working frantically to get tiedown straps onto the load. If they hit the trees and the aircraft immediately slow down, if the load wasn't tied down, the 1,200 kg pallet would come crashing forward to kill all four of the crew.



After what seemed to be an eternity, but was in fact less than a minute or so, the lead crewie called, "The load's secure, Skipper. You ready for me to go behind it and cut the chute free?" "Not yet, Guys," the skipper called back. "I'm climbing to 500 feet and turning to go back over the drop site. If we cut it free overhead the site, the Boffins'll be able to recover it and maybe they'll be able to work out why it didn't deploy like it's supposed to."

Once over the drop site, the lead crewie went behind the drums and cut the chute free. Released from the horrendous drag of the chute and with the rear doors closed, the crew returned to Richmond.

All further drops for that day, were cancelled while the Boffins rushed the film they had through their dark room. Later that afternoon, everybody who'd been involved in the drop were invited





into the viewing room to see what'd happened. It was during this viewing that the crew who'd flown the exercise realized how close they'd come to disaster.

The camera that'd been on the ground at the drop site, showed the caribou struggling to clear the trees. The drag chute clearing the trees by only a few feet. It was obvious on the film, that had the chute caught the trees, the caribou would have been snatched out of the sky, slamming into the ground like a fly swatter.

Which proves once again: It's better to be lucky than good.

38Sqn, which operated the Caribou at Richmond then at Amberley, has a video showing the Caribou – you can see it [HERE](#).

A couple of cows were smoking a joint and playing cards. The steaks were pretty high.

## What happens when you die?

“Ashes to ashes, dust to dust” fails to capture the reality of our decay. Dust and ashes sound dead, inorganic, dry; the reality is a riot of wet, squishy biology. A dead body is actively consumed by a long line of creatures, from scavengers that peck and tear to wiggling worms and maggots to legions of steadily munching microbes.

Here's what happens when you die. It's a play in four acts, which scientists use to reconstruct a rough timeline to estimate the post mortem interval, or time since death.

In the first act, the fresh stage, the body looks pretty much as it did when alive. The action is mostly behind the scenes in the deceased's tissues. Within a few hours of death, actin and myosin proteins inside muscles become starved of energy and begin to lock together, stiffening the body in rigor mortis. Blood settles by gravity to the lowest points on the body, causing the bruised colours known as lividity and meanwhile, the cadaver is cooling, or warming, to ambient temperature in a process called algor mortis.



During the first act, which typically spans the first two days of decomposition, bacteria launch battles for the corpse's resources, with groups previously kept in check by the immune system becoming dominant. In healthy living humans, groups known as Firmicutes and Bacteroidetes prevail over the gut, but after death some of these bacteria begin to wane, and others flourish,



such as Proteobacteria, group that includes a number of pathogens that the immune system would normally tamp down.

The next act is the early decomposition stage, when the body starts to visibly break down. This is when things start to get really gross. Skin begins sloughing off, and hair falls out. Microbes previously contained by the gut escape and begin consuming other parts of the body. As they deplete the oxygen, bacteria that can survive in low-oxygen conditions start to take over, producing gases that make the body bloat—and smell. Sulfate-reducing *Pseudomonas* and *Bacillus*, for example, break down proteins to produce stinky hydrogen sulfide gas, and others break down fatty acids and produce the aptly named cadaverine and putrescine. By the end of the bloat stage, when all the oxygen in the body is gone, a group of strictly anaerobic bacteria called *Clostridium* (best known because of botulism, caused by *Clostridium botulinum*, and the potentially deadly *Clostridium difficile*) takes over the gut, becoming so dominant that some necrobiome scientists call this “the *Clostridium* effect.”

The smell of decomposition draws more insects, and when the eggs of the first-arriving flies hatch, a clump of maggots may form. Then, as scientists describe it in the book *Microbial Forensics*, “the maggot mass travels around the body, feeding as it goes and physically tearing at the flesh.”

Peak grossness comes when the abdomen ruptures in what’s called a purge event, dumping fluids out and marking the beginning of the third stage, advanced decay. The skeleton begins to show; the remaining flesh mummifies or forms waxy adipocere. The final stage is skeletonization, when nothing but bones and possibly hair or bits of dry skin remain.



For decades, medical examiners have used this general progression to estimate how long a person has been dead, but all the indicators are far more variable than what a TV show like *CSI* would have you believe. The chief medical examiner of Wayne County, Michigan in the USA, has performed thousands of autopsies. In at least 10 to 15 percent of them, he says, it was unclear when the person died, a gap in the record that could have significant costs. A broad guesstimate on a death certificate could make a difference in a relevant criminal investigation.

In such uncertain cases, examiners use rigor mortis, lividity, and body temperature to estimate post mortem interval. People are taken aback when they are given a time-of-death window of 12 hours or more for someone who’s been dead longer than a couple of days. If the body is in rigor mortis, depending on its extent, body mass, and the ambient temperature, the person has been dead for 24 hours or less, he says and if lividity is fixed, in other words, “it doesn’t blanch when you push your finger into the body, then you’ve been dead at least 12 hours.”





Body temperature is a useful indicator if the body was kept at a steady moderate temperature since death, but ambient temperatures can change that calculus. "If you come across somebody in subzero temperatures and they're stiff, well, that's because they're frozen and in a hot climate, a body heats instead of cooling, and lividity and rigor speed up".

It is still a "best-guess" when trying to estimate time of death.

Whoever put the letter "S" in fastfood is a marketing genius.

## **50th anniversary of RAAF Caribou crash in PNG**

A commemorative event was recently held in Papua New Guinea to honour the 25 Papua New Guineans and Australians who lost their lives in a tragic Caribou crash 50 years ago.



On the 28<sup>th</sup> August 1972, RAAF Caribou A4-233 took off from Lae heading to Port Moresby. The flight was part of Australia's partnership with Papua New Guinea and was a way to provide assistance by reuniting young men with their families after the completion of a Papua New Guinean cadet training camp.



The Caribou's crew included Flight Lieutenant Graham Thomas, Pilot Officer Gregory Ebsary and Corporal Gary Power.

While flying through the Kudjeru Gap, the pilot became concerned that low cloud was going to shroud his vision of the valley ahead and decided to turn around. Unfortunately, the aircraft struck trees and crashed. Most on board died instantly.

Chief of Air Force, Air Marshal Robert Chipman, AM, CSC, was in attendance at the event to pay his respects on behalf of the Australian Defence Force. "Today we commemorate the 50th anniversary of the loss of the RAAF's Caribou aircraft A4-233," AIRMSHL Chipman said. "As we remember this tragic event, we reflect on the longstanding bonds between Australia and Papua New Guinea.

"Onboard Caribou A4-233 were 25 Army cadets from De La Salle College and Popondetta High School. Aged between 16 and 18, these fine young men were considering honourable military careers in the service of their nation. Twenty one had bright and promising futures which were tragically cut short by this accident.

***The site of the crash.***

"Also on the aircraft were three aviators from the RAAF and a liaison officer from the Australian Army. Like their passengers these young Australians were serving their nation in uniform."

AM Chipman said that like many who attended the ceremony, he had a personal connection to those lost in the tragic accident.

"My father was also flying Caribous with 35 Sqn in 1972," AM Chipman said. "We lived in a house in Port Moresby during the months when he flew around the highlands and he was great mates with Graham, the aircraft captain. They joined the RAAF Academy together, learnt to fly Caribous on the same course, and played sport together. 25 PNG cadets were killed in the 1972 crash. "My younger brother is named Antony Graham, in honour of their friendship.

A RAAF C-27J Spartan from 35 Squadron conducted a flypast over the commemorative event, paying their respects to the fallen.



**Weather warning!** An auto club warning said anyone travelling in icy conditions should take a shovel, blankets, sleeping bag, extra clothing, including a scarf, hat, gloves, 24 hour supply of food and drink, de-icer, rock salt, torch, tow rope, petrol can, first aid kit and jumper leads. I looked a right idiot on the bus this morning.





## Solar Panels explained.

There is a little equation that you should be aware of:  $P = VI$ .  
Power equals voltage by current.

The P equals Power (watts)  
The V equals Voltage (volts)  
The I equals Current (amps)

A 1,000 watt appliance in your house, running on 240volts will draw about 4.2 amps.



You should also be aware that kW is an abbreviation of kilowatt (1,000 watts) and is a measure of power, whereas kWh represents energy and is a measure of how much power is used or generated in an hour. Theoretically, a 10kWh source should be able to supply 1kW for 10 hours.

It is estimated that the amount of solar power that hits the ground, at noon, under clear sky at the equator, is 1360 watts per square metre.

That's the absolute peak theoretical amount of power that exists, not what can be extracted, not what can be converted to electricity. Solar panels are about 15–20% efficient at converting that solar power into electricity, which means they can produce maybe 180–250 watts per square metre at noon, under clear sky at the equator. That means over the course of an 8 hour day, at the equator, under clear sky, you're generating, at most, 4 kWh of electricity per square metre of panel per day. This could mean it has delivered 0.5kW of power for 8 hours or 1kW for 4 hours – a total of 4kWh. But - as you move north or south of the equator and as clouds reduce the amount of solar power reaching earth, that figure can drop to 1 kWh per square metre per day.

Solar panel systems are rated in kW's (power output) yet that doesn't mean a 1kW panel will deliver 1kWh (of energy) to your house, in fact under ideal conditions a 1kW panel could deliver 4kWh to your house per day. You'll often see solar systems advertised as 6.6kW systems, this means they could deliver up to 26.4kWh to your house in a day – on a good day.

The average house uses about 20kWh per day, if you're thinking of going solar, a 6.6kW system should do the trick.

## Outlook

If you're like a lot of us and have used Microsoft's Office for many moons, you're probably pretty used to and rely on its Outlook module to handle your emails, diary and contacts. Since Office 97, Outlook has had the Navigation Panel, the bit that contains the mail, diary, contact, flagged emails as well as notes, folders and short cuts icons over on the left of your screen and down the bottom.

For some reason, known only to Microsoft, in a recent upgrade, they moved the whole Navigation Panel from down the bottom over to the left side of your screen and at the top. If you're like us,



we would rather they hadn't because we were used to it where it was. As with a lot of these things, there is a way to move it back to where it "should" be.

Here's how.

This "Fix" includes altering the Registry and if you're not au fait with playing with the Registry, it's probably better you don't attempt it yourself as you can do a heap of damage very easily, instead get someone who knows their way around the system to do it for you. (The average 14 year old kid would be perfect).

- Step 1: Right click Start > Run then type *regedit* in the small window, press Enter.
- Step 2: Navigate to the following registry key HKEY\_CURRENT\_USER, then click Software > Microsoft > Office > 16.0 > Common > ExperimentEcs > Overrides
- Step 3: Locate the 'Microsoft.Office.Outlook.Hub.HubBar' string value and set it to 'false'. Then click OK and restart Outlook to check if it works.
- Step 4: If the string "Microsoft.Office.Outlook.Hub.HubBar" doesn't exist, create it by right-clicking on Overrides in the left pane and selecting New > String Value then Paste "Microsoft.Office.Outlook.Hub.HubBar" in the new entry that appears in the right pane
- Step 5: Double-click the new name
- Step 6: Enter "False" in the Value data field and Click OK
- Step 7: Close and restart Outlook

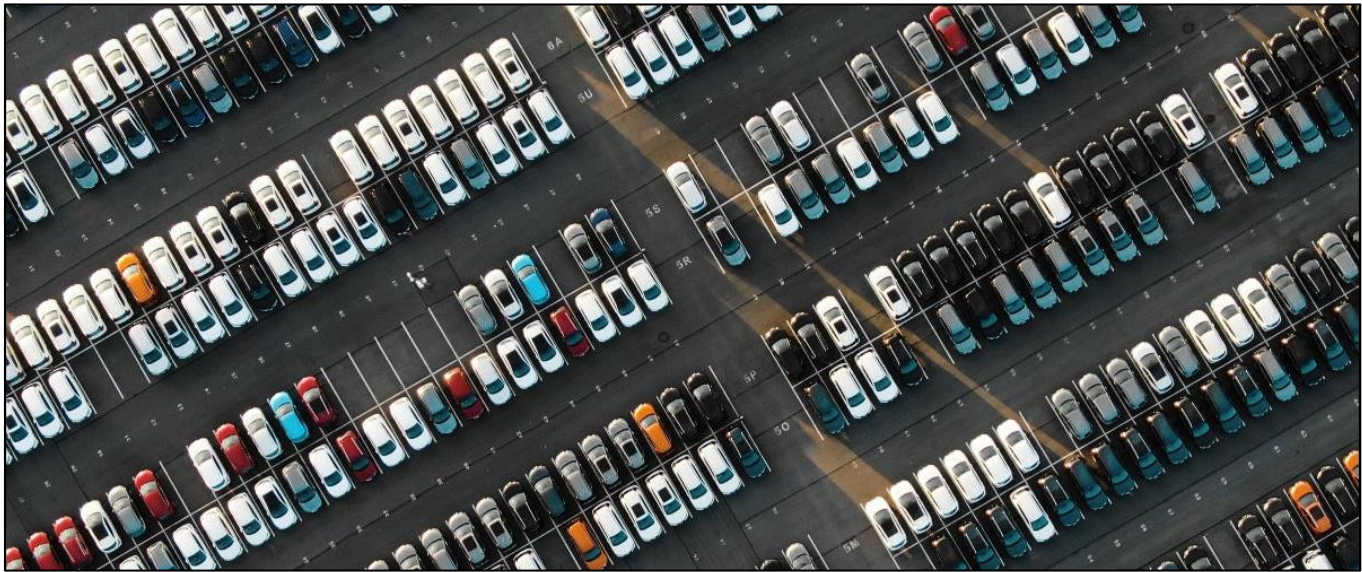
This method will get the navigation toolbar back to the bottom of the screen just as you prefer. You can also check out a video guide about how to do it [HERE](#).

I realised I had to go to the toilet. I got up, walked across the house to the pantry, when I got there, I couldn't understand what I was doing in the pantry, but I remembered I had to go to the toilet. I left the pantry and walked to the toilet, sitting on the throne I remembered why I went to the pantry – toilet paper.

## How to find your parked car with an iPhone or Apple Watch **How-To Geek**

Forgetting where you're parked is no fun, especially in crowded parking lots that seem to go on forever, but, if you have an iPhone and your car has CarPlay or Bluetooth connectivity, you can easily find your vehicle. Here's how!



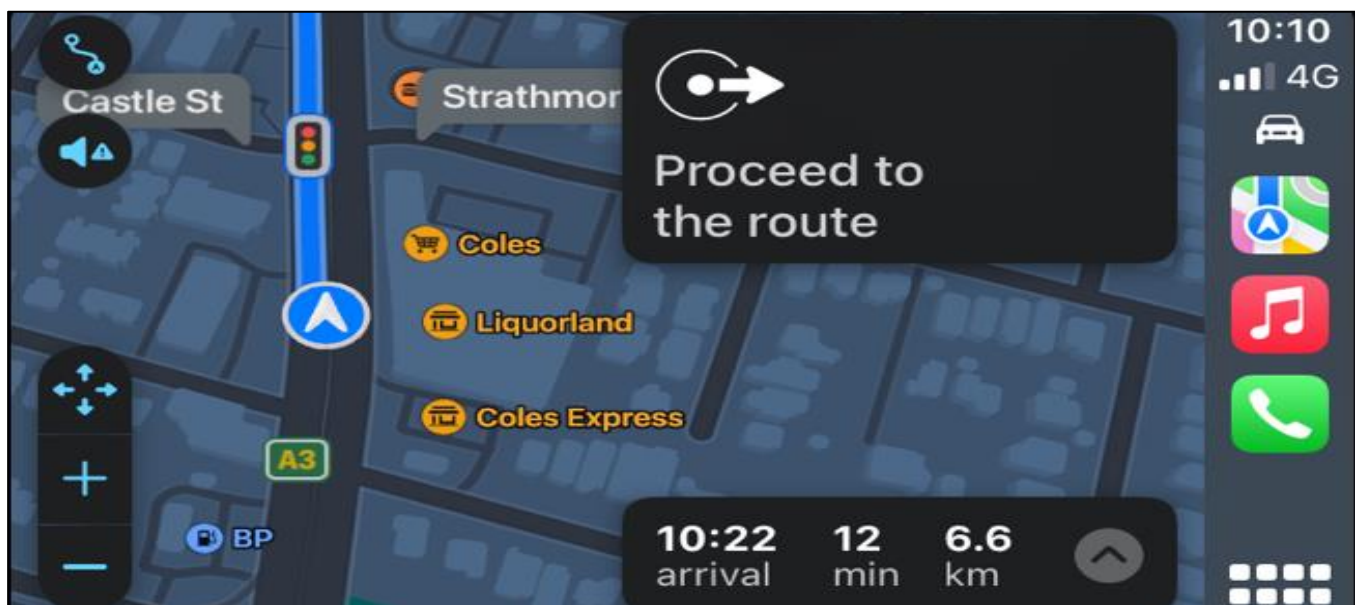


### How your iPhone knows where you park.

Your iPhone can recognize when you've parked, provided it's paired with your car in some capacity. This works by detecting when you switch the ignition off or when you disconnect your device from your car, severing the connection between the two.

For this to work, you'll need a car with CarPlay or Bluetooth audio. CarPlay is Apple's in-car standard for interacting with iPhone apps while driving, available in both wired and wireless forms.

Bluetooth audio includes anything from manufacturer-provided head units to third-party car stereos that have been custom-installed. While most should work, compatibility with parked car location marking may vary. Ultimately, it depends on whether your iPhone recognizes the Bluetooth system as car audio.





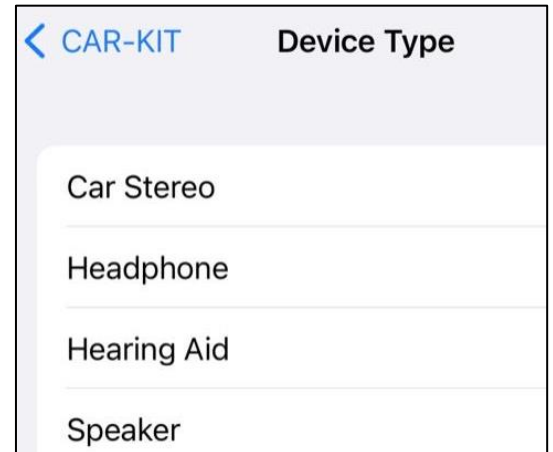
If you're having trouble getting parked car location marking to work after syncing your iPhone with your car's Bluetooth system, try labelling your vehicle as "Car Stereo" to see if that helps. Head to Settings > Bluetooth and tap on the "i" button next to your car's stereo. In the menu that opens, tap on "Device Type" and choose "Car Stereo" from the list.

You'll also need to have the following services enabled on your iPhone:

**Location Services:** Go to Settings > Privacy & Security > Location Services and toggle Location Services on.

**Significant Locations:** Go to Settings > Privacy & Security > Location Services > System Services > Significant Locations and toggle Significant Locations on.

**Show Parked Location:** Go to Settings > Maps and toggle Show Parked Location on.



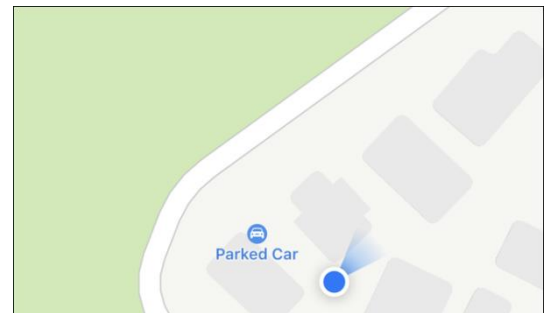
If all of the above is enabled, your iPhone should be able to mark where you've parked. There's no need to do anything else.

## Find Your Car on Maps

This feature uses the Maps application that comes with your iPhone. You can find your car by launching Maps and then typing "Parked Car" into the search box.

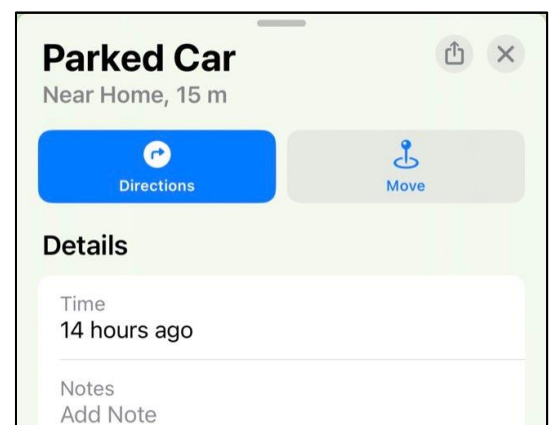
You can also find your car by panning around the map. You may need to zoom in for it to become visible, especially if you're nearby. Your iPhone's blue location marker may obscure it.

Apple says that your parked car's location won't be shown in a location where you "frequently park, like at home or work," but we've noticed it works a bit differently in practice.



In a location that Apple has labelled as "Home," we've seen the Parked Car label appear regularly.

You can see how long ago your car was parked in the listed location by tapping on the marker in the Maps app. You can also add notes and a photo to your Parked Car in this field or manually move the marker using the "Move" button.



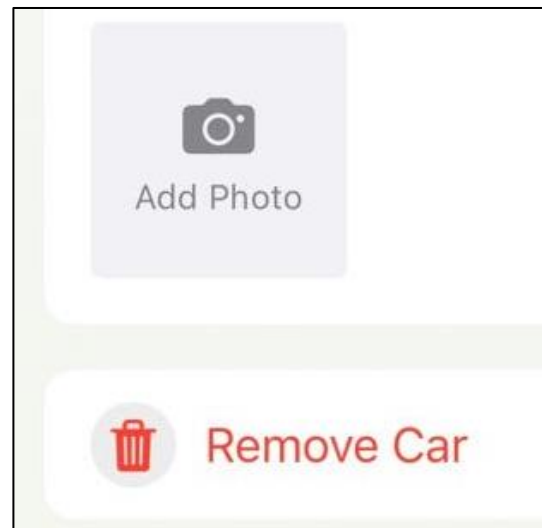




### How to remove your car's marker.

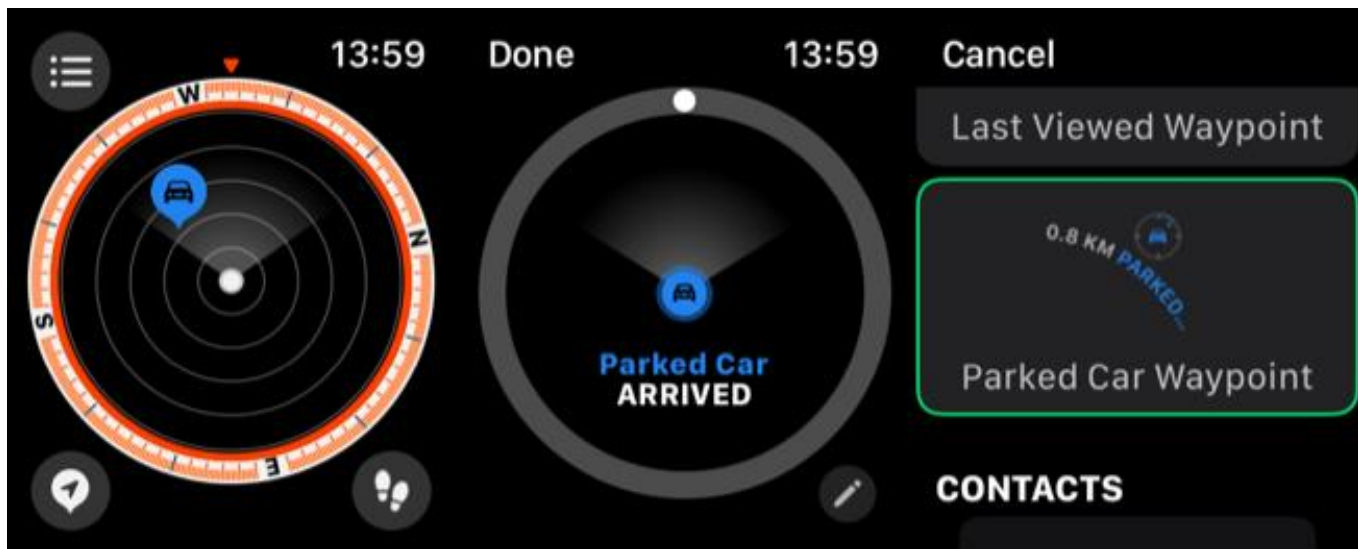
If you want to manually remove your car's location from the Maps app, you can do so. First, tap on the marker, scroll to the bottom of the "Parked Car" overlay that appears, and then tap on the "Remove Car" button.

You can disable the feature under Settings > Maps by toggling "Show Parked Location" off.



### Find your car with your Apple Watch.

Assuming the feature works on your iPhone, you can also use your Apple Watch to find your car. The easiest way of doing this is with the redesigned Compass app in watchOS 9. For this to work, you'll need an Apple Watch Series 5 or later (including both models of SE and the Ultra) with a Compass. Launch the Compass app, then look for a blue waypoint on your compass dial. You can turn the Digital Crown to adjust the dial to get a better idea of how far away your car is. Tap on a waypoint to get more information about it, then tap "Select" to see a pointer that will guide you to your waypoint.



You can even add a [Complication](#) to your Watch face that points to your parked car. Tap and hold your Watch face to customize it, tap "Edit" on the face you want to edit, then scroll left to the "Complications" display.

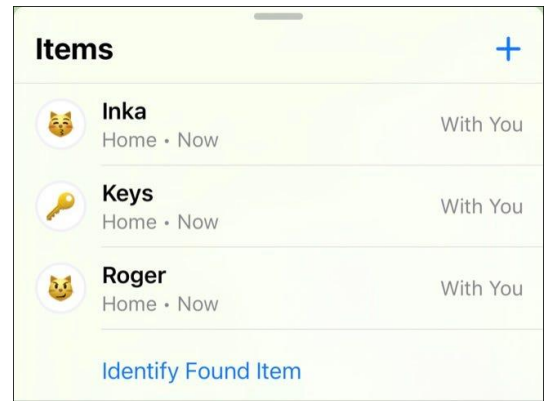
Tap on a Complication slot to customize it, then scroll with the Digital Crown until you find the "Parked Car Waypoint" under the "Compass Waypoints" section. This complication will always point toward your parked car, with a display that shows the distance.



## Consider marking your car with an AirTag

Your parked car's location is static, this means that once it's recorded, it won't be updated until your iPhone reconnects with it again. If someone moves your car while you're out of range, you won't be able to find it using the location marked in Maps.

An AirTag may be able to help. When an AirTag comes within range of another iPhone, its location is recorded and sent to Apple. This makes it effective at tracking objects like a car, providing additional security against theft. Once activated and labelled, an AirTag will appear in the Find My app on the "Items" tab. You can use devices like an iPhone or Apple Watch to find AirTags, put items into "Lost Mode," and play a sound to locate lost items.



I'm dreaming of a white Christmas. If that fails, I'll drink red!

## A close call in a Hercules.

Phil Frawley

After about two years flying as a co-pilot on the venerable C-130 Hercules, I was being groomed for captaincy and as such I was doing a lot of flying with the squadron executives to ensure that I was capable of being a captain. On this particular mission I was programmed to fly with the CO of the squadron. This CO was a particularly hard man who was obsessed with being ahead of schedule at every opportunity and drove his crews harshly to achieve his aims.

The mission itself was a comparatively easy one, known as an East Coast Courier. The task was simply to fly from Richmond to Amberley and then onto Townsville and return the same way. At each stopover we would pick up general cargo and passengers as required by the RAAF Air Movements organisation, who determined what cargo and passengers needed to be transported to the various bases.

On taxiing into Amberley, the flight engineer asked me for the required fuel load to continue on to Townsville and as I gave him the necessary upload, I was countermanded by the CO who would not let me take on any fuel. The CO was trying, as usual, to get well ahead of schedule and I perceived that he was testing my ability to fly the aircraft to its maximum economical fuel burn. The problem was that the weather in Townsville was not very good







At this time different weather forecasts for airfields were issued for military and civilian aircraft. Additionally military aircraft had access to a better landing approach guidance capability than was available to civilian airlines. This was called a Ground Controlled Approach or GCA. The GCA used specially trained Air Traffic Controllers using a very accurate radar system that could inform you of your exact tracking and glidepath down to 200 feet above the runway. To that end, the military forecast on this day for Townsville did not require military aircraft to carry any holding fuel for the bad weather affecting Townsville, but the civilian forecast did. Holding fuel requirements are detailed in airfield forecasts and may require either 30 or 60 minutes holding fuel to allow for possible weather breaks which would ensure a successful approach and landing.

At Amberley we arrived with enough fuel to continue to Townsville on a fine weather day but not enough for any bad weather eventuality. I was concerned about the civilian forecast and told the CO that we would be wise to take on more fuel but he refused to allow it. It is worthwhile explaining that the squadron had just recently transitioned to a newer model Hercules (H) which was more powerful and as such consumed more fuel and so the corporate knowledge of its performance was not fully understood by the older aircrew in the squadron who had operated the previous model (A) for many years. Most of the younger aircrew, including myself, were very aware of the implications of how the new aircraft performed due to the extensive training that we had been given.

So it was that we pressed on to Townsville. As we entered the cruise, the navigator received weather updates for Townsville that indicated deteriorating conditions requiring at least 60 minutes holding, but these were the civilian forecasts. I again expressed my deep concerns to the CO who quizzed me about my options and I said that the flight leg was not long enough to conserve enough fuel to satisfy the Townsville forecast and that we should divert to Rockhampton to take on more fuel. Again, he refused. It then came to light that because we were a military aircraft and the GCA was available to us we didn't need to have the extra holding fuel and we were perfectly legal.



I explained that even though that was technically correct, the conditions at Townsville were worsening by the minute and we might be caught out with nowhere to go.

Now let me explain the GCA at Townsville. Normally a GCA would pick you up from approach radar directly to around 10 miles but at Townsville the leg to come to this point is about 30 miles extra and a missed approach and follow on approach could be a distance of around 60 miles; a long way. This is due to the terrain in and around Townsville.



At the descent point for approach to Townsville, about 80 miles out, Air Traffic Control declared that, due to heavy rain and very low cloud, Townsville airfield was closed to all operations. We had enough fuel for a visual approach and no more. I don't know if the sudden gravity of the situation hit the CO, but he didn't show it. I flew the GCA and I admit I didn't do a very good job because I was so scared. When we got to the absolute minimum descent altitude for the approach we could not see a thing. At this point the CO took control of the aircraft and descended to approximately 100 feet above the ground. I looked out of the chin window and I could see the houses below us that were very close and I thought that we were actually going to crash. A moment or two later the flight engineer yelled that he could see the runway off to our right and he guided the CO to the spot.

The first 1000 feet of the runway was visible and we landed into a wall of water just beyond. We found it difficult to taxi off the runway with the poor visibility and as we made it onto the taxiway the outboard engine fuel tank empty lights illuminated. On board the aircraft was some dangerous cargo that had to be offloaded in a special area, so we taxied to that area where the inboard engine tank empty lights illuminated just prior to shut down. Following the offload of the dangerous cargo, the CO elected to start the aircraft and taxi it to the Air Movements ramp to prepare for the return leg. The flight engineer attempted to start the auxiliary power unit but there wasn't enough fuel to even start this unit and the aircraft had to be refuelled before it could be moved. The CO did not acknowledge the danger that he had placed his crew and his passengers in, and never spoke of it at any time.

I spoke to the crew, away from the CO, and they realised the danger and expressed their concern at what had happened. They also agreed with my assessment of the situation as it unfolded way back at Amberley, although they admitted that, at the time, they believed the CO knew more about the information than any of us. I went on to gain my captaincy in what was then record time for the squadron, not because of my ability but because many pilots were leaving the RAAF for the airlines. I really enjoyed my time flying the Hercules and I look back on it with a lot of pride.

**Will electric vehicles fix Global Warming? Click the pic below.**





**Vely Inteesting - but stoopid!!**



## Scootaville 2022

Continued from Page 5

We arrived at Ban Ban Springs, which is the junction of the Burnett and Isis highways and as the name suggests, it has a fresh water spring as well as a large dedicated rest stop which includes toilets, fresh water, a huge parking area, covered tables and seats, a service station and a well stocked general store/café.



The ute, driven by Kiwi Campbell and Cathy Yang, and which carried all the food, had gone ahead of the bikes and set up a table with lunch ready for when everyone arrived. As a testament to Cathy's skill as a cook, the food very quickly disappeared.







After lunching, it was back on the bikes for the 26km run into Gayndah – our third overnighter.

Boyd Baker, the President of the Gayndah RSL Sub-Branch and Dael Giddins, the very proud of her town Councillor, had organised everything for our arrival. What we didn't expect though was a police road block – all in good fun. The police pulled us up, breath-tested a few, gave us a stern reminder to eat our greens and to ring our mothers each night, then having put the fear of the Lord in each of us, the road block was removed, our visas were stamped and the big orange man stepped forth to try and soothe the atmosphere. Some of our seniors were still trembling with fear, thinking they might have spent the night in a police lockup but the Big Orange Man gave everyone a hug and all was forgiven.



**L-R:** Wal Shakoff, Neil Snudden, Ian Aves, Big orange man, Jillian O'Toole, Thanya Pattay, (in the background, Chris Dietzel, Ros Curran), Stu Welden with his hot Honda.

Gael informed us that Gayndah was the first town in Queensland to be gazetted – 7 years even before Brisbane.

She then pulled rank and insisted on riding one of the bikes into her town and leading us to our overnighter. Boyd and the RSL had pulled a few strings and had arranged for us to use the large pavilion at the Gayndah Showground.



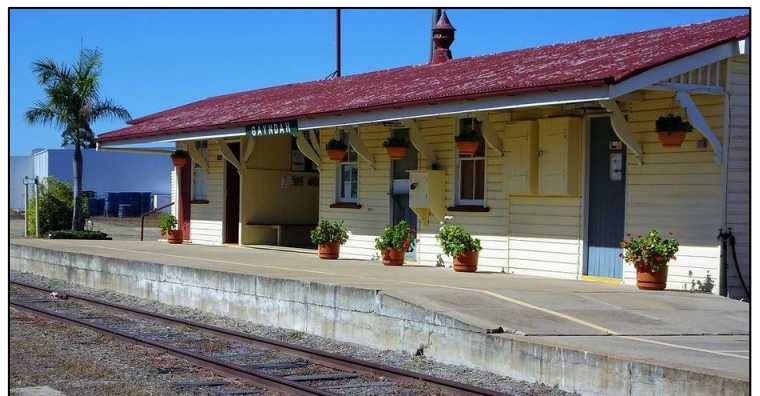




This pavilion was perfect. It was huge, had a fully equipped kitchen, toilets and showers and under cover parking for the bikes. We were being spoiled.



Ever the ambassador of all things Gayndah, Dael offered to take our mob on a sightseeing tour. We all climbed into the two buses. First stop was the old railway station. It opened in 1953 to cater for a passenger service between Maryborough and Gayndah, but with the gradual sealing of the roads, road transport began to replace rail and it closed on the 31<sup>st</sup> December 2014.



Today the old rail-yards are used by caravanners as a camp site.





Yeah, thanks to the people who said it was ok to allow my pet to sleep on my bed at night.  
My goldfish is now dead!

Gayndah is situated beside a large hill on which is Archers Lookout. Apart from being a favourite night time "cuddle spot" it is also an excellent day time lookout and led by Gael we headed for the summit to get a look at Gayndah from the heights.



We then returned to the showgrounds and after everyone had parked their bike, found their spot and made their bed and had a shower, it was time to quench a raging thirst. The big yellow Esky still held a bunch of cold Castlemaines so the roll was called and the load on the Esky was lessened.

That night the RSL provided a wonderful dinner then came a surprise.

Gayndah has a group of musicians who practice most nights in a hall not far from the showground. The unstoppable Dael had approached them some time earlier, told them that a bunch of silly old buggers would be passing through, raising funds for Legacy and would be overnighing at the showgrounds. "Would there be a chance you could move your practice night to the showgrounds".

For Dael, of course they could, and they did, and we were treated to a wonderful night's entertainment.





See [HERE](#).

Next morning, at Dael's suggestion, we headed for the big orange for a coffee and scone breakfast. Dael insisted that the big orange made the best scones in the whole wide world, so we had to give it a go.

We did and we have to agree with her.



After breakfast we lined up for the compulsory photo in front of the big orange, bought a bag or two of their juicy oranges then set sail for Mundubbera, 36km up the road.



David Roach is the President of the Mundubbera RSL Sub-Branch and we had arranged to meet him at the big train in the Bicentennial Park on the Burnett River for smoko. Unfortunately, Dael's scones had held us up a bit and we were late. Once again it was fortunate we were on the 125s and not the Mopeds otherwise we wouldn't have got there before dinner, but led by Marie who set a blistering pace, we arrived shortly after our expected arrival time.





Only in this stupid world .....do they have drive-up ATM machines with Braille lettering.



Once again the indomitable Kiwi had gone ahead, had set up the table, got the billy boiling, had the cups and coffee placed within easy reach, the Nice and Scotch Fingers unwrapped, oranges cut up, all in readiness for our arrival.

The park is situated on the Burnett River, next to the Mundubbera Durong Rd bridge (see [HERE](#)). It's hard to imagine that when the Burnett floods the water level is above the bridge. That's an enormous amount of water.

After everyone had had their fill, David Roach, on behalf of the Mundubbera RSL Sub-Branch, presented us with a sponsorship cheque for us to pass onto Legacy.

Mundubbera RSL Sub-Branch is not a big chapter and we thank them for their wonderful generosity.



It was then time to head north once again, we left Kiwi to pack the ute, our next stop was the Mulgildie State School, which is about 12km south of Monto.





Once again we had a bunch of 'show bags" to give to the kids and just to see the joy on their faces made the whole trip worthwhile.



Being an old bloke and not able to walk too far, Chuck got on the back of Leo the lion.







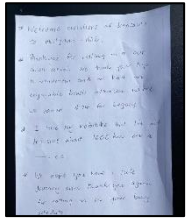
These are country kids and a small motor bike probably wasn't a novelty for them, some could probably ride as good as, if not better, than some of our riders, but we enjoyed their enthusiasm.







The kids then presented Ros and me with an envelope which contained a cheque for \$174 which the kids had raised themselves, a wonderful achievement. The envelope also contained a lovely hand-written note (right).



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

Australia's future is in good hands.

It was finally time to move on. We had a lunch date with the Monto RSL Sub-Branch, but unfortunately, we were going to be late – again!

It's only a short drive from Mulgildie to Monto and the OIC Monto Police had arranged to meet us a few km out of town and escort us in under the red and blues. He was parked on the side of the road waiting for us and practically every car that approached us, before we got to the patrol car flashed their lights to us – warning of a nasty police radar trap. We thought it was funny!!

After a very public run up the main street, being led by the red and blue, we headed for the RSL Club Rooms. Guy Rauchle, the President of the Sub-Branch and his committee, had arranged a wonderful lunch for us. Thanks Guy.







Lunching at Monto. It looks like Steve Howie had just realised he had eaten an ice cream too quickly. Brain freeze has set in.



Jillian O'Toole, who tried to sneak back for seconds, receiving a stern warning from the Police – and was told to go sit down and be good.





After a wonderful break, it was time to mount up and head up the Burnett Hwy for our next overnighter, Biloela, just under 100 kms away.

In 1924 it was planned to build a rail link to join Monto with Maryborough but it was never finished, stopping just 60 kms short of Monto. Prior to the cancellation, the railways had intended to build a station, which they called Lawgi, at where the rail eventually stopped. Gradually a town began to grow at Lawgi, a school was opened and a community hall was built. In 1955, when it was realised that the rail link out to Lawgi was not profitable, it was closed and the town gradually disappeared leaving only the community hall.

In 2003, artists Gary Latcham and Jo Lawrence painted the exterior of the hall with silhouettes of bottle trees against a sunset. The area is now a heritage listed rest area with toilets and showers and we stopped for a breather and a rider change.



From Lawgi, it was an easy 30 km run into Biloela where the Banana Shire Council had allowed us to overnigh in one of the showground pavilions.







Part of the interior of the pavilion.

After we'd unloaded the trailers, picked up our kit bags, selected a spot, blown-up and made our beds and had the walk across the lawns to the shower block, it was time for dinner. We decided to give cook Cathy the night off and instead headed for the Biloela Hotel. Prior to joining us though, Cathy headed for Woolworths to pick up supplies needed for the following days.



Woolworths, and IGA, had given us very generous gift cards which we could use to obtain supplies. Very generous indeed.





After dinner, it was onto the buses and back to the pavilion for an early night, tomorrow was looking like a busy and long day with the road between Biloela and Emerald being 317 km long.

Our first stop was the Dululu rest stop/camping area, 75 km away. The 125s covered that distance in an hour and it was planned to stop for a break and perhaps a rider change.



Some enterprising people had set up a food van at the rest stop, this didn't go un-noticed for long.

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

Next stop was to be Duaringa, a further 85km. Duaringa also has a small primary school and we had arranged with Andrew Clair, the principal, for us to call in and engage with the small kids. We had also spoken with Paul James, the OIC Duaringa Police for him to join us at the school with some red and blues and a siren or two.



Once again, the kids were a delight. Excited, well behaved, pleased to see us, eager to hop on the bikes, to start them, rev them, blow the horn and especially pleased to tuck into their "show bag." It was great to just stand back and watch them.





The kids hard at it checking out the contents of the “show bags.”





As well as tucking into the “show bags” being able to sit on and play with the bikes was also a huge hit. Is that a happy face or what??





With still a long way to go, we reluctantly left the kids and headed for Blackwater, 84km further west. We had arranged with Rebecca Avis, the manager of the International Coal Centre and Coal Mining Museum in Blackwater for us to stop for smoko and a rider change, which we did. Opened in 2008, the Centre operates as a non-profit organisation and is a major tourist attraction.



Floyd Wilson in one of the two huge drag-line buckets on display at the Centre.



Coffees in the Centre's café went down well.





While the “young ones” had a good look around the Centre, the old blokes made the most of the break to just sit and relax. **L-R:** John Broughton, Geoff Spackman, Trev Benneworth.

With a further 76km to go to reach Emerald, our next overnighter, we didn't dilly dally too long in the Centre, those that wanted a break gave up their bikes and hopped in one of the buses, those that had rested donned the helmet and took over. Marie Henson wasn't allowing anyone on her bike, she reckoned she had it going just right and didn't want anyone mucking it up. She was going to ride it all the way – come hell or high water, and she did!.







Emerald Council had offered us one of the showground pavilions, one that is as an indoor cricket arena. We planned to spend two nights in Emerald to recoup after the day's long drive and the facilities they offered us were perfect. The floor was soft and spongy, toilets and showers were next door and there was a long bench from which we could serve breakfast.



Breakfast was a "help yourself" affair.

Emerald Lions knew we'd had a long day and as their Club Room was also on the showground, they very generously invited us around for dinner that night. We readily accepted.







The Lionesses had decked out the clubrooms and prepared a most welcome meal while the Lions manned the bar which also seemed to be well accepted.



Debbie Shields, the President of the Emerald Lions Club, then presented Ted McEvoy, our President, with a sponsorship donation which the Club had raised from amongst themselves, a





very generous effort. Once again, we thank them very much. John “Johnno” Saunders was very quick to snivel the money and encase it in his magic bucket.



A few of the lovely Lionesses that spoiled us.

After a wonderful evening, we strolled back to our “lodgings” as the Sub-Branch had planned a big day for us tomorrow.

Continued on Page 14.



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

### Will coffee dehydrate you?

Everyone knows water is the best way to stay hydrated and you might have heard that it's important to drink it with your coffee in the morning to prevent dehydration. But is that actually true?

Does coffee dehydrate you? The answer isn't straightforward, but if you're drinking coffee within recommended amounts, you're not likely to become dehydrated. The whole coffee consumption leads to dehydration idea likely gets blown out of proportion because the beverage is a diuretic. Essentially, it can cause your body to make more urine than usual because it increases blood flow to the kidneys. If you're peeing more, you'll get dehydrated, right? Well, not necessarily.



In moderate servings, coffee can actually hydrate you, and even if you drink quite a bit of caffeine (up to 300mg), it's still unlikely to cause an obvious diuretic effect. Essentially, coffee might cause you to pee more because it's a diuretic, but that additional urine output is likely not enough to dehydrate you.

Does that mean you should forgo a morning glass of water? Probably not. Keeping your body hydrated is still an important part of overall health, but you don't need to toss back four glasses of it to "keep up" with your coffee intake. As long as you're drinking caffeine moderately, you should be just fine.

If one of your new year's resolutions was to drink more water, go ahead, but you don't need to give up your coffee in the name of hydration.





## **Confusion over who can access weight-loss drug.**

Natasha Yates,  
Assistant Professor,  
General Practice,  
Bond University

Semaglutide, sold in the forms of Ozempic and Wegovy, shot into public consciousness as an effective weight-loss medication last year, thanks to spruiking from social media influencers and people such as Elon Musk. The unexpected increase in demand for the drug for weight loss has caused a worldwide shortage. Producing the drug, delivered as a weekly self-administered injection, involves a unique manufacturing set-up, so it will take some time to re-establish a global supply. It's expected back in Australia at the end of March.

Semaglutide (in the form of Ozempic) is an effective medication in managing type 2 diabetes, and the shortage has left some people with diabetes struggling to find pharmacies with their treatment in stock. For many people with diabetes, Ozempic has controlled their blood sugar (and often also helped them lose weight) more effectively than other medications. Due to the shortage of Ozempic, Australian GPs have been advised against prescribing it to treat obesity, however, semaglutide in the form of Wegovy is designed specifically for weight loss. US and Australian regulators have recently approved Wegovy for that purpose, though it hasn't been available for use in Australia to date.

When the shortage is resolved and semaglutide is once again available in Australia for those with diabetes, it's unclear who will be able to access it for weight loss. Patients and doctors are also asking how much they will pay, and what role it will play in managing obesity.

### **How does it work?**

Semaglutide works in several ways, including increasing feelings of fullness by acting on appetite centres in the brain and slowing stomach emptying. It affects the secretion of insulin and glucagon, which is why it is so effective in diabetes. It also reduces the risk of heart attacks and strokes. Other weight-loss drugs in the past have reduced weight but increased the risk of dying from a heart attack, which made them overall too dangerous.

Studies show semaglutide helps 66 to 84 per cent of people who use the drug to lose weight, making it more effective than other drugs on the market. After two years, patients using it still benefit by not regaining their lost weight, but only if they are still taking the drug. Disappointingly, once stopped, patients notice a gradual regain of up to two-thirds of the weight they lost. So essentially, semaglutide works only while taking it – it 'manages' but does not 'cure'.

Semaglutide is meant to be an add-on, not a replacement, for exercise and a healthy diet.



Research on the medication has always been done in conjunction with a healthy diet and exercise, as that is considered best practice. So we don't know what happens if you just take the medication without also starting or maintaining a healthy lifestyle. We do know exercise is key to keeping weight off over time.



### **What are the side-effects?**

Semaglutide can cause nausea, bloating, constipation and diarrhoea. Questions have been raised around the risk of pancreatitis, and thyroid and pancreatic cancers. So far the research is reassuring, however these are all rare, so it's unlikely we will know if there is any significant increase for some years to come.

### **How much does it cost?**

One of the biggest barriers to semaglutide for weight loss is the cost. Although patients spend less on food while taking it, in 2022 (when it was more easily available in Australia) it cost around \$130 a month. It could be pricier once supply issues are fixed, because the manufacturer, Novo Nordisk, is spending millions of dollars building new facilities to meet the increased demand.

In the US, prices are already over US\$1000 a month unless covered by insurance. Australians with diabetes will continue to be able to access the drug on the Pharmaceutical Benefits Scheme (PBS) for the usual cost of a script, however, if used for obesity, it would be on a private prescription, so the cost is still unknown.

Obesity is more common among people with lower incomes, so from a public health perspective, those who would benefit the most may least afford it. This lack of equity must be wrestled with if this medication becomes widely used for obesity management. Subsidising on the PBS for weight loss is one option.

### **What are the downsides?**

A serious concern is the potential for semaglutide to be used by people who are not obese, particularly those with eating disorders. Because it suppresses appetite, it could enable people to starve themselves in an unhealthy way.





Obesity is defined as a body mass index (BMI) of over 30, and overweight is BMI of 25-30, yet there are reports of people with BMIs less than 25 using it to drop “just a bit of weight”. The psychological and social pressure to be thin is a powerful driver, particularly in a society that frequently stigmatises obesity. People may see semaglutide as a way of ‘treating’ their body image issues.



Another concern is the impact on enjoying food. Patients feel full after just a few bites, making meals with friends awkward, and sometimes limiting their social life.

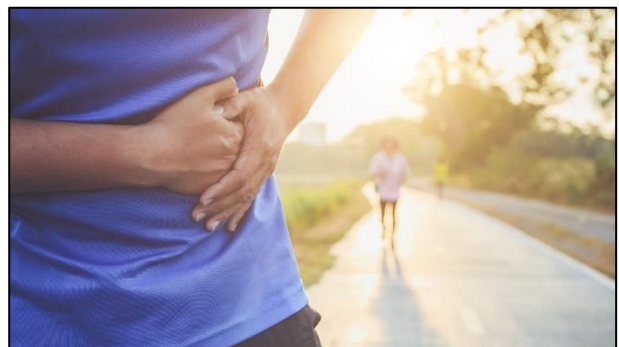
### **Why have doctors prescribed it for weight loss?**

First-line obesity management should always be lifestyle interventions: improving your diet and getting more exercise, with the help of a multidisciplinary team, but when this is insufficient, patients’ options are limited. The most effective is bariatric surgery. Although surgery is generally well tolerated, it is an irreversible lifelong change.

Once the semaglutide access issues are resolved, Australian regulators should seek input from the community and from doctors, and think carefully about the role the drug should play in Australia’s management of obesity and weight loss. In addition to equitable access and protection for those with body image issues, we will need clear, evidence-based guidelines that consider the psychological and social impact of the drug.

## **What Causes Side Stitches When Running?**

A side stitch, also known as a side ache or a cramp is an intense stabbing pain in your side that occurs during exercise. Sometimes the pain goes away during your workout and sometimes it sticks around until you stop exercising altogether. Whatever the case, side stitches are frustrating. But what causes side stitches, and is there a way to prevent them? Here’s what to know.



### **What Causes a Side Stitch?**

About 70 percent of runners experience at least one instance of exercise-related transient abdominal pain (ETAP) each year. The condition seems to be most common in runners, although bikers, swimmers, and other exercise lovers also report incidences of it.



As common as side stitches are, scientists still aren't sure exactly what causes them. Some believe it has to do with the overuse of the diaphragm muscle, which is crucial to the breathing process and is therefore heavily relied upon by runners. Repeatedly hitting one's feet against the ground while the diaphragm is fully expanded may cause the muscle to spasm and cramp.



Other scientists believe the condition may be caused when organs start to bounce around during intense exercise, however, this theory doesn't hold much weight though, because bikers and swimmers often maintain good posture and still get side stitches.

More theories as to what causes side stitches include having an increased curvature of the spine, drinking sugary beverages before exercising, skipping warmups before exercising, and employing improper breathing techniques. But the most likely explanation points to the lining of the abdominal and pelvic cavity known as the peritoneum. This membrane helps to support all the organs in the body. Normally, fluid between the separate layers ensures that they don't rub against each other, but after a person eats a large meal, the layers expand and press against each other and, when the body is dehydrated, less fluid is available between the layers.

Ultimately, both of these factors may contribute to the layers rubbing against each other, which causes the sharp pain associated with a side stitch. Many athletes also report shoulder pain during a side stitch, which fits in with this theory because when the abdominal lining is irritated, pain may be localized in other parts of the body.

### **How Do You Treat Side Stitches?**

The easiest way to treat a side stitch is to stop exercising until it passes. The pain usually subsides within minutes after the body relaxes, however, if you must keep exercising (if you're in a competition, for example), breathe deeply and exhale slowly. Regulating your breathing can help relax the body and thus may limit uncomfortable rubbing.



### **How Do You Prevent Side Stitches?**

Preventing side stitches may take some trial and error on your part, however, there are some definite no-nos. Don't eat for at least two or three hours before working out, although you may need to extend this time if you still experience problems within this timeframe. Avoid high-fiber and high-fat foods before exercising. Don't drink sugary beverages either before or during your workout. Take note of what you eat and drink





before running or biking and use that information to make adjustments until you find something that works for you.

## Five sunburn myths you need to stop believing.

Whether you're a sun worshipper who welcomes every heatwave with open arms, or you prefer to stay in the shade all year round, sometimes it's hard to to avoid catching the sun, but a touch of prickly pink skin at the end of the day isn't really going to make a difference, is it?

Wrong – experts suggest even mild sunburn can put you at risk of skin cancer and that's not the only mistake many people make when it comes to sun protection. Following are five common misconceptions about sunburn, and what you need to do to stay safe.

### 1. The odd sunburn doesn't make a difference.

This is something you hear a lot but unfortunately, it's just not true. Damage to our skin from the sun is the number one cause of melanoma, the most serious type of skin cancer and skin damage from the sun builds up over time, it doesn't go away after the burn fades. Every burn counts, but this also means every time you protect yourself also counts. This is even more important for children. According to the Skin Cancer Foundation ([skincancer.org](http://skincancer.org)), "even one blistering sunburn in childhood or adolescence more than doubles your chances of developing melanoma later in life".



### 2. You have to go red before you go brown.

Want to get a gorgeous, golden brown tan this summer? Your skin doesn't need to turn red first. This is one of the biggest myths in sun protection and it contributes to skin damage and skin cancer cases.

"The fact is that as soon as the skin reddens, it's in trauma. A 'trauma tan' occurs from inadequate protection where the skin appears to tan more quickly, but hasn't – it has burned. This only ensures that the skin peels, leaving the skin tan-less in days."





To tan safely, gradually build up your time in the sun and use a higher SPF sunblock. Use high UVA and UVB filter SPF, a minimum of SPF30 with a UVA filter of more than 90 per cent will protect the skin and still allow you to tan, just more slowly and minimising long-term damage and peeling.

### **3. A tan will protect you from sunburn.**

Even once you've started to tan, your skin is still at risk. People with naturally darker skin tones have a lower risk of skin cancer than people with lighter skin tones, although everyone is at risk, but going out and getting a base tan before your holiday doesn't provide the extra protection you might think.

### **4. All body parts are created equal when it comes to sunscreen.**

Burning, overexposure to UVB rays, tends to happen where the skin is closer to the bone structure, and especially where the part of the body faces directly the sun's rays which is why you often see pink patches in the same places after a day in the sun. Take extra care in the following areas, tops of feet, shoulders, for ladies - the top of the breast area, top of the scalp and the nose. Other common sites include the scalp or parting, sides of the face and ears, areas around swimwear such as straps, and shorts that might move or rise up through the day.

A good idea is to do your sun cream while naked then any movement in straps, shorts won't suddenly bare unprotected skin to the sun's rays.

### **5. You can't get burnt in the shade.**

Effective shade can provide protection from the sun's UV rays, but we can still get burnt in the shade. Shade materials with holes or gaps can allow penetration by UV radiation. The same rule applies for tree shade, with denser foliage and wider canopies providing better protection than trees with sparse foliage and dappled sunlight. Reflected UV radiation is another factor that means you're not always safe in the shade. The sun's rays reflect from light-coloured surfaces and can







bounce back under shade. Light surfaces, such as concrete, light-coloured paint or metallic surfaces, reflect more than dark ones. Sand can reflect as much as 25 per cent of UV radiation. This means if you're sitting under a beach umbrella, UV radiation can still damage your skin, even though you feel like you're covered in the shade.

## **What is the UV index?**

You've probably seen the UV index in the day's weather forecast, and you know it tells you when you need to cover up and wear sunscreen. But where does that number come from?

It is produced at the Australian Radiation Protection and Nuclear Safety Agency (ARPANSA).

It's their job to help keep Australia safe from all kinds of radiation, and that doesn't just mean nuclear reactors and mobile phone signals – it also means radiation from the sun. Australia has one of the highest rates of skin cancer in the world, accounting for about 80 per cent of cancers diagnosed in Australia each year. Most skin cancers are caused by exposure to UV radiation from the sun.



## **What is the UV index?**

The UV index tells you how much ultraviolet radiation is around at ground level on a given day, and its potential to harm your skin.

UV radiation is a component of sunlight that can cause tanning and sunburn in the short term. In the longer term, too much exposure to UV can cause cataracts and skin cancer. In 2002, the World Health Organization (WHO) devised the UV index in an effort to make people around the world more aware of the risks. The index boils down several factors into a single number that gives you an idea of how careful you need to be in the sun. A score of 1 or 2 is low, 3–5 is moderate, 6 or 7 is high, 8–10 is very high, and 11 and above is extreme.

## **What is UV radiation?**

The sun showers the earth with light at a huge spectrum of different wavelengths and each wavelength can have a slightly different effect on human skin. An important part of the spectrum is ultraviolet or UV radiation: light with wavelengths too short for our eyes to see, from around 400 nanometres to 10 nanometres. (A nanometre a metric is a unit of length equal to one thousand-millionth of a metre.)

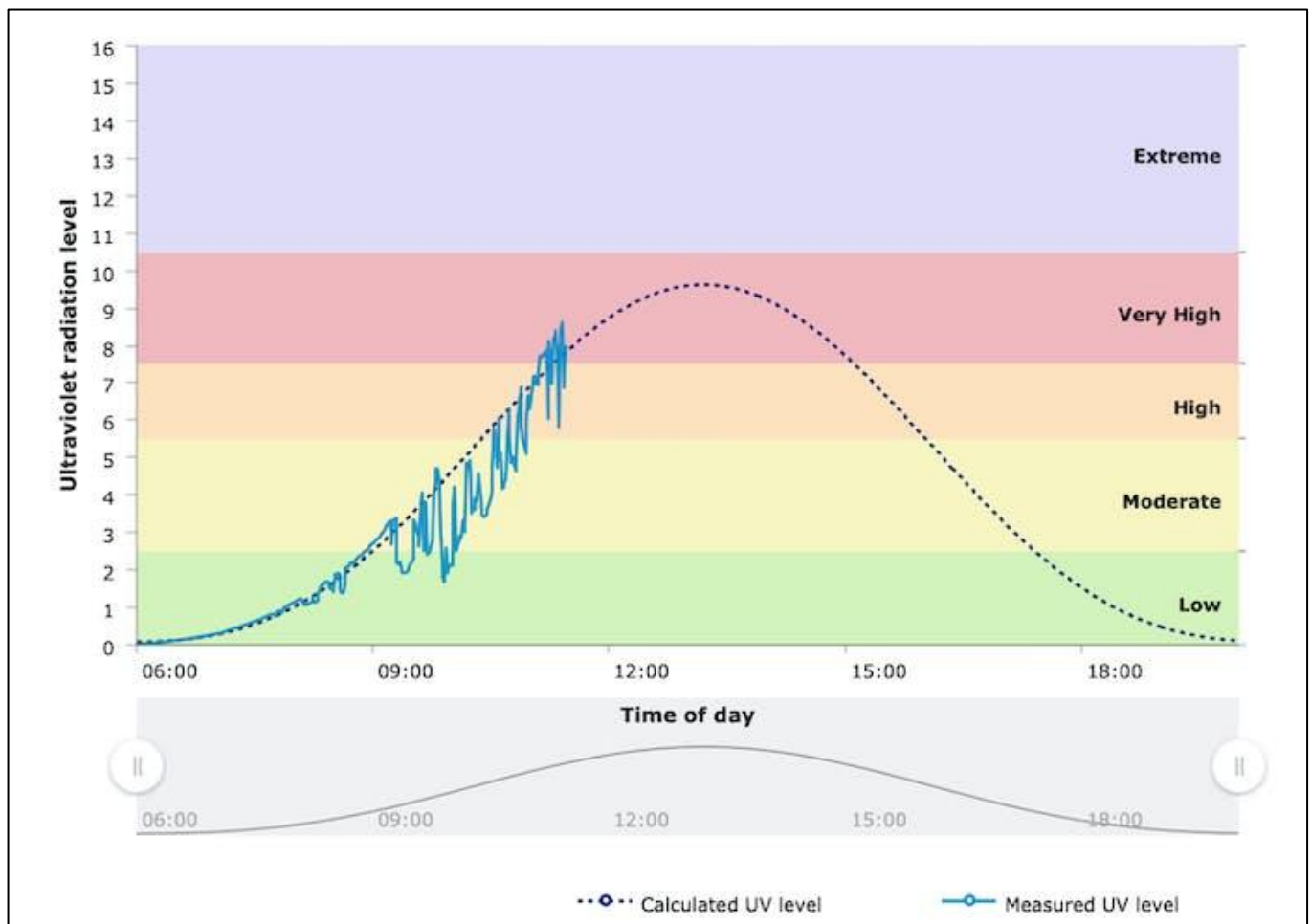


There are two important kinds of UV radiation: UV-A, with wavelengths from 400–315 nanometres, and UV-B with wavelengths from 315–280 nanometres. (Shorter wavelengths are called UV-C, but are mainly blocked by the atmosphere so we don't need to worry about it.)

UV-A and UV-B both contribute to skin damage, ageing and skin cancer. But UV-B is the more dangerous: it is the major cause of sunburn, cataracts and skin cancer.

### How is the UV index calculated?

The UV index takes into account how much UV radiation of different wavelengths is around and how each of those wavelengths affects our skin. ARPANSA has a network of sensors around Australia measuring sunlight at different wavelengths to determine the UV index, with the information [available online in real time](#).



This data is combined with other information about location, cloud cover and atmospheric conditions to produce [maps and forecasts](#) of the UV index for the whole country.

### How are UV levels different around the world?

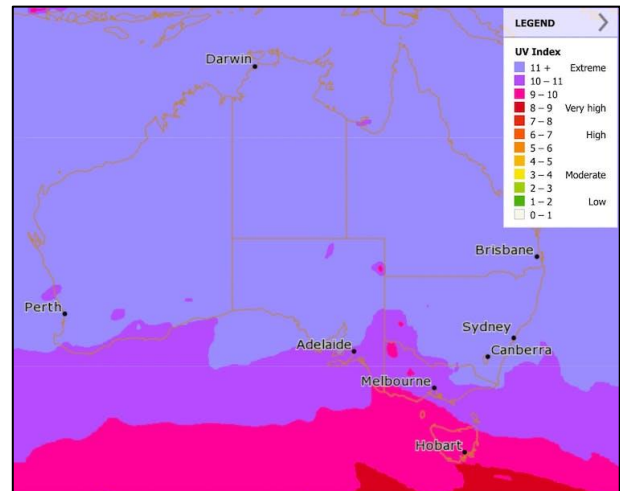




The UV index you see reported is usually the daily maximum – that's the highest it will be all day. How high it gets depends on lots of factors, including your location, the time of year, the amount of cloud cover, and ozone and pollution in the atmosphere. The index tends to be higher closer to the equator and at high altitudes, as the sunlight has to pass through less air before it reaches the ground.

People often experience the sun in Australia as particularly harsh, compared with places in North America or Europe. In a British summer, for example, the maximum UV index might be between 6 and 8. In an Australian summer it can range from 10 to 14. There are a few reasons for this. One is that Australia's cities are closer to the equator than many big cities in Europe and North America. Another is that the earth is very slightly closer to the sun in the southern hemisphere's summer than the northern summer, meaning the sunlight is a few per cent brighter.

A third reason is the 'hole' in the ozone layer. The layer of ozone in the upper atmosphere, which absorbs some UV-B, is thinner towards the South Pole. This was caused by the use of chemicals called chlorofluorocarbons or CFCs, and it has been improving since they were banned by an international agreement in 1987. And finally, the air in Australia generally has less smoke, dust and other small particle pollution than many places in the northern hemisphere. While this makes the air nicer to breathe, pollution does absorb or block some UV radiation.



### Is UV changing over time?

We know UV levels have increased in recent decades. In Australia, a study in 2011 found the average UV index had increased by 2–6 per cent between the 1970s and the period 1990–2009, due to depletion of the ozone layer. A NASA study found similar results for 1979–2008. It's harder to say what will happen in the future, as there are several uncertain factors.

It is expected the ozone layer will slowly recover from the impact of CFCs, which is likely to reduce UV levels, however, it is also expected less fossil fuel will be burned, which would mean less air pollution and higher UV levels. On the flip side, we may also have more bushfires due to climate change, which would mean more air pollution and lower UV.

Clouds are also likely to behave differently due to climate change, but we're not sure exactly how. Researchers in Japan found reductions in clouds and tiny particles in the air are expected to have a bigger impact than the recovery of the ozone layer, which would mean UV levels are likely to go up overall. Regardless of the long-term trends, the daily levels will still be measured and the public will still be advised of the important sun protection times.



## Don't make these sunscreen mistakes.

Everyone knows that slathering on sunscreen is essential during the sunnier months, but how much should you actually use? Can you skip it when it's cloudy? And do darker skin tones need protecting?

Not knowing the answers to these questions could mean you're putting your skin and your health at risk. To help ensure you don't burn this summer, following are some common SPF mistakes and how to avoid them.



### 1. Not using enough sunscreen.

The easiest way to visualise is via teaspoons. It's recommended to use half a teaspoon for the face, neck and each arm. Then a full teaspoon for each leg, the front (chest and stomach) and the back. This totals six teaspoons, but if you don't feel that's enough then it's always good practice to add more. If you're applying enough, you should restock your sunscreen supply several times each summer.

Research shows most people apply only 25 to 50 per cent of the amount of sunscreen used during testing, which means your actual SPF coverage is about one-third of what's on the label. In other words, an SPF 30 is only as strong as an SPF 10 if you don't apply it thoroughly.

### 2. Not using sunscreen on a cloudy day.

This is the biggest sunscreen myth. Sunscreen should be worn every day. Clouds filter out sunlight but not UV rays, so even on a cloudy day you're still getting up to 80 per cent of the sun's harmful effect. If you're going outside, then you should still cover up; your skin may not burn but it's still being exposed to long-term risks. The Sun Smart website recommends wearing sunscreen every day that the UV index is higher than three, come rain, hail or shine. The Cancer Council has a free Sun Smart app that gives you live updates on UV levels, a sunscreen calculator and reminders to reapply.

### 3. Missing spots.

We're often pretty diligent when it comes to applying sunscreen to the face but it's easy to miss those pesky hard to reach spots. So, it's no coincidence that these three often-neglected spots





are among the most frequent sites for basal and squamous cell carcinomas, the two most common non-melanoma skin cancers. These commonly missed areas include the scalp, ear, lips, front and back of the neck, backs of hands, and top of the feet. Melanoma, meanwhile, crops up frequently on the backs of women's legs, another area that is hard to see and reach. Ensure you coat all exposed areas with sunscreen and reapply regularly. Look for lip balms with SPF included and reapply every 90 minutes to two hours.

#### **4. Believing your sunscreen is waterproof.**

Waterproof sunscreen doesn't exist but it is water resistance. This means the product won't instantly come off the skin when it meets water and is designed for people who will be swimming or heavily perspiring. It is essential to reapply the product straight after coming out of the pool and drying, or regularly whilst perspiring.

#### **5. You rely solely on sunscreen.**

Sunscreen is a very important part of sun protection, but it shouldn't be the only one. We should also avoid prolonged and intense sun exposure (like tanning) whenever possible and wear clothing and accessories to help block the sun. Darker-coloured fabrics with a tight weave and fit offer the most UV protection. The damaging effects of UVA rays still penetrate your skin whilst you are indoors and near a window, therefore, ensure you cover up whilst in the car or seated near the window.

#### **6. Not using sunscreen on darker skin tones.**

It's a common misconception that dark skin doesn't burn or doesn't suffer from the harmful effects of UV rays. In fact, skin cancer can be more difficult to detect on black skin. Darker skin does contain higher levels of melanin – black skin has a natural SPF of around 13.4, paler white skin is about 3.4. This, therefore, provides a higher natural protection factor compared to pale skin but it's not enough to protect from a day in the sun. Some sunscreens can provide an ashen or grey appearance to the skin, therefore, look for a light-textured, dry-touch sunscreen or a spray oil.



#### **7. Using an old bottle.**

Just like milk and medication, sunscreen has an expiry date and, if you're using an expired bottle, you could be wasting your time. Not only can sunscreen become less effective over time, but once a bottle is open, it's more likely to become contaminated with germs.



## **8. You're storing it incorrectly**

Sunscreen should be stored at temperatures below 30°C and out of direct sunlight. This can be difficult when you're spending a day at the beach, but it can help to wrap it in a towel and keep it in the shade, alternatively, store it in an esky or freezer bag to help keep it cool. While keeping a bottle in the car may seem like a good idea, frequent exposure to high temperatures could make your sunscreen lose effectiveness completely.

## **The beer ingredient that could prevent Alzheimer's**

It's the sort of news that beer lovers would love to hear: Beer could help protect you against Alzheimer's disease. Given the mostly negative health outcomes usually associated with research into alcoholic drinks, such news would be welcome to lovers of lager and purveyors of pints.

But could it really be true?



The answer is yes – sort of. As is so often the case with scientific research, there are caveats. New research published by the American Chemical Society has found that beer hop compound extracts may inhibit the build-up of amyloid beta proteins in the brain. Amyloid beta proteins have long been pegged as markers for the onset of Alzheimer's, so anything that inhibits their build-up is likely to be a good thing.

How scientists came to even hypothesise about beer hops as a potential preventer of Alzheimer's is an interesting story in itself. They started many years ago by studying some natural and synthetic molecules that were able to counteract the early stages of the disease. That led them to wonder if these molecules could perhaps be routinely taken as part of a regular diet. Their studies then focused on the search for bioactive molecules present in food and edible plants and of course, there are many flower hops that come under the umbrella term of 'edible plants'.

In the new study, the researchers focused on four different hops commonly used in the preparation of beer and herbal tea: Cascade, Saaz, Tettnang and Summit. Of the 42 compounds they identified in the four types, some included compounds linked to reducing blood sugar levels and antioxidant activity. They also analysed the ability of each hop extract to inhibit amyloid beta accumulation, and found that all four could inhibit the build-up of amyloid beta proteins.

One particular type of hop, called Tettnang, which is found in many lagers and light ales, provided especially promising results. The researchers concluded that their results point towards the development of nutraceuticals that may prevent Alzheimer's. For those who have long been hoping for their regular brew to be classified as a 'nutraceutical' (a fancy word for foods that have some type of medicinal or nutritional function) that sounds like great news.





But – and sadly with alcoholic beverages there is almost always a ‘but’ – it’s not that simple. Importantly, the message should not be that drinking hoppy beer can lead to brain-based benefits or prevent Alzheimer’s disease. The benefits of the hops chemicals are likely to be diluted when combined with alcohol and the caloric ingredients found in beer.

The bottom line? Depending on the beer you favour, you may be taking in some compounds that help prevent the onset of Alzheimer’s, but the amount involved will be very small and unlikely to counteract any of the known risks of enjoying an ale.

By all means raise a glass in honour and appreciation of this research if you so desire, but don’t be seduced into thinking you’re improving your health as you do so!

## **Is beer really to blame for that belly?**

There is no level of alcohol intake that confers any actual benefits on your health. Notwithstanding that revelation, the fact remains that a vast number of Australians continue to drink at least in moderation. With that in mind, one pertinent question among moderate drinkers might be, are some alcoholic drinks more likely to affect your waist size than others?



The answer, it seems, is yes. Research suggests that some alcoholic drinks are more likely than others to contribute to an increase in levels of visceral fat. A study published in last year revealed how different alcohol types (beer/cider, red wine, white wine, sparkling, spirits) affected body composition. It found that visceral adiposity, in simple terms, too much visceral fat, varied depending on the type of alcohol consumed. Visceral fat, also often described as ‘hidden fat’, is considered to be the most damaging type of fat. It can build up around and between organs and is associated with an increased risk of cardiovascular disease, metabolic syndrome and other health complications. Typically in humans, visceral fat comprises about 10 per cent of all body fat, but an expanding waistline could be a sign that your visceral fat level has exceeded a healthy norm.

For women, a waist circumference of 80 centimetres or higher is considered to contribute to an elevated risk of a number of chronic diseases. In men, the equivalent figure is 94 centimetres. Any more than that and there’s a fair chance of seeing what is classically referred to as a ‘beer gut’.

Which takes us back to the all-important question: which alcoholic drinks are more likely to give you a bigger belly? Has beer been unfairly maligned as the culprit? Yes – and no. While beer is indeed a contributor to elevated levels of visceral fat, it is not the only one. Spirits fall into the same category. If you’re planning to continue enjoying a tipples but want to keep your waist expansion to a minimum, wine is your best bet and if you prefer a pinot noir to a pinot grigio, the news is better still. Red wine has actually been linked to lower levels of visceral fat.



That's not to say red wine is beneficial for your health, but, if you are going to have a drink, then a drop of red gives you a greater chance of keeping your waistline within a healthy range.

If you don't place too much importance on body shape, does any of this really matter? Yes, because of the clear links between an oversized waistline and chronic health problems. By all means enjoy your drink of choice, but keep in mind the risks that enjoyment entails.

## **What does being drunk actually do to your body?**

Many of us know what it feels like to wake up with a sore head after one too many drinks, but have you ever wondered what being intoxicated actually does to your body? Here are some of the physical and mental effects of overindulging in alcohol.



### **Health risks.**

Even though some types of alcoholic beverages, such as red wine, contain antioxidants, the negative impact of alcohol outweighs its positive effects. To reduce the risk of harm from alcohol-related disease or injury, healthy men and women should drink no more than 10 standard drinks a week and no more than four standard drinks on any one day. The less you drink, the lower your risk of harm from alcohol.

Drinking an excessive amount of alcohol increases the risk of cancer and cardiovascular diseases and can also raise your blood pressure and be harmful to all organs in your body, including the stomach and liver. Excessive drinking is damaging to the liver in two big ways, the first being a type of scarring called cirrhosis. Scar tissue builds up because alcohol changes the chemicals that break down and remove scar tissue, over time, this means scar tissue replaces healthy cells and the liver struggles to work properly.

Alcohol can cause a build-up of fat in the organ: Fatty liver disease can stop it from working properly. This is reversible in the first instance, by stopping alcohol consumption for [at least] two weeks. The calorific nature of alcohol means that the body also uses this as an energy source while fat is stored, drinking excessively can lead to weight gain – and for men especially this gathers around the belly, which is a risk factor for cardiovascular disease.

As well as the direct impact, drinking to the point of intoxication can contribute to other health issues and it increases the risk of injuries and contagious diseases, especially respiratory diseases.”

### **Brain activity.**

While knocking back drinks might bring feelings of euphoria and an initial burst of energy, it's a different story in your grey matter. Drinking alcohol affects our central nervous system and slows





down brain activity as well as affecting our memory and self-control. That's why some people engage in more risky behaviour while drunk – or perhaps they fall over, and can't remember how they got those bruises the next morning.

### **Sleep problems.**

If you have trouble sleeping, alcohol might seem to help in the short term, as it can make you feel more relaxed but regularly drinking alcohol can make sleep problems worse and even if you're conked out after a few drinks, the sleep you're getting isn't as good. Alcohol can impair the restorative part of the sleep cycle, REM, as well as interfering with the flow of calcium into nerve cells, affecting the region of the brain that controls sleep function. You may find yourself waking up more frequently, too:

Alcohol also causes dehydration – it inhibits the anti-diuretic hormone (ADH) causing you to use the toilet more regularly.

### **Emotional effects.**

Alcohol can alter our moods. While having a couple of drinks can cause a spike of dopamine, which induces the 'happy drunk' feeling, in the long-run alcohol can act as a depressant. Regularly drinking alcohol affects your brain chemistry in a way that can lead to feelings of depression which can create a damaging cycle.

People may drink alcohol because they feel depressed, but heavy use depresses their mood further, which leads to more drinking, and so on.



## Arthur's Articles.

### Off to Hong Kong.

After waving me off twice from Australian shores when I went on my two tours of Vietnam, Annette and our two children finally had a chance to join me as we left Melbourne on a flight to Singapore, on our first leg of our great tour of duty in Hong Kong in April 1972.



We had sold our 1968 Holden Kingswood station wagon to a friend in our church, our furniture had been collected from our married quarter in Heffernan Street, Laverton that we had called home for four years, the personal clothing and household items we had despatched to Hong Kong were already on the high seas, so all we needed for about four weeks was carried with us on the chartered aircraft bound for Butterworth in Malaysia, stopping only in Singapore to allow our Hong Kong bound passengers to disembark, ready for our onward journey to Hong Kong the next day.

### A Stop-over in Singapore

We were met at Changi airport in Singapore by my sister, Ellen, her husband and two daughters, who were on their second tour of Singapore with the Australian Army. They took us to their home. All would have been well, except that our luggage had continued to Butterworth. We waited through an exceedingly long night to find out if the airlines promise that our luggage would be back in Singapore on the return flight, in time for us to connect with our recalcitrant luggage before we concluded our travel to Hong Kong. Fortunately, it did.



We spent the night at my sister's place although we had a room at a Singapore hotel, but without any items to affect our ablutions and no spare clothing, it was preferable to stay with my sister. About the only one of us who did not agree with that solution was our five-year-old son who, in the absence of any male clothing, had to wear his female cousin's nightdress to bed! I do not think he ever forgave us for that slur on his boyhood!

### Arrival in Hong Kong

However, we made it to Hong Kong the next day with a full set of luggage that we left Tullamarine and were met at Kai Tak airport by the Administrative Officer from the RAAF unit who took us to the North Point branch of the Hong Kong & Shanghai Bank to open an account in Hong Kong.





He also took us to the North Point Store to open a grocery account. Our daily needs were delivered each day from that store, so we rarely went shopping for groceries.

As the Sergeant Linguist I was replacing at the school was still tidying up his two and a half years in the colony, he had not vacated his married quarter, which had been allocated to me. So, we were set up in the Alba Hotel in Causeway Bay, with the tramline running past our front door and the Hoover Sky picture theatre across the road. Part of our introduction to Hong Kong was to accompany the children to Victoria Barracks Primary School where they were placed in approximate classes in the British education system to where they were at in Australia.

Next door to the Alba Hotel was a new construction with pile drivers being struck around the clock to drive the standings for the new building into the reclaimed land on the northern side of the island. The Alba Hotel, too, was to be demolished not long after our stay, as it was very fusty due to the humidity that engulfed Hong Kong. We were to notice this more as we moved up the hill at North Point, where our married quarter was under cloud most of the time and we had to have de-humidifiers running day and night in our wardrobes to keep the mould from growing on our clothes and shoes. Full buckets of water had to be emptied several times a day, but we soon became used to that.



One night, while Annette poured her tea from her tea pot, a huge hunk of scale crust flowed into her cup. We called the House Captain to our room to show him this ugly blob in her cup. After several grovelling apologies up and down the hotel's management chain, every meal thereafter, taken in our room, was accompanied by a bevy of senior wait staff who had to inspect every item before it was placed before us.

The local Chinese dialect in Hong Kong is Cantonese. The staff conversed long and loud in front of us. If only they spoke Mandarin, I thought. But we soon learned that when they spoke about us, we were referred to as 'guai lo,' (Foreign devils.) That followed throughout our time in Hong Kong. Now, Mandarin, 'Yang guai zi,' would have been much easier to understand! Still, 'foreign devils' or not, we still thanked them in English and smiled at them and the complement was returned.



*Trams ran along the northern side of Hong Kong Island*

### **Our Married Quarters became ready.**

Within weeks, our condominium at Flat E9, Hilltop Mansions, Tin Hau Temple Road, North Point, was ready, as was our furniture and goods despatched from Australia and we left the Alba Hotel and were taken up the hill to our new home. Flat E9 had magnificent views of Kai Tak airport's runway if it were not for the high-rise flats on the other side of the road. But we could see the aeroplanes running up to take off or to slow down as they were landing after the gruelling flights



over the high-rise buildings of Kowloon as they came in at head height. We soon got to tell if thick black smoke trailed the aircraft on take-off, it was a China Airlines flight!

Our flat was large with four bedrooms and out the back was an amah (maid's) sleeping quarters and toilet, together with the laundry. Clothes lines were simple bamboo poles, used by the amah, but 'guai lo' wives who chose to use them, did so at their own risk of the bamboo pole falling and their washing needing to be retrieved from a widely scattered area. We soon learned the Cantonese name of our building, which we told to taxi drivers and 'pak pai' drivers. 'Pak pai' meant black number plate and is like our 'Uber' share rides today. 'Pak pai's were cheaper and usually hung about near the premises, but whether you were insured while in them or not, was never really known. 'Fung ging dai ha, Tin ha Miao dau, Bac kok.' We had to learn that for no other public transport came past our door. Although once we went down the hill, there were trams, buses and minibuses galore.



Sometimes we did walk down the hill from Fung ging dai ha. But I cannot ever remember walking up the steep hill, except one day in June 1972, flood water from the burst Braemar Hill Dam knocked us off the road and swamped the VW engine. I stayed with the VW beetle to try to re-start the engine, so Annette and the two children walked the rest of the way up the steep hill. They were exhausted as I drove in having managed to get the VW started. The fierce frown on Annette's face told me not to tell her how clever I was in getting the engine started!

### **My Schooling.**

You may remember that two of us on the 1969 Chinese course at Point Cook were ear-marked to fill the two vacancies in learning institutions in Hong Kong. One was at the Hong Kong University and after two years studying at HKU, the graduate would be posted at RAAF School of Languages as a Lecturer-in-Chinese Mandarin, becoming in time, Lecturer-in-Charge Chinese Department (LIC-C).

The other was at the (British) Ministry of Defence Chinese language School, at Lye Yue Mun, just past Chai Wan on the eastern end of Hong Kong Island. The MOD CLS course was broken into two parts, Translator Standard and Linguist Standard in Chinese (National) language. I achieved Translator Standard in September 1972 and Linguist Standard in September 1973.

My time was split between my studies at MOD CLS and a job which really was a 'Clayton's job' on a MOD station, CSOS at Little Sai Wan. Two British Army Chinese students, a Captain and a Warrant Officer 2 and I shared a job that 'supervised' Chinese translators as they translated newspaper s, books, magazines, or pamphlets written in Chinese. We were there to oversee them and help if they needed to explain any Chinese into English vernacular rather than word for word translation. These guys had been doing this type of work since the World War Two period,





so there really was not too much need to call on us for our advice and I am sure that when they did, it was simply to make us feel needed!

Our workdays fitted in with our school days. Whoever was Number One on Day One sat in the chair to oversee the entire system. Number Two on 'guai lo' supervisor for Day One could take a day-in-lieu for missed Public Holidays, or just sit and take the chair if Number One stepped out. Number Three took their Rostered Day Off. This was not a flawed system but considering the prime reason for being there was to study Chinese, most time off saw us heads down into the books at home. Or else I was on my motorcycle getting fresh air in my face as I rode around Hong Kong Island. Pity there was not a subject in that topic. I would have graduated a lot earlier!

### **Annette took a job at the Australian Commission.**

The Australian Commission was in Connaught Centre, in Hong Kong's CBD on Hong Kong Island. My wife, Annette, worked at the Australian Commission as did several of the unit's wives. She worked as a locally engaged clerk, so the pay was not terrific, but she was invited to all the parties when Dr. Steven Fitzgerald's entourage, the first Australian diplomats into Beijing, came to Hong Kong on R&R for their regular break from the restrictive movements outside the Australian Embassy in Beijing. They had to travel by train from Beijing to Hong Kong, so were tired on arrival.



*My zippy 100 c.c. Suzuki motorcycle*

Further the ladies had to wear long pants as bare white legs caused much consternation when they stepped off the train at country stops. Annette had worked at the Ipswich General Hospital where the Third Secretary in Beijing's father was the Registrar, so, it was assumed she knew him! At those events, I was known as Mr. Annette Fry rather than by my military title!

### **Our church connections.**

I had time outside of my studies and work commitment to manage a church-run servicemen's retreat in the Soldiers and Sailors building in Wan Chai where visiting US ships and local UK soldiers could come into the Living Room and Sailors and relax. I replaced a retired US Naval Chaplain who took furlough for six months. I followed his roster of families coming in each night as 'Host Families' to greet the soldiers and sailors, who talked, played games with them and provided suggestions on what to buy their loved ones while in Hong Kong.

On the Saturday night, I would ask if anyone wanted to go to a church of their choice next day. I would then call the nominated church's contact who would arrange transport for those wishing to follow their own faith. For those who wished to attend our sponsoring church, I would arrange to take them or if too many, arrange a taxi, or a fleet of taxis to take the visitors to a church of their choosing.



On their last night in port, I would have a 'waffle night' where each visitor could try their hand at making waffles to be served with ice cream. By the last night, many of the sailors had spent most of their money, so an invite to the Living Room was well accepted and not only was it free, but soda pop and nibbles were laid on by my sponsoring church's generosity. I had to report my expenses each week in running the Living Room, but while my Headquarters in Richmond, Virginia, considered a weekly account of several hundred Hong Kong dollars for 'soda pop,' nibbles and cooking ingredients a well-attended group. They neglected to see that perhaps that large amount represented only a few who attended but drank and ate a whole heap of 'freebies.

When the pastor of that church had to take emergency leave, none of the other mission's employees were available for pastoral duties as each had a legitimate job, they were paid to come across from the United States to do, I was elected to head the church. We were not members of that denomination, but we were a lower grade of member, Associate Members. They were at a loss what to call me in my leading role. So, they called me, 'Moderator,' a military Chinese language student from Australia with oodles of spare time on his hands! And that is why I do not put on my C.V. that I was a Moderator of a Southern Baptist Church in Hong Kong! MOD CLS would have had a fit!

### **We witness a major catastrophe.**

June 1972 saw the slide of many buildings down further up the slopes, down on to Kotwal Road in the mid-Levels. Our AdminO who met us at the airport, lived next door to the last building that collapsed. He invited us over on the Sunday afternoon to see the terrible destruction. I took several slide photographs from his flat. When the slides came back, every slide that showed the destruction had been obliterated with ink, during their development.



*An ink splattered photo in the Kotwal Road disaster*

### **RAAF Welfare.**

The RAAF Unit, simply known in those days as RAAF Base, Butterworth, Detachment A, although small, had an active Welfare Committee. That committee bought an old Chinese junk, with a much-worn London bus motor and moored it at Aberdeen Harbour. The MT Fitter, 'Smithy,' and a few mates, kept it running. It was called the 'Kung Lu' ('Kung' being taken from the Chinese word for Air Force and 'Lu' from the word for Army.) Groups that knew a unit member could hire the 'Kung Lu' when it was running and often, we sailed around the sunken wreck of the old 'Queen Elizabeth' then called 'The Sea wise University.' Just after it was refurbished, it burnt and sunk to the water line. It sat there for months and was eventually cut up and sold for scrap. We went on several excursions around the old Queen Elizabeth and took many photographs, although, surprisingly, none were obliterated as the Kotewall Road photos were.

Now here was a very odd tilt to life in Hong Kong. If a fire began and the Fire Brigade arrived, the owner had to negotiate with the head firefighter to see if it was worth extinguishing the blaze. As I just mentioned, the 'Sea wise University' burnt and sunk. The original floating Restaurant at Aberdeen had just been finished when it caught fire. The negotiations took a little while, while the fire continued and severely damaged the almost complete Aberdeen Floating Restaurant!





Now here was a very odd tilt to life in Hong Kong. If a fire began and the Fire Brigade arrived, the owner had to negotiate with the head firefighter to see if it was worth extinguishing the blaze. As I just mentioned, the 'Sea wise University' burnt and sunk. The original floating Restaurant at Aberdeen had just been finished when it caught fire. The negotiations took a little while, while the fire continued and severely damaged the almost complete Aberdeen Floating Restaurant!



*The burnt-out hulk of the former 'Queen Elizabeth'*

The floating restaurant sat on the water with the tower tilted to the side for most of our entire tour before it was repaired and was opened during our second tour. It is where I spent my 40<sup>th</sup> birthday party.



The similar vintage two storey home opposite us in Repulse Bay lay derelict on our second tour of Hong Kong. One night, it caught fire and as no owner was contactable, so, after the fire Brigade arrived and with no negotiations on a price to put the blaze out, it was reduced to a shell.

Our unit also packed the RAAF Welfare Chinese junk to go to one of the islands east of Hong Kong which housed Chi Ma Wan prison. We went about once a year, on invite and the prison's inmates thought it great that they could wait on us hand and foot while they enjoyed the day as much as we did. Everyone took home a (purchased) glass engraved, "Stolen from Chi Mas Wan Prison."



*Fire Brigade sits idly by while negotiations to extinguish the blaze continue!*

### **The days before the Cross Harbour Tunnel**

When we first arrived in Hong Kong, there was not any tunnel connecting Hong Kong Island to the mainland. If we went to Kowloon or the New Territories by car, we had to use the car ferries. To cross otherwise, we would use the Star Ferry or various other ferries that criss-crossed the water between the two points. After the Star Ferry closed for the night, the only way home was by 'Walla Walla's.' First came the cross-harbour tunnel then the Mass Transit Railway (MTR), both tunnels sat on the bottom of the harbour floor and by our second tour in 1980, the MTR had been extended to multiple points around Kowloon and the New Territories, not to mention, as far as Aberdeen on Hong Kong Island.





## **Our Transport.**

How did we get about? Just after our arrival, we bought a 1964 VW beetle. Nothing could kill it, even when we run out of oil! When we left Hong Kong in 1974, we sold it to an airman and when we returned in 1980, he had just put it off the road, not for anything mechanical, but for too much rust! We could not sell it locally for two reasons. It was blue and Chinese abhor blue cars for some unknown reason. And it had a 'four' in the number plate. '4' means 'death' while 'three' means life and auctions for one, two, three, or four 'threes in a plate' fetched high dollars when released.

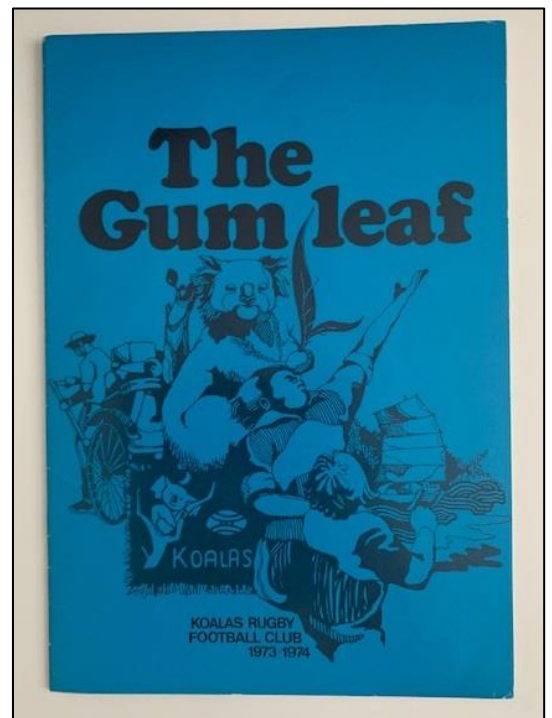


## **The 'Koalas'**

Our unit did not have enough men for a football team. Rugby Union was played all over Hong Kong. We formed a team and invited both military and civilian Brits into our Koala Football Club. We invited visiting ships and other local teams to play us, the result always was the same, Visitors usually close to fifty, Koalas – Nil. But we always claimed we won the drinking competition after the game. We played the Red Hackle team from the Black Watch just before they went back to the UK. They had kept enough alcohol to last them for the remaining six weeks in Hong Kong. The night we played them, we left them with no alcohol stocks.



I wrote the weekly newssheet for the Koalas, called 'The Gum Leaf.' Our Commanding Officer, SQNLDR John Rossiter, asked me if I could produce an end of season glossy 'Gum Leaf,' as he was Patron of the 'Koalas.' My classmate from Point Cook, a Koala's player and then at Hong Kong University (HKU), came with me to see the manager of a large cigarette company in Hong Kong and asked him to cover all costs to produce a glossy 'Gum Leaf' end of year magazine. I promised him that if he paid for the full production of the magazine, I offered the 'carrot' that he could have the full back page to advertise his product. We shook hands on this deal in the exclusive Hong Kong Club and the first glossy 'Gum Leaf' is now part of history.



At the end of the Koalas' season, we had a break-up at the China Fleet Club. A friendly Australian based company supplied us with Australian pies and Queensland beer. A great night was had by all. The glossy 'Gum Leaf' was launched. Nine months later, ten of the club members' wives gave birth, including a British couple who had remained childless





after twenty years of trying to become parents. My Annette was one of them. She gave birth to our youngest child, Paula.

Our Commanding Officer and Patron of the Koalas, John Rossiter, called me down to his office. "Why aren't you an officer?" John asked me. I did accept his kindly advice. I was commissioned the following year on my return to Australia on the 5th of March 1975. As I tell everyone, I was not commissioned because of my Linguistic skills, nor lack of them. I was commissioned because I wrote and produced the first glossy 'Gum Leaf'!

### **Annette and her tennis.**

Annette was, since High School, a champion tennis player. In Hong Kong, she played tennis whenever the opportunity presented itself. There was a tennis tournament that had attracted British and Australians over many years. For the 1972 and 1973 season, Annette was runner up to the British Ladies Championship. First prize was a 20 cm high trophy. Runner up was a 10 cm high trophy. She had always been successful in the Ladies Doubles, too. There is a footnote to this story. On our return to Hong Kong in 1980, She was again runner-up to this British lady.



There were two tennis courts where we lived at Scenic Villas in Pokfulam, on our second posting. The men of the unit who were considered surprisingly talented players, practiced with her every day. That support by our friendly male tennis players proved most successful for 1981 was, finally, Annette's year to become Hong Kong's Ladies Tennis Champion. Prize trophies were as in the previous years. but that year the size, (height,) of the first and runner-up trophies was reduced.

### **Mid-Tour leave**

From the commencement of the Detachment, the pundits in Canberra considered that as Hong Kong was so densely populated and of humid climate, that it was considered that a mid-tour leave out of Hong Kong would be appropriate. Initially, the usual getaway was by a first-class cruise to Japan and return, with all expenses paid. Many enjoyed this form of break from the densely populated Colony.

Then began the choice of alternatives, by using the value of the cash to travel by sea to Japan and convert the value to travel anywhere in the world. The United States West Coast or The United Kingdom and Europe began to prove a popular alternative to Japan. Annette and I and our two elder children chose to fly to London, hire a VW Dormobile camper and travel around England and Scotland as well as several countries in Europe, including France, Belgium, Holland Germany, Austria, Lichtenstein, Luxemburg and Switzerland. We had a fabulous time but hampered by the fact that we had no tent fly to mark our camp site, so once we booked into a spot, we were locked down there for the night.

Our main aim was to visit Sami Haenz in Herisau, Switzerland. Sami had boarded with Annette's mother when he was the Chief Engineer representing Brown Boueri on the Swanbank Power



Station in Ipswich. Sami took us up to the high mountain region of Switzerland of Santis and Schwagalp. He also took us to Teufen for the Swiss National Day function including a large oompah band. Our children joined in the children's march from three points of town, but just as they arrived at the big band destination, the skies opened and the whole event was washed out!

The following is a quick taste of the highlighted places from our quick tour of Europe and England and Scotland. I will never forget Annette's words as we pulled up in Germany, just as we entered Dusseldorf. She jumped out of the Kombi and with outstretched arms she exclaimed, "I am the first of my family to come back to the Fatherland!" That was interesting for a week earlier, I had expressed happiness at being a first-time visitor in my British family to the Motherland! Join us on a quick tour:



***White Cliffs of Dover, England***



***Our VW Dormobile***



***Somewhere in Holland***



***Oostende, Belgium***

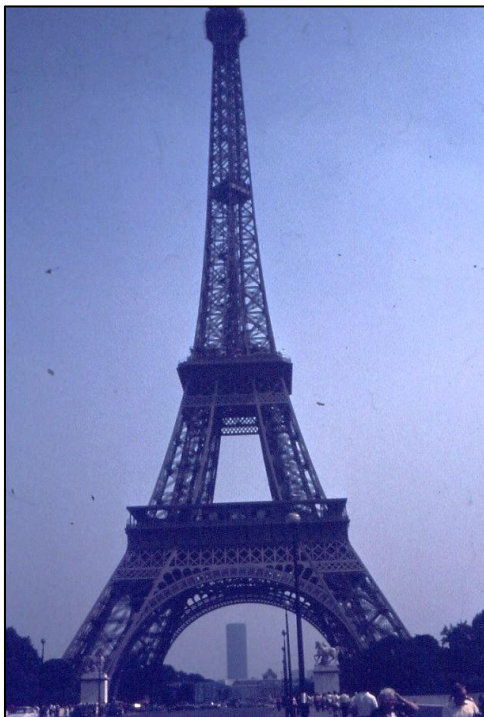




***The Dom, Cologne, Germany***



***Oberammergau, Germany***



***Paris, France***



***Buckingham Palace, London, England***



***Big Ben, London, England***



***Lifeguards, London, England***

### **Funniest memories of Hong Kong (First Tour) – No. 1**

Our Warrant Officer Linguist, Pat H lived over the road from Fung Ging Dai Ha with his wife. He had passed through MOD CLS a few years earlier. He was a jolly person, quick witted and just a wee bit roly poly, enough to be invited every year to play Santa Claus. Santa's sleigh was a camouflaged tractor which pulled several carriages behind it. In the last carriage stood Santa.

"Ho, ho, ho," he chuckled as he greeted the children on the playing field at Little Sai Wan. "Ho, ho, ho," as the tractor took off at a little more than a slow pace, Santa fell backwards, continuing his chant, he yelled without taking another break, "Ho, Ho, Holy Smoke!"

### **Funniest memories of Hong Kong (First Tour) – No. 2**

During that period, most taxis in Hong Kong were Mercedes Benz. Friends from our unit were out doing what seemed strange to the local Chinese restraint owners. We were participating in a progressive dinner, where we went into several Chinese restaurants in Causeway Bay and only had one dish, (and one drink,) paid for our bill, then left!

Several dishes (and drinks later) as we were proceeding to yet another restaurant, we crossed the road when a Mercedes Benz taxi pushed into a crowd of us on a pedestrian crossing. One of our member's wives put out her hand to stop the taxi when to her surprise, the Mercedes symbol came off in her hand. She strode around to the driver's door, opened his door and threw the symbol in his lap. She bellowed, "Here, I believe this belongs to you!" She slammed his door and the crowd continued to partake of yet another single dish for everyone in the crowd and of course, on more drink!



### **Funniest memories of Hong Kong (First Tour) – No.3**





We had made friends, which has continued to this day, with a couple from the United States, who had three young children and spent the school holidays in the company of our children. So much so that their mother claimed her children were talking Australian and ours talking American!

But we learned a few language changes from them. They had just moved to a smaller block of flats which had four floors, but while it had an elevator, (where we would say 'lift'!) their building's elevator was out of service that day. It was an extremely sweltering day, even hotter than normal for Hong Kong. We got out of our VW and climbed the stairs to the fourth floor. On arrival, Annette announced that she was 'all knocked up.'



Our friends ran over to her and hugged her, asking, when the baby would be born! s It was then we discovered that the two languages differ on many clauses. In US English, it means to be pregnant!" Not so," said Annette.

#### **Funniest memories of Hong Kong (First Tour) – No.4**

Our Unit was small, we fielded a football team by swinging ex-pats and British civilians into the team. But we could have formed a formidable men's choir. Whenever the chance posed itself, several members would break into their own often-sung song. At 3 a.m., standing at the front gates of Fung Ging Dai Ha, Ted would sing his favourite, 'Only a Rose' until the security guards opened the gates and let him in.

Mick B would break in to 'The Wild Colonial Boy' without being asked. Butch knew the "House of the Rising Sun' backwards. While Lloyd, (a teetotaller,) knew every word of 'Dolly Dimple' which earned him that same name.

#### **Funniest memories of Hong Kong (First Tour) – No.5**

One day, Annette and I were in Stanley, a favourite spot for strolling through the markets on the southern side of the island, when we decided to have a light lunch at one of our well-supported restaurants, the Stanley Restaurant, on the first floor of a dingy old building, but the food was quite acceptable.

The restaurant was crowded, so the waiter found two seats vacant at a table for thirteen. The other eleven diners were concrete tradesman, all Cantonese speakers. From the moment we sat down, their discussion centred on what the 'guai los' were eating and every sentence contained reference to the 'guai los.'

When we were seated, I called for the bill and when it arrived, I used my limited knowledge of Cantonese to announce the amount and made comment to the small expense for such a hearty lunch, in Cantonese! There was silence at the table and not another word was spoken until we left the restaurant. Annette and I often refer to our lunch with eleven concrete workers, particularly when we would like a conversation to end!



## **The Highlight of our Tour**

As I had been in Vietnam when our son was born and had mumps when our eldest daughter was born, I could not enter the hospital to see Annette. When Paula was coming along and after I had an altercation coming down Fortress Hill Road on a wet road mingled with excess oil from old London buses, Annette said because I was never available for her in maternity rooms when the other two were born, I had better stay off my treasured Suzuki. So, I straightened the handlebars which went under the rear of a new Torana and sold my beloved motorcycle.

Halfway through her pregnancy, the Medical Officer at the Adventist Hospital said all was not well and to build her some shelving in our typhoon shelter in the kitchen to keep her mind off the baby and concentrate on my poor attempt at manual arts.

At her next monthly check, the MO announced he had found a heartbeat and all was proceeding smoothly again. So, I chose her name. Paula. Everyone was waiting anxiously for this little one's arrival. P – parents; A – aunts; U – uncles; L – Leanne; A -Ashley; Annette chose a second name for her – Louise, after her grandmother's second name. It was only years later that she found her grandmother did not have a second name.

Fung ging dai Ha, (Hilltop) was on one hill, Adventist Hospital was on the next hill. When Annette called me at 3.a.m., it took me less time to get to be with her than it took for her doctor to go up three floors in the hospital.

I went to the birthing suite, filled with long black-haired Chinese babies and there was a little bundle of 'guai lo' baby. I noticed she had purple feet. I ran in to Annette and she calmed me down by saying that is how they do it here. Not by fingerprints but by footprints of the baby!

Paula brought much joy to her waiting parents and siblings. Unit members came to our church for her dedication service, then assembled at our flat where our Senior Warrant Officer, Archie Gates, presented what would be for a christening, a silver cup to Paula.

She had been born within the period that we did not have to return home early or apply to extend.

***Now we are five***







## **Closing off our first tour of Hong Kong**

The four months remaining in Hong Kong, flew and soon we were back to packing up, completing our inventories, buying the last needed pieces of jewellery from J.J. Jewellers and electrical gadgets from To Brothers, which we may need back home.

Apart from the offer by our Commanding Officer to recommend me for commissioning, I had planned a fresh path for me at Australia's National University in Canberra, to obtain an educational degree to allow me to be employed in private schools teaching my two acquired languages, Vietnamese and Chinese. Can you imagine my thrill when my posting came through to Canberra. At that time, no other Linguists were in Canberra, so I was blazing a new trail in a linguist's career. In those three months, I applied for and gained a place at the Australian National University. I had been elevated to second year in Modern Chinese because of my three years study at Point Cook and at Lye Yue Mun. The icing on the cake was that one of my lecturers was Raef d'Crepiny, the alleged guru of Chinese language teaching.

In mid-November 1974, the Fry family, now numbering five, left Hong Kong, with extremely happy memories of the greatest posting they had ever enjoyed. Hong Kong? In those days, it was RAAF Base Butterworth, [Malaysia,], (Detachment A.)

## **Impressive people I met in my Air Force career**

Probably the most impressive person I encountered during my RAAF career, who also became one of my closest friends, was Raymond (Ray) Hiern, who began his RAAF career as an Instrument Fitter Apprentice at Wagga, rising to Sergeant Apprentice, then followed a short career as an Instrument Fitter in the permanent Air Force, before undertaking a course in Chinese Mandarin at the RAAF School of Languages at Point Cook.

While at Wagga, he met and married Margorie Sibrey who was his life partner, greatest supporter, sweetest critic and best friend ever since. They had two brilliant children, Kym and Barry, who shared their parents' scholastic achievement in the business world and good friendship in social circles.

Ray was posted back to the RAAF School of Languages just prior to the conclusion of my first language course in late 1965 as a Flight Sergeant Linguist. On graduation day, Ray escorted the six newly promoted Acting Sergeant language graduates into the Sergeants Mess at Point Cook and introduced the six to the new Mess life that success on a language course had given them as a reward.



*Ray and Margorie Hiern at home in Canberra (circa 2010)*



Both Ray and I were given Married Quarters in Laverton, not far from each other. We drove to School on alternate days, leaving our wives to share the remaining Holden FB sedan, to go shopping in Footscray. Annette would take our little baby daughter, while Margorie had her two youngsters as their companions on these ritual 'retail therapy' excursions.

Ray and I followed different career paths over the years, but we always stayed connected and visited when we could. We twice shared a posting at the same unit. Ray was commissioned in 1966 and began his climb to his final rank of Wing Commander where he held the post in Canberra of Deputy Director of Security – Air Force at Russell Officers. He closed his long and illustrious RAAF career and moved sideways in his position to become the Security Officer at DIO for ten years.

Our last posting together was in Hong Kong, where Ray was Commanding Officer, RAAF Unit, Hong Kong and Commander, Australian Forces, Hong Kong. Just recently, four of the five RAAF officers who were in the Colony with RAAF Unit Hong Kong at the end of our second tour in Hong Kong, gathered in Canberra, where the other three live after retirement, for a night of fine-food dining and great reminiscing, even if only to correct muted points over long told yarns about our time together.

Margorie's declining health has restricted her to a Nursing Home in Canberra, but the other three ladies enjoyed the attention and company that a night at the Gungahlin Golf Club offered the group. I said in my last column that our posting to Hong Kong in 1972 was our best posting ever, but the night out recently reminded us that our second tour of Hong Kong was even better for the camaraderie of that group lingers on after all those years.

Ray oversaw the activities of the all-ranks social club at the base, the Club Saturnalia, which saw most of the Unit gather of a Friday afternoon for social drinks and also organised other social functions that were instigated by an all-ranks committee under Ray's watchful eye.

The officers of Ray's Unit also had a 'Fun Fund Club' which saw the officers, Air Force and Army, socialize throughout Hong Kong on a regular basis. That Club also had the dual purpose of showing visitors the sights and shops of Hong Kong while the one they came to visit was at work. Many extended family friendships were made and continued for years, thanks to Ray's organizing ability at a social level.

On one occasion, Ray called for an officers' dining-in night at HMS Tamar, where the guest-of -honour was Air Chief Marshal, Sir Neville McNamara KBE, AO, AFC, AE, the Chief of the Defence Force Staff (CDFS). Before his arrival, Ray was advised of the Air Chief Marshal's favourite drinks and that he enjoyed an early departure to rest. However, Sir Neville enjoyed the company of Ray and his Unit's officers so much that he lingered longer at the table. Ray always was an excellent host.







I recall the time when Steve Larkin and I produced a film, called 'Mulga Bill's Bicycle.' In our spare time we filmed all over the island of Hong Kong. Filming was done by Jason Gates, son of Warrant Officer Arch Gates, who added his quirky additions to the original thoughts of A.B. 'Banjo' Patterson in 1896. At the 'World Premiere' of 'Mulga Bill's Bicycle' at the China Fleet Club on Australia Day 1982, Ray announced that he knew his two Flight Lieutenants were up to something, but he did not know what!"

Steve's wife, Siepie and our eldest daughter, Leanne, portrayed the two girls who rode their bikes around the car park at Shek O that Mulga Bill wanted to impress, appeared in other non- 'Banjo' Patterson segments of the film. Leanne's children have had a good laugh at their mother's enjoyment in being a 'one time film star.'

Ray Hiern worked hard, studied hard and gained a most successful career, sometimes difficult, always enthralling, in Australia, Great Britain and Hong Kong. He and Margorie have been Annette's and my friends for almost sixty years, so I salute him as being one of the people who most impressed and mentored me in my military service.

Thank you, Ray, for being you!

## The Nation falls silent to mark Remembrance Day.

### Lest we forget.

At the eleventh hour on the eleventh day of the eleventh month, we will remember them.

On the 11<sup>th</sup> November, the nation fell silent to mark Remembrance Day as services were held across the country on the anniversary of the end of the First World War. We honour those who serve to defend our democratic freedoms and way of life and remember the service and sacrifice of the Australian Defence Forces community.



Remembrance Day each year honours the members of the Armed Forces who have served their country and pays respects to the fallen who have given their lives in defence of our democratic freedoms. In 1918, Australia made a promise never to forget the service and sacrifice of 416,000 Australians who enlisted and over 60,000 who died. For over 100 years, we have kept this promise. We remember them still.

Remembrance Day was originally called 'Armistice Day', and 2 minutes of silence was observed for the first time at 11 am on 11 November 1919 to remember those who had died. Prime Minister Billy Hughes said at the time:

*"Of their deeds it is not necessary for me to speak. Of their valour, endurance and resource at Gallipoli, Pozieres, Baupaulme and other famous fields, men still speak with awe".*

Hughes put our soldiers' sacrifice into perspective when he added:

*"Our heritage, our free institutions of government - all that we hold dear - are handed back into our keeping, stained with the blood of sacrifice. Surely not only we, their fellow citizens, but Australians throughout the ages, will treasure forever the memories of those glorious men to whom the Commonwealth owes so much, and will guard with resolute determination the privileges for which they fought and suffered."*

RSL Sub-Branches all over the country held services, the following was held at the Kedron Wavell Services Club by the Kedron Wavell RSL Sub-Branch.

People began to assemble at the Club from 10.00am in readiness for the 10.30am service. MC for the morning service was Barry Kyrwood, the Sub-Branch's Ceremonial Committee Member.

At 10.30am, Barry welcomed everyone to the ceremony, read the rules of engagement then called for the mounting of the Catafalque Party. (See [HERE](#)). The Party consisted of "volunteers"





from the 2<sup>nd</sup>/14<sup>th</sup> Light Horse Regiment (Queensland Mounted Infantry) and were led by Cpl Chappel.



After the [Catafalque Party](#) was established, MC Barry Kyrwood asked the president of the RSL Sub-Branch, Ken Roma (below), to officially welcome everyone to the Ceremony and to introduce the official guests.







MC Barry Kyrwood then called on Lt Raven from Gallipoli Barracks in Brisbane to give the main address.



While the Light Horse association with their well-trained horses looked on.



It was then time for Wreath laying.





Lt Raven.



Students from Padua College.





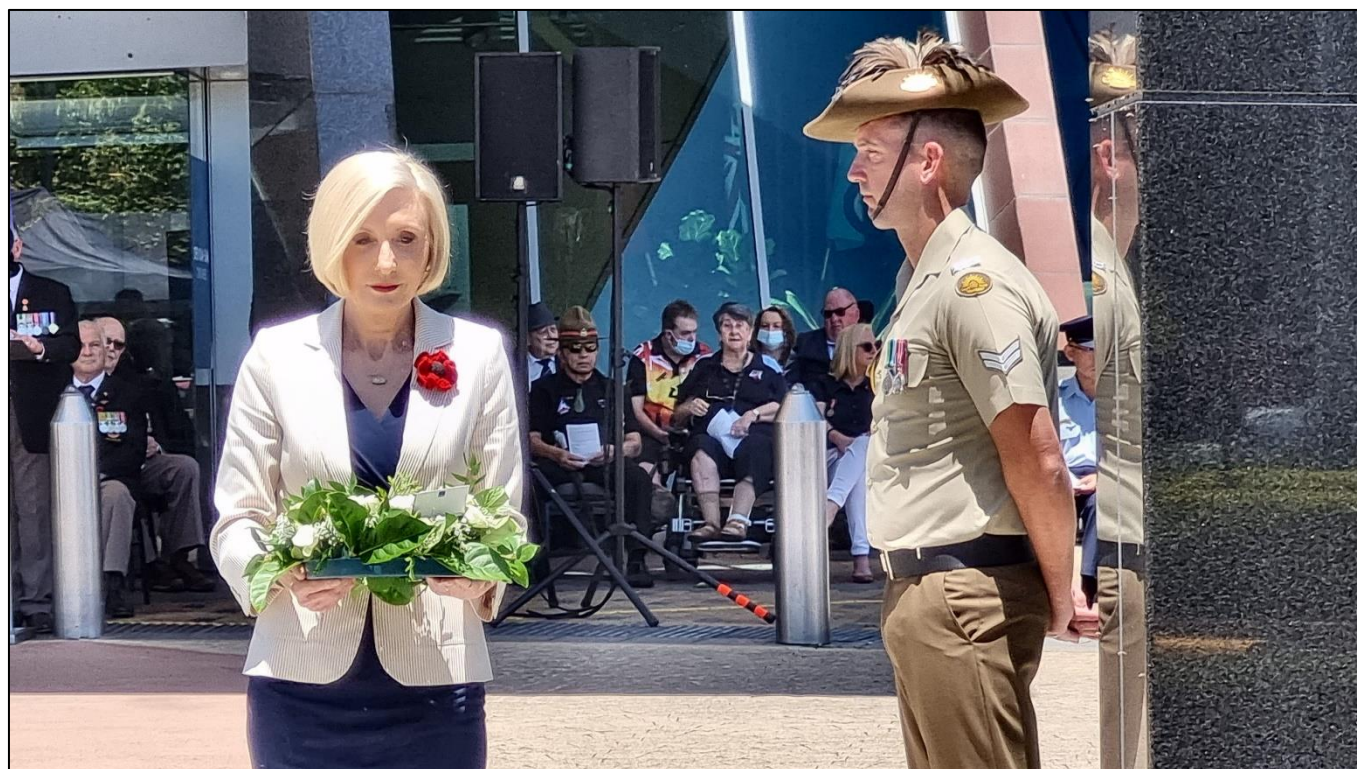
Students from Wavell High.







Jimmy Sullivan, State MP for Stafford.







Air Cadets.





While people were laying wreaths, Piper, Bruce Campbell played the lament .



Others sat solemnly in the hot sun.





All the while the Wreath Laying Ceremony was underway, the young blokes on the Catafalque Party did a marvellous job, standing rock solid in the sun for 30 – 40 minutes.

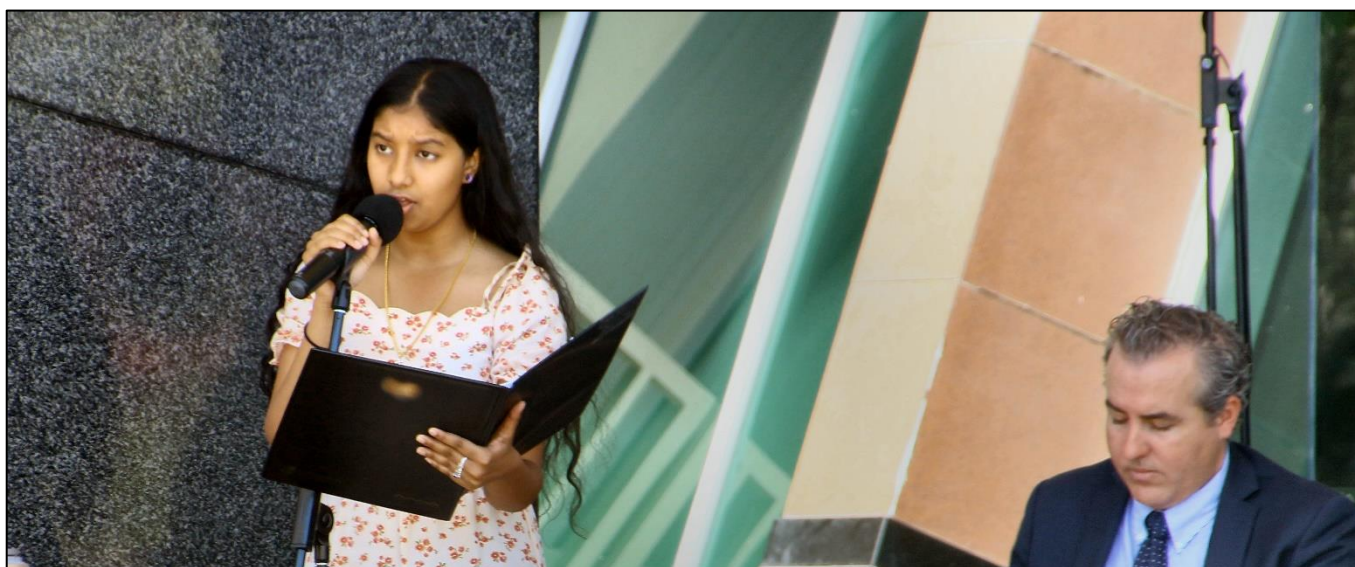
Oh to be young and fit again.



At the conclusion of the Wreath Laying Ceremony, Peter Cairns, the Kedron Wavell RSL Sub-Branch called everyone to their feet and then recited the ODE.

The Australian Flag was then lowered, the Last Post was played followed by one minute's silence, after which the Rouse was played and the flag was once again raised on the mast.

Rosie Tom, a delightful young lady, then sang the New Zealand and Australian National Anthems.



The nation's traditional, favourite poems for Remembrance are recited each year as part of the commemorative services. Poetry is one of the many forms of expression that the nation turns to





as we reflect on the sacrifice made in the defence of our way of life. One favourite that is recited at most events is “*In Flanders Fields*”. It was recited by Peter Saxon, a Sub-Branch Committee Member.



Click the pic to read the words.

*In Flanders Fields* was first published in December 1915 after it was penned by Canadian physician Lieutenant-Colonel John McCrae during the First World War. After appearing in London’s Punch magazine, it soon became a popular reflection on the sacrifice of war.

McCrae's focus was on the peace that follows death, from the perspective of fallen soldiers lying in their graves.

McCrae saw action in the First World War and supervised medical care in Boulogne with the Canadian Expeditionary Force.

The Catafalque Party was then [dismounted](#) and everyone was invited into the Kitty-Hawk Room for refreshments.





## Remembrance Day – Perth, WA.

Ted McEvoy sent us these pics. The ceremony was held at the Air Force Memorial Estate in Bull Creek in WA.







See [HERE](#)

## The reason we wear a poppy.

On November 7th, 1920, in strictest secrecy, four unidentified British bodies were exhumed from temporary battlefield cemeteries at Ypres, Arras, the Asine and the Somme. None of the soldiers who did the digging were told why. The bodies were taken by field ambulance to GHQ at St-Pol-Sur-Ter Noise.



Once there, the bodies were draped with the union flag. Sentries were posted and Brigadier-General Wyatt and a Colonel Gell selected one body at random. The other three were reburied. A French Honour Guard was selected and stood by the coffin overnight of the chosen soldier. On the morning of the 8th November, a specially designed coffin made of oak from the grounds of Hampton Court arrived and the Unknown Warrior was placed inside.

On top was placed a crusader's sword and a shield on which was inscribed:

*"A British Warrior who fell in the GREAT WAR 1914-1918 for King and Country".*

On the 9th of November, the Unknown Warrior was taken by horse-drawn carriage with Guards of Honour and the sound of tolling bells and bugle calls to the quayside. There, he was saluted by Marechal Foch and loaded onto HMS Verdun bound for Dover. The coffin stood on the deck covered in wreaths, surrounded by the French Honour Guard. Upon arrival at Dover, the Unknown Warrior was met with a nineteen-gun salute - something that was normally only reserved for Field Marshals.



A special train had been arranged and he was then conveyed to Victoria Station, London. He remained there overnight and, on the morning of the 11th of November, he was finally taken to Westminster Abbey.

The idea of the unknown warrior was thought of by a Padre called David Railton who had served on the front line during the Great War, the union flag he had used as an altar cloth whilst at the front, was the one that had been draped over the coffin. It was his intention that all of the relatives of the 517,773 combatants whose bodies had not been identified could believe that the Unknown Warrior could very well be their lost husband, father, brother or son...

THIS is the reason we wear poppies.

We do not glorify war. We remember - with humility - the great and the ultimate sacrifices that were made, not just in this war, but in every war and conflict where our service personnel have fought - to ensure the liberty and freedoms that we now take for granted.

Every year, on the 11th of November, we remember. At the going down of the sun, and in the morning, we will remember them.

Lest We Forget.

### **But why a Poppy?**

During World War I, red poppies were among the first plants to grow on the Western Front in Europe. They bloomed across the wasted battlefields of northern France and Belgium.



Australian troops taking a rest from the Somme fighting in a field of red poppies near Allonville, France. AWM photo.





In 1918, American academic and teacher Moïna Michael was inspired to write a poem after reading McCrae's *In Flanders Fields*. Michael's poem is called *We Shall Keep the Faith*. She is known as the first person to wear a red poppy as a personal commemoration and also encouraged the sale of poppies to raise money for veterans. This gave rise to the poppy becoming a symbol of remembrance around the world. (See [HERE](#))

Frenchwoman Anna Guérin, who made artificial flowers, first sold poppies in Britain in 1921. She is known as the 'Originator of the Poppy Day'. Guérin raised money in support of veterans and the families of those who had died during World War I.

In 1922, an ex-servicemen's organisation, the Royal British Legion started a factory to make poppies. The factory employed many returned soldiers and sold poppies to raise money to help veterans and their families. Selling poppies is still a big part of its fundraising campaign today.

Today, the red poppy has become a very special symbol of commemoration on:

- Remembrance Day in Australia and other Commonwealth countries
- Anzac Day in Australia and New Zealand

At an Anzac Day dawn service in Palestine in 1940, each soldier dropped a red flower from Mount Scopus onto the Jerusalem Memorial. A senior Australian officer also laid a wreath of flowers.

Australian volunteers making poppies to sell on Armistice Day, Melbourne, 5 November 1942.



AWM Pic



In Australia, we recognise red poppies as the flower of remembrance. Traditionally, they are:

- worn on clothing for commemorative services
- placed beside names on honour boards and rolls
- woven into wreaths on special days of commemoration

## **Sister Greta Towner.**

Greta Towner was born at “Glencoe” station, Blackall, Qld, in 1891, she attended Blackall State School and continued her education in Rockhampton after which she trained as nurse at the Rockhampton Children’s Hospital, registering as a Nurse in August 1914

As the world was at war, she enlisted in the Army in July, 1915 and served with the AANS (Australian Army Nursing Service) in Egypt (Heliopolis, Cairo), Lemnos Island from September 1915 during the Gallipoli Campaign and on Sea Transport ships. In 1917 she saw service in England at the Southall Hospital which specialised in amputations and artificial limbs. In March 1917 she arrived in France and was posted to the 8th Stationary Hospital in Rouen. On 27 September 1917 she was posted to the 1 AGH (1st Australian General Hospital) in Rouen and served there for the remainder of the First World War.



The conditions on Gallipoli had seen diseases such as dysentery, various fevers, rheumatics, gastritis and pneumonia become endemic. The sick and injured were transported to ships and islands including Lemnos Island where just months before the ANZAC’s had practised their landings before the landing at Gallipoli on April 25th 1915.

Greta and her fellow nurses at the 2ASH worked in primitive conditions, caring for patients in tents without running water, sewage systems and indeed often with a lack of proper medical supplies to care for the men. The commanding officers did not warmly welcome Greta and her fellow nurses – it was the first time women had served in the 2ASH. The nurses learnt new skills in managing their tented hospital – mending tears, re-hooking the walls or tightening and loosening the guy ropes, depending on the weather. When winter set in it was common for tents to collapse on the patients with the nurses pitching in to salvage the situation, including those injured by the collapse. Water was rationed, delivered by ships. The nurses improvised, tearing up sheets for bandages, turning off lamps and sitting in the dark to conserve fuel and propping up patients with rocks when bedding was not available.

Sister Towner was officially discharged on 4 July 1919 and upon her return to Australia, Sister Towner took on pharmacy study at the University of Sydney, emigrating to the United States of America where she married twice and held various positions as nurse in veteran hospitals. Sister Greta passed away in the US in 1961 and shares a gravestone with her second husband, Harry Maloney.





The local people at Blackall, in conjunction, with the local RSL Sub-Branch, intend to honour Sister Towner by erecting a bronze statue of her in the town's Memorial Park.

Cam Crossley, a sculpturer from the Sunshine Coast, was commissioned to produce a bronze sculpture of Sister Greta Towner and recently he showed a miniature to the towns-people and the RSL Sub-Branch- which was met with enthusiastic approval.

Terri-Ann Eden-Jones, the President of the Blackall RSL Sub-Branch with Cam Crossley with the miniature at a recent event at Blackall.





## Scootaville 2022

At about 2.00am on our first night in Emerald we were treated to the mother of all storms. The rain was so heavy that, as our building was all metal, it sounded like it was raining half inch ball bearings. We don't think anyone slept through it but the building didn't leak, no-one got hurt, the bikes got a wash and it certainly gave us something to talk about.



Next morning we had a free day. Most of the rain had gone, there was a bit of water lying about and we were looking forward to the promised day's activities.

Bryan Ottone, the secretary of the Emerald RSL Sub-Branch, had arranged for Emerald Coaches to pick us up early in the morning and take us 60 kms up the road to the Miners Heritage centre at Rubyvale. Normally the cost to hire a bus this size for a day, with a driver, would be about \$800 but the management, in their generosity, waived the hire cost, and the driver gave us his day too. The generosity of people all the way, from Brisbane to



Townsville, was outstanding and we are most grateful. It was a privilege to experience it.

There are a lot of nice people in this world.



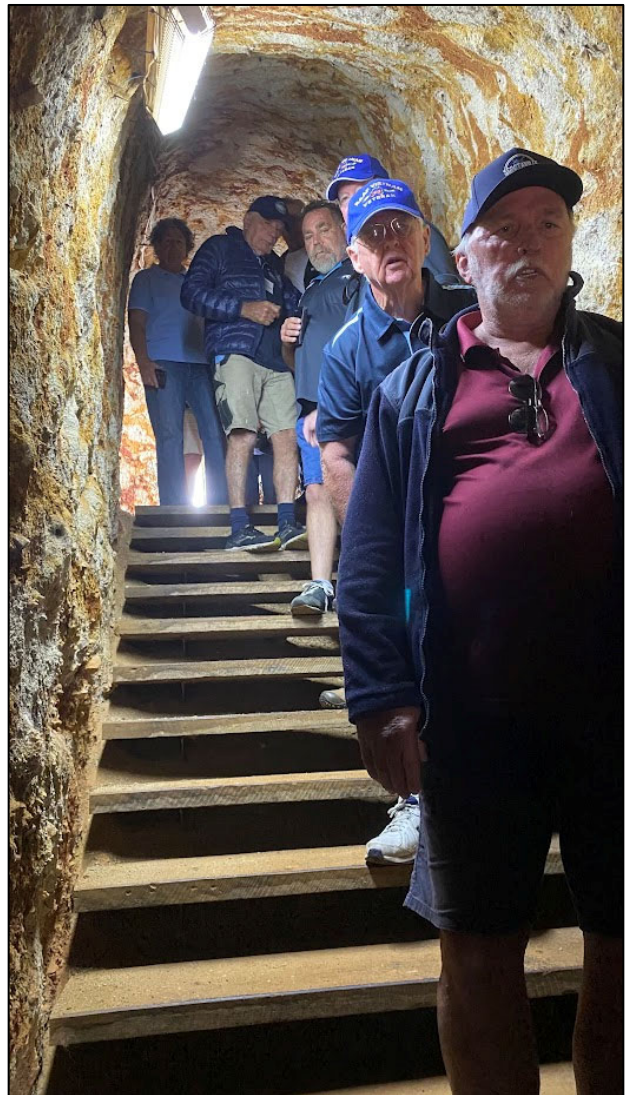


Rubyvale is about 16km off the Capricorn Hwy. It contains an old mine that has been converted to a tourist complex and which now provides hour long underground tours. Bryan and the Sub-Branch had organised a tour for us and Emerald Coaches delivered us there mid morning.

Rubyvale, which is one of the world's largest sapphire mining districts, is one of the 3 towns that exist in The Gemfields, the other two being Sapphire and Anakie. You pass through Sapphire on the way to Rubyvale, both of which are still very active.

The Rubyvale mine to which we were going began life back in 1906 and continued to deliver up gems until 1984 when it was converted to a tourist complex.

We joined the tour and were led down a bunch of stairs into what must have been hell when it was a working mine years previously. Back then there were no stairs, no hand rails, no electric light, no safety gear. If you got a quid working one of these mines you certainly deserved it.



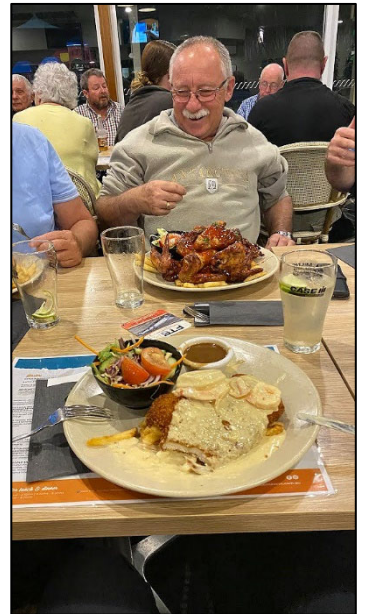




This is how it was once done, light would have been provided by one or more candles or a kero lamp, miners usually worked in pairs, one below doing the digging, the other on the surface hauling the rubble up in a bucket. A tough old life.

After we'd all had a look through the mine, had a look through the souvenir shop, had a look at some of the old gear scattered around the place, grabbed a coffee and a snack at the small café, it was back onto the bus and back to Emerald.

Back at the pavilion and after a shower and a brief nana-nap and not wanting to prepare the evening meal, we climbed aboard our two buses and headed for the Maraboon Tavern, possibly the favourite in Emerald. As we had found right throughout our trip out west, meals prepared at clubs, cafes and hotels were always huge, Mal Wilson ordered a meal of chicken wings and couldn't believe what he received.



Being the trooper that he is though, he wasn't going to let a ton and a half of chicken wings beat him – he fought and he won. Downed the lot!!

Next morning it was up early, SSSS, breakfast, pack everything up, (by now the air pumps in the beds had become an accepted noise), onto the bikes and buses and time to head further west





along the Capricorn Hwy to our next overnighter which was Barcaldine. This was to be another long day, the road between Emerald and Barcaldine was 297km long and we had a few stops.

The first was Anakie. Anakie is the oldest town in The Sapphire Gemfields but has seen better days. It's a few km off the highway but we had to see it. We stopped in front of the old Anakie hotel which was closed in August 2018. As the Anakie gem-fields began to dry up, people moved on and there was not sufficient custom to maintain it as a business. Originally opened in 1902, it is now just another photo opportunity.



Ros Curran, Floyd Wilson, Jillian O'Toole, at the Anakie hotel. (And Floyd is not letting them go either).





Next stop was Bogantungan, which is about 100km west of Emerald. Once a thriving railway town, back in the 1880s it boasted 28 hotels, several churches, numerous clubs and a racecourse, these days it is by-passed by the highway and is practically a ghost town. The old station building has been converted into a small museum and we did hope to have a look through it but couldn't find the museum keeper.



[SOME](#) people found other ways to amuse themselves though.

Thanya Pattay, who came out from Thailand to join us, on the line at Bogantungan. Thanya, who is a doctor, is an excellent rider and it was lovely having her with us – we just hope she can find time to join us in 2023.

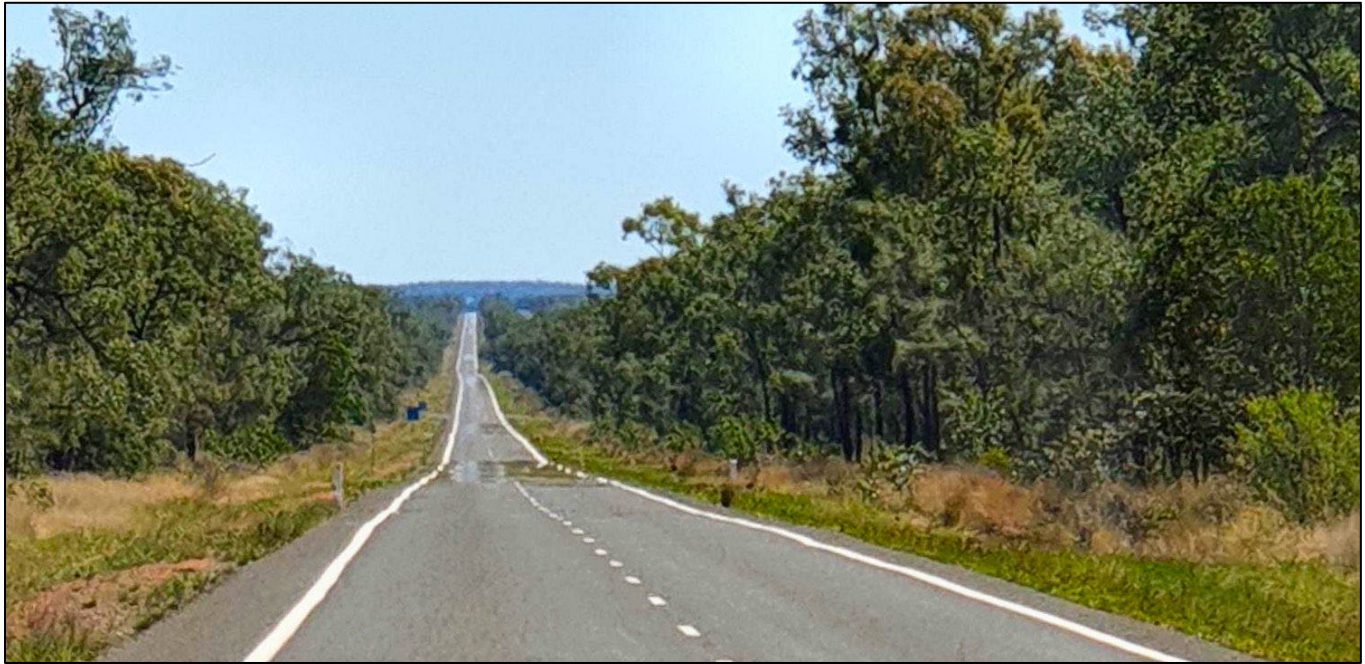
Bogantungan was the site of a terrible rail accident back in 1960. The Midlander train which ran from Winton to Rockhampton, fell into a creek when the bridge over which it was travelling collapsed. Seven people were killed and many others injured. See [HERE](#).







Our next stop, where we intended to have lunch, was Alpha, a further 60km along the 'straight as a die' highway.



Once again, the ever dependable Kiwi had gone ahead with his ute full of goodies and had set up the barbecue and urn next to the railway line so when we arrived lunch was ready to go and being the well trained ADF people that we were, we knew how to form a nice orderly Mess line and to line up without pushing in.

I think we all agree, Kiwi has to be a definite starter on Scootaville 2023.







**Clockwise from the left:** Chris Dietzel, Chuck Connors (partly hidden), Kev Collins, Ros Curran (steamed out), Wal Shakoff, Sandie Downes, Mick Rogers, Marie Henson, Jock Young, Neil Snudden.

**Out the back L-R:** John Broughton, Dave Pedler.



Alpha is a small town which possibly owes its existence to being close to mid-way between Emerald and Barcaldine, making it a natural stop-over for road travellers. It is also situated on the Longreach to Brisbane rail line with the Spirit of the Outback train stopping at Alpha a couple of times a week.

After lunching and giving Kiwi a hand to pack up, we headed for our next stop, Jericho, an easy 50km further west.

#### No nonsense coffee guide

Long black  
Cappuccino  
Espresso  
Mocha

Black coffee  
Frothy coffee  
Miniature coffee  
Choccy coffee

Flat white  
Latte  
Machiate  
Tea

White coffee  
Milky coffee  
Milk topped coffee  
Not coffee





We were all tonguing for a cold drink or an ice cream when we got to Jericho but we found that Jericho works on outback Queensland time – the only shop in town was closed – “back in 5 mins” the sign said, then 40 mins or so later, it opened, but it was worth the wait.

Jericho is home to a ‘walk-in” movie theatre, situated in the main street (the Hwy) it has an overhead screen, projection box and speaker stands exactly the same as a normal drive-in, except you walk in, bring your blanket and folding chair and sit on the grass and watch a movie. We thought it a fabulous idea.



Ian Aves thought he'd prefer the back stalls instead of the grass.





The school called today and said "Your son is telling lies"  
"Well" I replied, "he must be really good at it because I don't have any kids."

After a good look around Jericho, it was back onto the road for the final 90km to Barcaldine, our next overnight stop.

Once again, the very generous Council had given us access to a pavilion on the showground and on arrival we wasted no time setting up our bed spaces.



With everything set, beds made, bodies showered, clothes changed, it was time to put the feet up and bring out a few nibblies and the big yellow esky and enjoy a cold one.







We enjoyed dinner that night at the Union Hotel/Motel, a short 5 min walk from our lodgings, then after enjoying one or two with the locals, it was back to the pavilion for a reasonably early night.



Barcaldine is home to the Tree of Knowledge, the reputed birth place of the Australian Labor Party. The poor old tree is not what it used to be, back in 2006 someone with a gripe against the Labor movement poisoned it. What was left of the tree was preserved and an award winning structure was built around it and at night it is lit up to represent a full tree.







Our next overnight was Ilfracombe which was only 81km away so we had time to have a look around Barcaldine before heading off. Barcaldine is home to the Australian Workers Heritage Centre and with time on our hands we had to have a look.



The Australian Workers Heritage Centre is one of Outback Queensland's premier tourist destinations. Spread across over two hectares of beautifully landscaped gardens surrounding a tranquil billabong, the Australian Workers Heritage Centre presents a wide variety of exhibits capturing the spirit of Australia's workers.







Entry to the Centre is normally \$20 per person but as we were on a mission from God, raising funds for Legacy, the friendly staff gave us a very favourable admission deal. We thank them and if you're ever in Barcaldine we strongly suggest you visit the Centre.

On Saturday morning, after leaving the Centre, it was just a short walk to the Barcaldine Bakery for a 'top up' then it was time to head north again, to Ilfracombe, where we intended to stay 2 nights. Originally we had planned to spend two nights in Longreach, a further 27km but a rodeo had also planned to perform at the showgrounds the same nights as us, so we had to find alternative digs. Councillor Tracy Hatch came to the rescue and offered us the Ilfracombe sporting complex – which was excellent. As it turned out, rain had made the showground arena ground unsuitable for the rodeo and it was cancelled anyway.



Our accommodation at Ilfracombe sports complex. Very comfortable.





We were lucky we had John Broughton on the trip – no shortage of entertainment when John's around.

Ilfracombe is one of those “must stop” places on the Landsborough Hwy. Apart from the historic and well known Wellshot Hotel, it also boasts the “machinery mile” which hosts a wide range of machines, ranging from standing engines to earthmoving machinery. The machinery mile is accessible 24 hours a day, 7 days a week, it's free to stop and look and there's no time limit.







Part of the machinery mile.

We had a free day while at Ilfracombe and a few decided to ride out to the Jindalee Operational Radar Network (JORN) Radar site which is about 30 kms south of Longreach, down the Thomson Development Rd. JORN is an over the horizon radar network with transmitters at Longreach, (Radar 1), Laverton in WA (Radar 2) and near Alice Springs in the NT (Radar 3). The receiver for the Longreach transmitter is at Stonehenge about 130km south west on the Thomson Development Rd and the control centre for the whole network is at RAAF Edinburgh. It operates on HF.







**L-R:** Chris Dietzel, Neil Snudden, Ian Aves, David Pedler, Floyd Wilson, Annabelle Reidy.

Longreach has two major tourist attractions, the Qantas Founder's Museum and the Stockman's Hall of Fame. While some did the JORN trip, others did the Qantas and/or Stockman's Hall of fame tours.



Qantas Founders Museum.





Stockman's Hall of fame.

Others did lunch.



**Clockwise from the left:** Cathy Yang, Sue Trimmer, Jim Zekants, Geoff Spackman, Jock Young.





On the Monday it was time to head for our next overnight stop - Winton, a further 205kms. We decided to do a coffee when passing through Longreach and John Saunders (Johnno) and his minder, Jillian O'Toole, took the opportunity to wave the Bucket in the main street.

Johnno was the purveyor of the Bucket and at every opportunity, whenever we stopped, he would grab it and harass the locals, soliciting funds for Legacy.

He did a magnificent job too, raising the majority of the \$25,000 we were able to present to Legacy at the end of the day.

We've booked him for Scootaville 2023.



After coffeering and a final look around Longreach, we loaded up again and headed north, our next stop was the Australian Age of Dinosaurs, the turn off to which is about 12km before Winton.







The Australian Age of Dinosaurs Museum of Natural History is a world-class organisation and home to the world's largest collection of Australia's largest dinosaur fossils.

Australian Age of Dinosaurs was incorporated as a not-for-profit organisation in October 2002 and was based at Belmont, a sheep station owned by David and Judy Elliott. In 2006 a rugged mesa and wilderness area 24km south-west of Winton known as "The Jump-Up" was donated by the Britton Family and the Museum relocated there in 2009.

Today the Museum houses the world's largest collection of Australian dinosaur fossils and comprises a Fossil Preparation Laboratory, Reception Centre and the March of the Titanosaurs exhibition at Dinosaur Canyon. Future plans include the construction of Australia's premier natural history museum.

The Museum is a non-profit organisation which draws support from across Australia.



## WRAAF News

### The ex WRAAF story in Victoria. A personal memoir.

By Lyn Mitchell  
Course 151  
Served Base Squadron,  
East Sale, Victoria.



"I became Me" during that time of my life; a quote from firstly a university graduate seeking information and then she became a friend. Colleen joined the Royal Australian Air Force in 1985, 20 years after I took my first step into a challenging, but wonderful world of women in a male dominated world of a RAAF Base.

**151 WRAAF RTU** (Click the pic for names)







**WRAAF Reunion – 2011, Brisbane.**



I served at RAAF Base, East Sale for the “huge” total of 19 months. There was still a Commonwealth Public Service Act in 1965 to be discharged for “being no longer eligible for WRAAF Service”, if you wanted to get married. Marriage being the cake with cherry on top if you lived in those early years of the twentieth century. The Act was changed only months after I was married, when the women’s fervour for equality gained maximum demand in the second wave of feminism. I was a Clerk General in the Orderly Room and became Wing Commander Slam Sullivan’s secretary along with a Junior Officer Dougal McKenzie and a Warrant Officer Murray. I shared in the workload as a Clerk General and my Corporal was Tony Keene. It was a busy life in Base Squadron Orderly Room and every day was truly a great day at work.

***ACW Kyte, 19year old, 1965.***

I was to meet a girl in the ‘mysterious’, ‘shush’, ‘secret’ room in the same building. Flt Lt Haber was ever so good looking and appeared occasionally, but WRAAFs couldn’t be interested in ‘going out with an officer’, so it was a salute only between us, and I think he was married! However, I did meet the wonderful, Pam Nelson, an EDP Operator. It is still in the realm of what’s out there, big brother and the World Wide Web. I never did go into the room. Pam and I had conversations through the small wooden cut out that one would now put into a door as a doggy door. Knock and Pam’s face would appear as the wooden window was flipped up.

B





When I say wonderful, I mean one of the most sincere people on this earth, warm, funny as, but didn't stand for nonsense. She was this way all her life, but sadly passed away this year, quite suddenly. A loss to the world. Pam remustered to WRAAF NCO and became part of the Recruit Training at Edinburgh RAAF Base. She was well known throughout the sporting fraternity of all the Services.



The WRAAF life gave many of us a haven from abuse, but also gave us freedom albeit within the confines of a hierarchical structure of authority. We had possibly one or two girls in our room to share our lives, and mostly they became friends for life in a bonding that morphed us silently into one body. Wing Commander Lois Pitman, a lady I adored, but after WRAAF Service, because I didn't meet her until 1980, explained Esprit de Corps – Spirit of the Body – and that is what happened. We all became one.

And in the time we arrived to the day of discharge, we also had a bunch of other sisters who passed through our lives; all from different states, so there were many discussions, on names for food (cheerios, cocktail frankfurts), towns (Newcastle or Newc'ar'stle). I was from Queensland and said togs for a swimsuit, the way New South Wales girls described it. I had an argument about peanut butter and my way, peanut paste. I asked mum to post a jar down to prove it. Don't know why I did that now after 55 years have passed.

### **We were Royal**

At the time of my Service, June 1965 to February 1967, we were no different to our predecessors, those girls who joined in 1951, girls like Shirley Lemon and Patsy Hogan, both precious friends now, having met them at various reunions. We were the younger versions of the Triple A's, the women who joined the forces who were fighting World War 2. We were distinct from those girls, not just because we didn't have a war to fight (at that stage), but we were given the privilege of having Royal in our identity. The Triple A's being Women's Auxiliary Air Force. However, and sadly for many of us, the world puts us in the same basket, and just like younger sisters in families, the women of the Women's Royal Australian Air Force, are proud of their own identity. And yes we were in existence throughout the Vietnam War but only the Nursing Service women were allowed to go overseas. Neither WAAAF nor WRAAF were allowed in operational areas.

In this article I have not researched figures of participation in the 1960s, or the mustering's that came into existence as the women's service grew and the years passed.

The exWRAAF organization in Victoria, which has been in existence for 42 years was conceived as a Branch of RAAFA, and I became the founder and first member. I met a Peter Hannan and Reg Yardley of that organization and convinced Peter to let us join without the required 15 members. As a branch we were hopeless as far as the Board was concerned because we never had enough members, and those of us who were members of RAAFA were mostly the women were so immersed in baby nappies and the raising of several children, as indeed I was. The 3rd wave of feminism was happening and women were starting to find a life for themselves. Still in infant stages but for exWRAAF it was indeed a space to recapture the freedom of soul that we had in the service.





### **First Official Australia wide reunion**

Our first WRAAF reunion in Victoria had 300 women arrive at the Laverton Golf Club on my birthday, 22nd June 1980. This was four years after a known gathering in SA where there were interstate attendees. But this reunion was promoted Australia wide, and all the women had to bring was memories and a plate of food. The bar was manned by the husbands of the committee members, and they were handy when it came to cleaning up.

That first reunion had a wonderful feeling of elation. My own roommates met each other for the first time in years. ExWRAAF arrived from all over Australia and the CO of the Base came and congratulated us. He also allowed us to have the Golf Club to hold the reunion as long as he was in his position. We did convince his replacement as well. We held reunions in Victoria for many years in the 80s.

Our committee grew, and as we became a stable entity and planned our yearly reunion in June, we needed a place to meet. That's when we decided to join RAAFA, and have our meetings at Cromwell Street, South Yarra.



*Above - the only photo I have seen of South Australian exWRAAF. It was taken, I believe, at Marie Chenery's home, or at the CWA rooms. If anyone has information please contact me at [kipling3@bigpond.com](mailto:kipling3@bigpond.com)*



*Below - First Victorian National Reunion 22<sup>nd</sup> June 1980 at Laverton RAAF Base Golf Club. We had to have two photos to get everyone in. 300 ex WRAAF attended.*



So many of my East Sale hut mates attended. And also the friends of the friends. Since 1980 we have kept in touch and I made it a personal crusade to find the others, but that's another story. That day was just a buzz and a few girls must have had a headache the next day, and if you were there you will connect the dots if I say Amy and teeth in the same sentence. Amy left without her dentures.





Below: After all had left, we cleaned up the club and sat down and congratulated ourselves. These girls are mostly East Sale WRAAF. Laverton RAAF Base Golf Club 1980.





**L-R:** Lyn Mitchell nee Kyte (Author), Ann Steele nee Dodds and Anne Quinell nee Whiting, roommates from August 1965 to December 1966 c. That's when Ann Dodds left to be married. I followed in Feb 1967. I cried when I reached my home in Brisbane. My mother questioned why I got out of the Service. I cried back "because I had to". Only months later the marriage bar was lifted (21st August 1966) (Sawer M, 2016) (as was the right to have an umbrella while in uniform! Now with special rules.)

The 1980 reunion in Victoria started a formal movement. I have to recognize that Shirley Lemon and her mob had lunches in homes in South Australia and eventually the CWA. Kudos must be given to them for starting an identity of an exWRAAF. I believe NSW also held similar lunches, but it was the Victorian Branch that reached out around Australia in a formal way. I wrote the advertising and contacted papers and magazines. I'm recognizing what should be acknowledged. The forming of the movement was the Victorian girls wishing to establish a central place for exWRAAF looking to reunite.



*Above – **L-R:** Lyn Mitchell nee Kyte, Jacqui Walsh nee Rodger, Pam Nelson, Joan Ramsay nee Arbon. The four exWRAAF were East Sale Friends and a WRAAF we met through the Sergeants Mess at Pt Cook 1979. We were all given a watch on a chain in 1985 c.*

The four people who organized the reunion were friends, three were at East Sale at the same time and Jackie Walsh nee Rodger joined us. Jackie and I became wonderful friends and sadly





for me her husband was posted. I have never been able to find her despite many attempts, most recently on Facebook. Jackie, where are you?

We were at a Sergeants Mess dinner and someone must have been talking about the SA meetings. I said let's do one also. Brenda Douglas at that table and has been an important member as the years have passed. She has served on committee since the very early years. Betty was one character – she knitted and wore her own dresses. They fitted her personality like salami wrapped in clear plastic. She loved her cats and cottage garden and there were books in every corner of her little house. She would cook eggs and they would be forgotten and blow to the ceiling. She loved to make chocolate with rich fillings, her chocolates were her – rich, dark, mystery, flamboyant, colourful, and lovable. She played her part in our history, always at meetings (I drove, she talked),



*Laverton Reunion 1980. Three officers well known to WRAAF, Pearl Cox, Doris Carter and Lois Pitman all attended that year. Doris was previously an Olympian. Carter was a high jumper and Australia's first women's field athlete to make the finals. She was placed sixth in the women's high jump with 1.55 metres. (See [HERE](#))*

By 1985 we had a well-structured event and Patsy Ludwick nee Hogan had joined our celebrations. Those years we were developing a vibrant club atmosphere with ladies joining our committee. Friends Sally Cook nee Nutting (dcd), Chris Rogerson, Jan Smith (dcd), Jacqui McCloud (dcd), Pat White (dcd), followed by Lyn Morrison nee Christmas, Joy Emery, Brenda



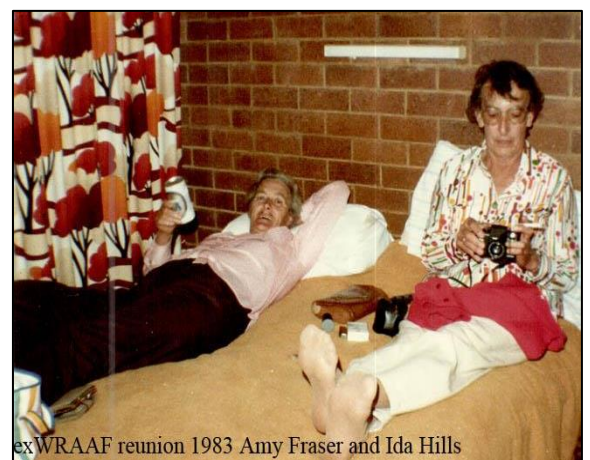
Douglas, Rosemary Pulz, Betty Cooper (dcd), Cheryl Hersey, Trish Hodda, Colleen Withers (dcd), Cath Pettit, Eileen Mostyn, Ann Dodds, June Gospel dcd, and so many more as the years passed by.

Patsy loved her local amateur theatre group and for some years we had skits and Patsy made us do terrible things.

The photo at right is blurry – but it reflects our joy.



Pat White, our splendid cook and a future President of the Branch.



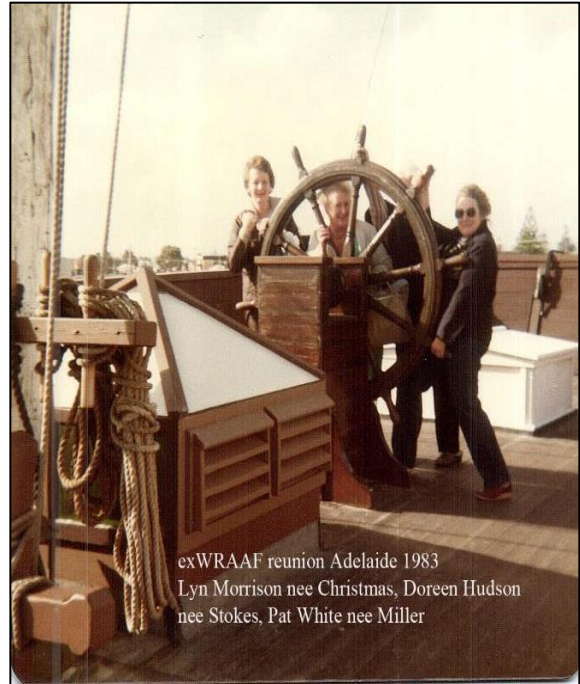
exWRAAF reunion 1983 Amy Fraser and Ida Hills

Ex WRAAF reunion 1983, Amy Fraser and Ida Hills.





Chris Rogerson counting money – a silver coin donation at the door.



exWRAAF reunion Adelaide 1983  
Lyn Morrison nee Christmas, Doreen Hudson  
nee Stokes, Pat White nee Miller

**L-R:** Lyn Morrison (Christmas), Doreen Hudson (Stokes), Pat White (Miller)  
ExWRAAF reunion Adelaide, 1983

#### ReunionsToowoomba and Adelaide.





### Ex-WRAAF reunion, Toowoomba, 1985



**L-R:** Jan Smith, Colleen Withers, Amy Fraser, Margaret Townsend, Don't know, Shirley Davey, Patsy Ludwick.

At that time, I had been to a Primary School Function and they had a fund raising raffle called a Dutch auction. Everyone had to bring something worth \$5. Bring as many gifts as you cared to. We then bought raffle tickets and they were drawn out after lunch. The object being some of us could go home with many gifts. It was accepted with great enthusiasm and the cries of "yes" as names were called can be recalled still, after so many years.

Our 1988 reunion was a blast. We were given permission to hold it in the Airmen's Mess at Laverton and amazingly some of us could stay in one of the blocks on Base. It was a space all wanted to experience. When does one ever relive an experience that is like no other? The talk, the jokes, this time no short sheeting of beds, and the conversation with close friends that is personal and deep, knowing we are in a bubble with just us.

This time we had a mannequin parade with real uniform borrowed from Pt Cook and some individuals. It was joy to see the women/girls reliving the past.

I will never forget that reunion. I had just sold my floristry business and went straight into picking up people from airports and coping with all facets of bringing hundreds of women together. As every exWRAAF knows, we have a Friday night Meet and Greet, Saturday night a formal evening meal and Sunday morning an all denomination church service to celebrate those who have passed, and all women of the WRAAF.

### WRAAF Reunion Melbourne, 1988. Parade of Uniforms.

K





East Sale people from all years at Laverton reunion, 1988.

L



We were building an organization that intended to keep the history of our service to Australia in the eye line of Australians. As a group we made the decision to march on Anzac Day. I think our first day was in 1989. It was the most remarkable morning every year. I made it to the train early (that in itself is a remarkable feat). For many years we marched behind the WAAAF who marched in their blue blazers and looked wonderful. We didn't achieve the same formation but we were cheered on each year. Comments such as "you're still looking good girls" gave us a giggle.

Marching so close to our older sisters from war time, we, at a younger age, merged and the sad fact was there was no recognition of a post war section of the WRAAF! We developed a banner and that eliminated some of the confusion and in later years we were put in front of the Vietnam boys, and a lot more identifiable.

Your job as a woman is to observe when your man is happy  
and immediately put a stop to that nonsense.

2003 Waiting outside the Town Hall, Melbourne. The banner made by a WRAAF



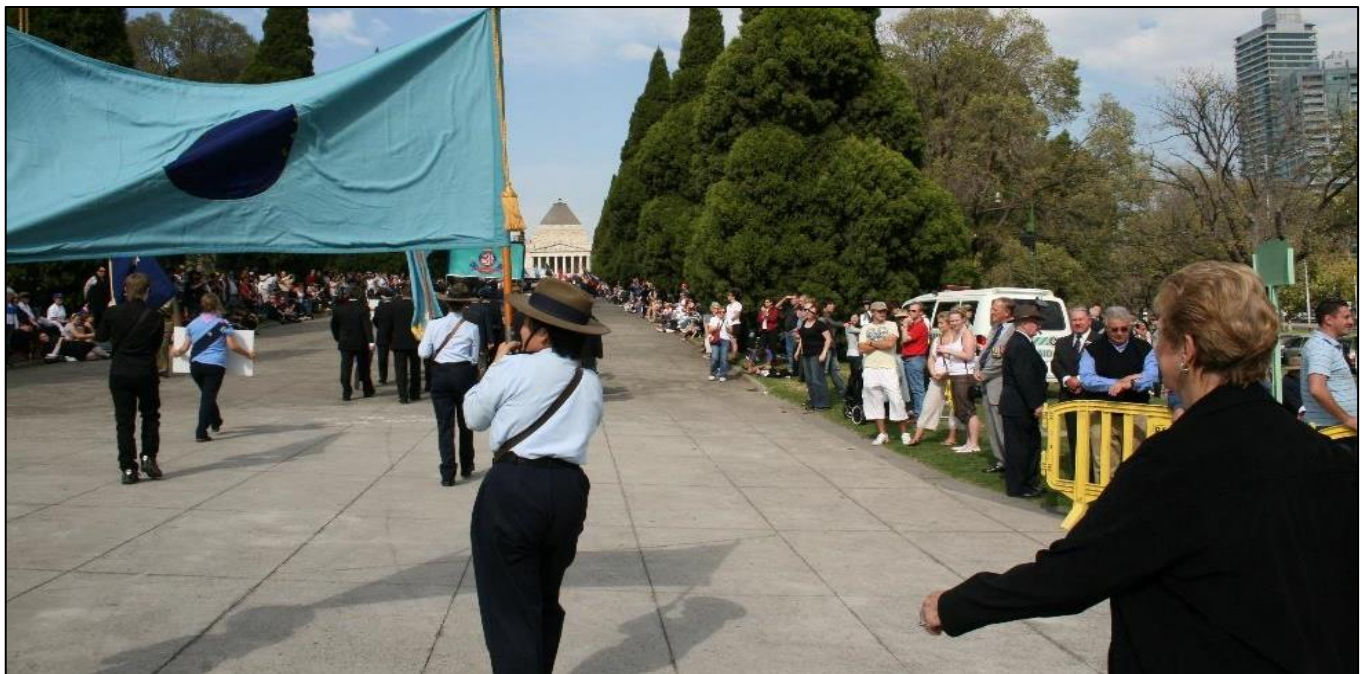


It was so much fun. The bands conflicted with each other and we would get out of step. We marched on rainy days and dodged the horse poo and the tram tracks. We loved the clapping and "good on you girls". It was a time to be proud of being a WRAAF. One of my top 10 moments in my life. It has been years since we marched but the sounds of the bands and the cheering and clapping remain and pride in my service is relived.





*Anzac Day 2008 June Gospel and Ann Steele. Jeeps can manage tram tracks. You feel a sense of identity and the heart races while you keep your outer person hopefully in time with the others.*



*Anzac Day 2008. I like this photo – Memorial Flag WRAAF*





The enthusiasm to get together to relive our memories led the other states to develop their own identities and Sydney decided to have the next reunion. South Australia, Queensland and Western Australia all formed branches and we took it in turns to have reunions. The last one being in South Australia in 2016 with West Australian Branch financing the event.



**L-R:** Anne Steele, Rosemary, Pulz, Kate Pettit and Trish Hodda.  
Meetings were held at RAAFA Cromwell St South Yarra. This one 2000.



Our reunion became an Annual Luncheon as the other states requested to hold the National reunion. At some stage, we moved to have our luncheons at Cromwell Street (RAAFA). It was more convenient as our numbers decreased.

Our Committee still met, and lunch began to be held at the various RSL venues when we felt the venue at RAAFA became restrictive. We did try various RSL venues, but for many years Werribee RSL was home, and many locals attended. Many RAAF on discharge stayed around that area, however, we did try the other side of town and had a few luncheons at Ringwood, and Caulfield and on the west, Altona RSL.

All had a train line within walking distance of the venue, but still our numbers were low despite our efforts.

Our newsletters kept everyone in the loop as much as was possible. Rosemary Pulz for many years delighted all with her passion for aircraft and the women who defied gender bias. I took over from Rosemary and the world still relied on the postal service. That was to change. The world discovered technology and an electronic form of communication we all call "The Web". Brenda Douglas took over the newsletter and now Victoria and the other states newsletters are sent by email.





Above & Below Luncheon at Werribee RSL June 2001





A meeting held luncheon at Werribee on 26th June 2001 after the lunch with the always committed WRAAF.



**L-R:** Colleen Withers dcd. Pam Steele nee Dodds (hidden), Don't know, June Gospel nee Hoy dcd, Pat White Dcd, Trish Hodda, and Rosemary Pulz Dcd, our newsletter editor for many years.







*Werribee RSL. Our 2002 luncheon was well attended and possibly the highest attendance rate.*

I haven't singled out many women this time. Really, I thank you all. Those of you who supported the ideology of keeping connected and who contributed so many years of dedication to the Branch. A club cannot survive without all members working together and though at times WRAAF Branch Victoria had moments, so too, do all clubs or committees. This is from memory and photographs, and names have not carried through to my brain in this year of 2022. Please forgive me. Hopefully, one day, papers will remind me. Perhaps the newsletters will help.

### **Luncheon at Caulfield RSL, 27th February 2011**



Our last President. June Gospel felt strongly about the WRAAF as so many do. Being a WRAAF changed the lives of so many young girls in the 50's and 60's, and probably still does today though there would be major differences as equality has been reached and women are in all musterings.

June passed away in 2022. She will be remembered as having a keen sense of humour, and a sense of fairness. She was a good President.



### Altona 2012



### Altona 2013



Reunions every three years became the norm as each state took its turn. Then every two years but as the generations of WRAAF age, there is less energy for the hard work that it takes to create an event for women reaching an age where they need far more care and concern. The last reunion was held in 2016 in South Australia with finance from the WA Branch.





**Perth Reunion 2007. Most Victorian Committee attended.**



The last reunion Victoria held was in 2004 and held at Mayday Hills resort at Beechworth. A one-time asylum, the hotel and grounds were gracious in their age and we all felt the spirit of friendship spread through the attendees.







Now part of a university, the grounds of Mayday Hills are spectacular. These are photos of the service on Sunday morning. I had just lost my friend Sally Nutting. We nominated the departed and it was as sorrowful as the series White Coolies – the calling with the word – Missing.

Unfortunately age is gaining on us and there are so many more.







My girls from East Sale. This was Beechworth 2004, but we do keep in touch and have grown our group by finding friends more easily through the various Facebook sites. Messages are sent via someone else who knows someone else. Just this year have found another of our Sale 80s group looked for near 60 years.

June Gospel and friend.



Patsy Ludwick, Kate Petit and friend.



The committee girls did have time together just having a coffee after a meeting and we had some Christmas lunches.





Though not a Victorian reunion but it should be highlighted that the Governor General of Australia recognized the WRAAF's place in history when she was guest speaker at the 2011 reunion in Brisbane.







One of my proudest moments in my life – meeting Dame Quentin Bryce. I wrote to her some weeks later and thanked her. When I met her I told her how good it was that she raised our profile and that of women in general. Some years later I was asked if she could put my letter in one of her books. I was proud of that not only for myself but for WRAAF. Brisbane Reunion 2011.







This particular reunion in 2011 attracted in the vicinity of 500 ex WRAAF. A noble feat indeed. The Governor General was charming and mesmerized us all. A great occasion for WRAAF.







WRAAF Reunion Queensland. Fri Meet & Greet. We used to stand on the Friday night but now we have to have tables and chairs.







*Reunion Brisbane 2011. June Gospel, Brenda Douglas, Cheryl Hersey and with her back to us, Ann Steele, part of Vic Branch committee.*



*A luncheon at Maroochydore Qld. This is the modern version of a reunion in each state. Local and smaller. A chat and lunch with friends and making new friends.*

For me, having been a foundation member, it was a moment of reflection and pride, even though there is an ignorance in the community – Australia wide – of our place in history. My hope is that a young WRAAF of 18 or 19 will enter the Force with the excitement that another young, blonde, naïve and determined young WRAAF had. A young girl who thought she could be another Mata Hari. She wasn't but she learned and grew to recognize that women were equal and their strength of resilience shone through the lack of power in their female bodies. I was that WRAAF and the Service changed my life.

Though we were dismissed from Service upon marriage, the breadth of empowerment we all enjoyed by being in the Service made us all women of courage and achievement, each in our own sphere of society. Women in the RAAF of today are enjoying the equality there is and this is achieved through determination of the modern WRAAF. Perhaps one day the women of 1951 to 1977 will be recognized for playing our part in those decisions. WRAAF friendships are still being lived through all ways of today's communication and for those with computer understanding, we can ask a question within seconds through the various applications.





There are almost 2,000 WRAAF on a Facebook site called exWRAAF and I am committed to a website called exWRAAF.com.

The Victorian Branch of WRAAF may not be as strong as it was and may even be disbanded but it was a link to our past and served the women in Melbourne well. We should all be proud of what we achieved and shown children and grandchildren what women can put their capabilities towards achieving whatever we desire.

The RAAF motto is Per Ardua Ad Astra – through adversity to the stars – we certainly have.

An old man calls his son and says, "Listen, your mother and I are getting divorced. Forty-five years of misery is long enough." "Dad, what are you talking about?" the son screams. "We can't stand the sight of each other any longer", he says. "I'm sick of her face, and I'm sick of talking about this, so call your sister and tell her," and he hangs up. Now, the son is worried. He calls his sister. She says, "Like hell, they're getting divorced!" She calls their father immediately. "You're not getting divorced! Don't do another thing. The two of us are flying home tomorrow to talk about this. Until then, don't call a lawyer, and don't file papers. DO YOU HEAR ME?" She hangs up the phone... The old man turns to his wife and says, "Okay, they're both coming for Christmas and paying their own airfares.



## John Laming.

Aeroplanes and other stuff.

### Like overtaking on a blind corner and hoping nothing is coming the other...

In 1941, during World War Two, as a nine-year old, I was living in England with my 55-year old Uncle Alf and his wife Annie. Alf was a member of the Royal Observer Corps and I helped him spot and report on German enemy aircraft flying over our village. He was a keen carpenter and made me a wooden model of the Mosquito which had just entered service as a fighter-bomber with the RAF.



Alf had carved the model out of solid wood using photos and drawings handed out to the Observer Corps outposts because of its likeness to the familiar German Junkers 88 bomber. Alf told me to keep my model under wraps because, at that stage, they were told it was a secret bomber. Of course, I was terribly impressed.

In 1948, one year after migrating to Sydney in Australia, I was 16 and living in Camden, working as a general hand with the Herald Flying Services (HFS). It had a couple of freighter DC-3s and Hudsons. The manager of the HFS was former Wing Commander Harry Purvis AFC. The chief pilot (called Flight Superintendent in those days) was Doug Swain DFC. Doug won his DFC flying





Mosquitos over Occupied Europe during WWII. Harry was also an engineer by trade and had been the chief engineer of the Australian pioneer pilot Sir Charles Kingsford Smith. During the war Harry Purvis was the RAAF chief Lockheed Hudson instructor. He took the surrender of several thousand Japanese troops at Surabaya in 1945. His was an amazing story.

I did my very first flight in an aeroplane of the Herald Flying Services. It was Hudson VH-SMK at Camden, NSW, in 1948 on a test flight following an engine change. The pilot was Harry Purvis. There were no seats since it was a freighter. I sat on the bare metal floor along with several other employees. There were no seat belts either. These Hudsons and DC-3s were used for the airborne dropping of newspapers to Northern and Central NSW.



In 1953, there was an England to Australia Air Race. Another former Mosquito pilot was Aubrey Oates who won a DFC flying against the Japanese. Oates ran a pub at Campbelltown near Camden. Known as "Titus" Oates after the story in 1705 of an English crook, Aubrey Oates was loaned a RAAF Mosquito from storage by the federal government to take part in the air race.

Doug Swain acted as the navigator. During the positioning flight to England prior to competing in the air race, the aircraft ran into monsoon weather over the Indian Ocean and ditched off the coast of Burma. Both crew survived, but that was the end of their air race attempt.

I visited Doug Swain (right) a few months later, where he was now a clerk in the head office of The Sydney Morning Herald at Hunter Street in Sydney. He was by then 37 and the Herald Flying Services had closed down a few years earlier. He was unhappy working in an office and not flying. I was in the RAAF at the time and in uniform when I dropped in to see Doug, who was one of my idols when I was at the HFS. I look back now and realise how he must have felt to see a youngster like me wearing RAAF wings and telling him about flying Mustangs and Vampires when he was in a dingy little office shuffling paperwork – when only ten years earlier he had risked his life over Europe. It was insensitive of me at the time, but I was so proud of myself and I thought Doug would be happy for me too. After all, I had been just a floor sweeper at the Herald Flying Services when he was chief pilot. The ball was now on the other foot I suppose.



At the time I visited Doug in early 1954, he told me he had succeeded in convincing SMH management to restart the Herald Flying Services. He also related the story of the Mosquito ditching in which he was involved. He said that Aubrey Oates, who was the pilot in command, was a loud-mouth type and both had strongly disagreed with each other on the course of action that they should take when they were lost in weather with lack of nav aids and getting low on fuel.



That was the last time I saw Doug Swain until reading the newspapers a few weeks later of his disappearance in the Hudson he was flying. It was the inaugural flight of the new service and the commercial pressure to make a success of that first flight must have been on his mind. In the event, it was later found he had been scud running through the hills of the Barrington Tops range near Dungog, NSW, en route Sydney to Taree. The terrain was dangerous and covered in mist and rain. At the time the aircraft had not received DCA licence approval for IFR flight.



The Hudson wasn't located until 15 months later. By coincidence, the aircraft that first spotted what turned out to be the missing Hudson was flown by another former pilot of the Herald Flying Services when I was there in 1948. His name was Bill Jenkins. I liked Bill very much as he was always kind to me. Bill eventually became a Qantas captain.

Many years ago, I was contacted by Richard Swain, a son of Doug Swain. He was just four years old when his father was killed in the Hudson crash. I think he must have seen one of my stories published in an Australian aviation magazine. I gave him some photos I had of his father as well as my recollections of him. From my reading of the original accident report, combined with what I knew about Doug Swain's flying and the risks involved with getting the newspapers to their destination almost regardless of weather, I recall trying to explain to Richard Swain (he was in his 50s by then) how that sort of accident could occur. Commercial pressures would have been strong to get the newspapers to their destination on time. So many pilots have lost their lives for similar reasons.

Recently I came across the following story by Richard Swain about his quest to locate the crash site of his father's Hudson. He quoted a conversation I had with him when trying to explain the circumstances of his father's crash. I must have said that scud running in low cloud and poor visibility was analogous to overtaking on a blind corner and hoping nothing is coming the other way. On reflection that is not a bad description.

This is what Richard Swain wrote:





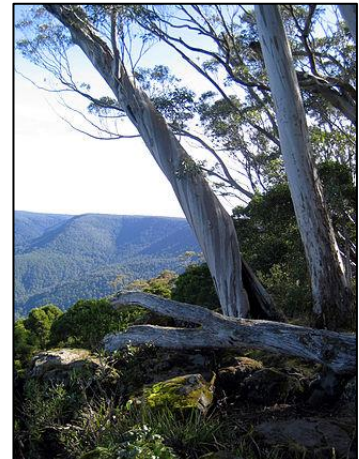
## **Ghost of the past finally laid to rest.**

It has taken him more than 50 years of looking, wondering and waiting, but on a remote ridge high on the Barrington Tops in New South Wales, Australia, Richard Swain has finally come to terms with the life and death of the father he never knew. It was 15 September, 2007, when he and his sister Suzanne Rose unveiled a commemorative plaque on the hillside where their father, Douglas, died in an aircraft crash.

"I know it's an overworked word... this is some sort of closure, though," Mr. Swain says.

Richard was four and his mother was pregnant with Suzanne when Captain Swain, his co-pilot and a passenger went missing on the afternoon of September 14, 1954. They were on a regular "milk run" from Mascot in a Lockheed Hudson, owned by the Herald, delivering newspapers to Taree, Kempsey, Armidale, Glen Innes, Inverell and Bingarra. An intensive land and air search of rugged bush country north of Dungog failed to find the plane, call-sign VH-SML. It was not until 15 months later that the crew of a Butler Airways Heron flying over the Barrington Tops spotted something, presumed metallic, glistening below in the bright sunlight.

Within 24 hours a police party, guided by the pilot in a Tiger Moth, found the wreck at about 900 metres on the Mountaineer Range, near Wangat, 40 kilometres from Dungog. By chance, the pilot of the Tiger Moth was Aubrey Oates who had ditched with Doug Swain in their Mosquito in the Burma Sea in 1953. The bodies of the three men – Swain, of Dee Why, Alistair Cole-Milne, of Neutral Bay, and David Burns, of Hawthorn, Victoria – were removed; inquests, funerals, air crash inquiries held.



Of the crash, Richard Swain, his brother and sisters were told nothing. "I don't remember precisely when we found out," he says. Of his father, who was 37, he has no recollection. "My personal memories of him, his face, are from photographs." Though he had appeared in the newspapers at the time, bravely celebrating his fifth birthday as the search for his father wound down, he was quickly packed off to a Baulkham Hills boarding school. "We didn't even go to the funeral. It was a generation thing, I suppose. We lived in an age when ... such matters were quickly pushed out of the way and everyone moved on."

Decades passed. The crash site was reclaimed by the bush. His mother remarried. A sister emigrated. A brother died in a motorcycle accident. Mr. Swain, now 57, ran away to sea, joined the merchant navy, ran a pilotage company. But he never forgot his father. Or his fatal accident. "I always wanted to know more. I would start then get distracted."

Five years ago, following a stroke, he suddenly found time on his hands. He began studying official reports, combing newspaper cuttings, talking to his late father's friends, trying to relocate the crash site, to recover a life lost. He learnt that the aircraft had crashed in heavy rain, obscured by mist. A friend, John Laming, says VH-SML's last movements were probably comparable to "overtaking on a blind corner and hoping no one's there". Commercial pressures to deliver newspapers on time – a risky venture involving low-flying "drops" through a hatch in the fuselage, or rapid ground handovers – were intense. Three other fleet aircraft had previously crashed.



The inquiry hinted at paperwork anomalies, technical troubles. Whatever the reasons, the aircraft “ploughed into the mountain from the south, cutting a swathe nearly 50 feet [15 metres] wide through heavy timber”. “Wreckage was strewn over 100 yards [90 metres]. About 20 trees, some of them up to two feet in girth had been sliced cleanly through.”

Some time ago, Mr. Swain drove to the Barrington Tops in search of the site. With the help of a Park's Ranger, Peter Beard, local experts and forestry workers, they eventually found it in dense forest. “We went for a bit of a trek, poked around, disappeared in the scrub. Came back out. Had another go. It was hard going, but, suddenly – bang – there it was. Unbelievable.

“Bits of the whole plane are still there. You can feel its oil sticky on your hands.”



And what of Captain Swain? His son's research reveals a brave, handsome man, a turner and fitter who went to England, flew Mosquitoes and Anson reconnaissance planes in World War II, and was awarded the Distinguished Flying Cross. Mike Bayon, who was Swain's navigator during the war, wrote from England that he was “heroic, generous, quick to laughter, quick to anger ... but never mean or vindictive”.

Mr. Swain and his sister say there are still gaps in the short life of their father. “I just wish my mother could have sat down and gone through it all with me,” he says. On return to Australia after the end of World War Two, Swain became manager and chief pilot of the Herald Flying Services fleet of Lockheed Hudsons and Dakota DC-3s.

“After all these years it was so important for me to know it was a job well done.”

Mission accomplished.





**You think you know  
stress? When I grew  
up, if you missed a TV  
show you just missed  
it. Forever.**

**‘It’s not a tin shed’:  
New airport rises from western Sydney’s paddocks.**

Western Sydney Airport is in talks with as many as 60 airlines interested in flying to the new hub after it opens in late 2026 as construction is ramped up on a large terminal to serve domestic and international passengers. Despite wet weather and the pandemic disrupting the \$5.3 billion project, Western Sydney Airport chief executive Simon Hickey said construction of the airport remained “on time and on budget”.

*The Sydney Morning Herald*





Click the pic to see a video of the construction.

A massive roof will be installed for the airport's terminal early in the new year, while the first of multiple pours of concrete for the 3.7-kilometre (12,000ft) runway is due to start before Christmas. Residents near the curfew-free airport are due to be consulted on draft flight paths for aircraft in the middle of next year.

Positioning it as a "growth airport", management wants to tap into western Sydney's fast-growing and diverse population, rather than compete aggressively for passengers with Sydney Airport, which is about eight kilometres from the CBD. There'll be a very strong international feel to this airport on opening. They are talking to about 60 airlines internationally at the moment about coming here..

There'll be very strong demand for a strong Asia-Pacific network.

Sydney's new airport will be able to handle 10 million passengers a year when it opens in late 2026, making it a similar size to Adelaide Airport. Built on a 1780-hectare site about 50 kilometres from Sydney's CBD, the airport has been designed to grow to 82 million passengers annually by the 2060s.

The airport would use the latest technology to slash queuing times for passengers and turn around planes for flights quickly. Creating space and natural light was a key focus of the terminal's design, in a move intended to reduce passenger stress. The Multiplex-built terminal will feature a computer-driven baggage system used by a number of the world's top airports, instead of a conveyor belt method in use at other Australian airports. The new system will use digital technology to track, load and shift bags to and from planes. Passengers will be able to track their bags using an app and know when they will turn up on a baggage carousel after getting off a flight. Passengers are going to have greater surety that their bag is where it should be and that nothing has happened to it.

They call baggage systems the lungs of the airport because once you've got them in it's very difficult to move structures to change that bag system. A veteran of the airline and construction industries believes the airport will change western Sydney in the same way the Harbour Bridge did the city 90 years ago. Most of western Sydney travels more than an hour every day to get to work. This will change that dynamic.

The terminal and runway are due to be completed by 2025, giving a year to bed down operations before the first passengers pass through the airport's gates.





This page left blank.

## Scootaville 2022

Continued from Page 14.

After turning off the highway, we climbed the “Jump Up”, what the locals call the hill on which the museum is situated, parked and walked towards the reception/café area, with our mouths closed.



We had decided we would like to do one of the Museum's tours, so we sat and enjoyed the view while waiting our turn.







As we were a bit short on time we only did the 30 minute fossil prep lab tour – and we feel this is a tour for the dedicated fossil connoisseur only. Personally, we didn't get a lot from it, except to say we've done it.



After the tour, we headed back down the “Jump Up”, stopping for a photo then it was onto Winton, where once again the Winton Council had generously granted us access to a pavilion on their showground.







The Winton showground pavilions.



We were lucky at Winton as the showground had a large covered area where we could park and give the bikes a service.

That evening we decided to dine at the famous Tattersalls Hotel. Tatts, as it has been known since it was built in 1885 was originally a single-storey building, a second storey was put on some time between 1910 and 1914, but nobody is sure exactly when. Briefly, its name was changed to 'The Combo', but most people have always called it The Tatts. The pub has had many owners over its lifespan, each leaving their mark without detracting from The Tatts' integrity.





Tattersalls Hotel, Winton.

We loaded up the two buses and headed for the Tatts for one of their fabulous gigantic meals.







Winton Mayor, Gavin Basket, gave us some of his valuable time and went out of his way to join us. He also offered to show us around his great little town.



Mayor Gavin Basket, Ken Hey.

Next morning we met Gavin in the main street and as promised, he hopped on one of our bikes and led us on a noisy tour of his town – see [HERE](#). After stirring up the locals, Gavin suggested we do a tour of the town's magnificent Waltzing Matilda centre, the first museum in the world dedicated to a song, which of course we did.







While in the vicinity of the Museum, we had a look at the public Roll of Honour which commemorates those who served in the Boer War, WW1, WW2, Korean War and the Vietnam War.

Another stop was the North Gregory Hotel; known as the 'Queen', she's been a Winton resident since 1879. This is where, in 1895, Banjo Patterson unknowingly premiered Australia's now unofficial national anthem and was where secret meetings forming Qantas were held.







The local saying about Qantas is that it was conceived in Cloncurry, born in Winton and grew up in Longreach.



The Winton chapter of Qantas begins when the birth of Qantas was announced in Winton on the 16<sup>th</sup> November, 1920 with the initial registration of the company – Queensland and Northern Territory Aerial Services Ltd. Subsequently, the first Board Meeting was held at the Winton Club on the 10<sup>th</sup> February, 1921. Later in 1921, the Winton Shire Council became the first local authority in Australia to support Commercial Aviation after subsidising by half the cost of establishing a landing field in Winton, to the sum of £20.

The main headquarters of QANTAS was eventually shifted to Longreach, as a more logical location.

What was the best thing before sliced bread?

Winton was where we experienced two (minor) mechanical problems. One of the bikes had a slow leak in the rear wheel and we decided to get it fixed before leaving town. We called into Tuff Tyres in Winton to have it fixed and were delightfully surprised when the owner decided not to charge us – he too knew someone which Legacy had helped and this was his way of saying thank you. The other, as we headed out, one of the bikes developed an engine miss. We found the spring that holds the side stand in its retracted position had gone soft with age and as the stand vibrated up and down it operated the engine cut-out micro. A bit of duck tape and we were on our way again.





Ian Aves diagnosing the little Honda which had an occasional miss – with Kiwi Campbell playing the Flight Sergeant.

Our next overnighter was Hughenden, 215km north east along the Kennedy Development Rd. Previously known as the Hann Highway, it is an important connection road linking areas such as Boulia, Winton and Hughenden and is fully sealed apart from a 10km leg just out of Winton. This part of the road is being upgraded and is accessed by a packed earth detour.

As this was a long leg, we planned to have lunch in the old school building at Stamford – 155km north. The building is now used to house a sports club and we had contacted their committee for permission to stop over, which was given and they planned to meet us on arrival. Unfortunately, due to the problems we had with the bikes we were running late and with the very sketchy phone service out there, we were unable to let them know of our delay. When we did arrive we were delightfully surprised to find they had prepared lunch for us.

We were sorry we missed them.



After lunch and a rider change, we pushed onto Hughenden, a mere 60kms away.

One nice thing about egoists is they don't talk about other people.





Hughenden is the home of Cecily Paul AM - a remarkable woman. Cecily, who saw 80 some years ago, still lives on her cattle station about 10km out of Hughenden. Apart from driving her car she still drives a cattle truck and has only recently given up teaching dancing in Townsville, – a four hour drive, each way. A talented musician, she is still on the committee (Secretary) that organises the 3 day Hughenden Country Music festival, as well as the Hughenden Country Matrons Club.



We arranged to meet Cecily a few km out of Hughenden and Marie Hansen would give her a ride into town on the back of her bike, See [HERE](#)

Unfortunately, there was some mis-understanding and we didn't get to see Cecily after that, we would liked to have had dinner with her that night but that wasn't to be. We're going back in 2023 – we'll right that wrong then.

Once again, as was the case from start to finish, in Hughenden we received very generous hospitality from everyone. The Flinders Shire Council made a couple of pavilions available to us along with a well equipped kitchen area and Hughenden Lions organised an excellent dinner for us that night by their beautiful lake.







Dining - compliments of Hughenden Lions.

We had a wonderful surprise while at dinner that night, Charlie Wootten, the President of the Hughenden RSL Sub-Branch, presented us with a cheque for \$500 for us to pass onto Legacy. When you realise his Sub-Branch has only a handful of members, this donation is magnanimous. We thank them very much.

This world certainly does have some wonderful people.



Trev Benneworth with Charlie Wootten





We decided, as we were here, we should have a look at the Porcupine Gorge – a 60km each way ride out of Hughenden. As had been our custom each morning, we refuelled all the bikes and support vehicles and set off. Up until now we had been lucky, there had been a few minor scrapes but so far the bikes had remained relatively unscathed – that was about to change.

About 50km from Hughenden, when in the National Park, Floyd Wilson met a kangaroo head on. One minute the road ahead was clear, the next instant he had a kangaroo in his lap. Luckily, Floyd is an experienced rider and he managed to keep the bike upright, he was a bit shaken but thankfully unharmed.



We don't know who got the biggest shock, Floyd or the kangaroo, one minute the roo was happily crossing the road, the next instant it was in Floyd's lap doing 80kph heading north. Floyd managed to pull the bike up, the roo untangled itself and was last seen heading for the hills.

The bike suffered the most, the head-light was smashed, a few other bits were broken, but with some delicate work with duck tape it was back in business.

Another incident, this one not so serious, occurred when a bunch of cattle decided the grass was greener on the other side of the road and took off in pursuit in front of a few of the riders. Luckily it was relatively open ground and the cattle could be seen and there was plenty of time to stop. When the coast was clear we took off again and arrived at the unbelievable Porcupine Gorge.







Over hundreds of millions of years, the Porcupine Creek has carved into the landscape and formed this huge gorge.



Jim Zekants and Cathy Yang

Annabelle Reidy.

Where Annabelle is standing, the floor of the gorge is 40 metres down. In the wet season the small stream becomes a raging torrent which over time has cut its way into the surrounding rock. The gorge stretches for 27km through the countryside and until you are within a few metres of it you wouldn't know it was there as all the surrounding land is dead flat.

Click [HERE](#) for info on the gorge.







**L-R:** Jim Zekants, Jillian O'Toole, Ted McEvoy, Chris Dietzel, John McDougall, Floyd Wilson, Wal Shakoff.

After a good look around, we headed back to Hughenden, refuelled again then headed east for Charters Towers, our next overnight – 243ks away. This was to be a 370km day, a big one.

40km down the road we stopped at the little Prairie State School to spend some time with the kids. As we'd been out to Porcupine Gorge, we were running much later than originally planned. Principal Maggie Glynn had the kids ready for us and once again, the kids were a delight, happy, well mannered, eager to chat with a bunch of old people and once again, keen to hop on the bikes and tuck into the “show bags” we had for them.











Prairie State School's motto is: '**Truth Conquers All Things**', and this belief is the foundation of all things at the school. Its old fashioned values of hard work, courtesy, good manners, honesty, helping the community and at all times trying your best are highly valued by all in the Prairie State School community – and it shows.



Prairie State School was opened the 14<sup>th</sup> April 1894 making it one of the oldest schools in Queensland. Today the township of Prairie has a population of approximately 50 people. In the 1870's, Prairie was a main horse change centre for Cobb & Co. Coaches which ran from Pentland and followed the Christison track to Hughenden. Prairie is part of the Great Northern Railway Line that links Townsville and Mount Isa. Several hundred men, many whom were Irish immigrants, worked on this line and some settled in the area. The Prairie of today is a much quieter place.

We think the kids enjoyed us calling in, we know we definitely did. We might see them again in 2023.









Our next stop was a lunch break at the Exchange Hotel at Torrens Creek, a further 45km from the Prairie State School. We had forewarned the proprietor of our arrival and pre-ordered lunch and although there was only he and his lady running the hotel, lunch was perfect.



After lunching and having a break, we loaded up again and headed for Charters Towers, a further 158km, where we were to spend 2 nights.



The unofficial Mayor of Charters Towers, Ken Hey, had organised for us to stay at the PCYC and Sgt Paul Ansell, the club manager gave us an excellent rental, for which we are very thankful. The club was perfect, plenty of room, a fully equipped kitchen, toilets and showers, plenty of parking and was close to everything in the city.

Thanks again Paul – hope to see you again in 2023.





We were fortunate to have Charters Towers Mayor, Frank Beverage, an experienced biker himself, hop on one of our little bikes and give us a tour of his wonderful town.

Charters Towers, a town they call 'The World' was born to the sound of thunder and flashes of lightning. In 1871, Hugh Mosman, George Clarke, John Fraser and horseboy Jupiter had been prospecting away to the south of what is now Charters Towers when their horses scattered during a fierce thunderstorm. It was while searching for the horses next morning that gold was discovered.

The party returned to Ravenswood to register their find which they named Charters Towers after the Gold Commissioner W Charters and Towers because of the conical shaped hills in the vicinity of the discovery.



A rush of 'fortune seeking men' quickly followed and a small settlement named Millchester formed on the water at Gladstone Creek. By the end of 1872 some 3000 souls inhabited the new field. The alluvial men left early on for the Palmer River discoveries but the hard rock miners remained, seeking the gold in the deep veins underground. Charters Towers rather than Millchester soon became the main settlement. The goldfield did not reach its peak of gold production until 1899. During the period 1872-1899 the place changed from a rough settlement with bark and calico buildings to a thriving City of some 25,000 inhabitants.



The City, by that time, had properly formed streets, some wonderful houses and many grand public buildings lining the two main streets. A plentiful supply of water for domestic and other



purposes was pumped to the town from a Weir in the Burdekin River about 9 miles to the north. Underground electricity was also supplied to parts of the main town area. Literally 100s of shafts were sunk during the lifetime of the field and the ore raised was processed through many large Treatment Batteries. It is estimated that 6,000,000 ounces of gold was won in the first 40 to 50 years of the life of the Towers.

All religions were strongly represented on the field and in 1890 the miners could quench their thirst in no less than 65 hotels registered on the field. Sports, music and the arts all had fantastic followings. It was said that everything you might desire could be had in the Towers. There was no reason to travel elsewhere for anything. This is why the town became known affectionately as 'The World'.

The decline of mining following World War I saw the population shrink and the town become the supply centre or hub of the Dalrymple Shire as well as the educational centre for students from all over North Queensland.



Charters Towers was once a financial hub and the second largest city in Queensland. The Stock Exchange began trading in this arcade in 1890 and continued operations there until 1916. It enabled the buying and selling of shares in mining companies, investment or speculative. The evening call was open to the public and hundreds would crowd in the Arcade to be part of the occasion.

Built in 1888, the Royal Arcade housed a number of shops and offices but when the Stock Exchange closed due to the rapidly diminishing returns from the gold mines and decreased population, the Arcade fell into disrepair but was saved from demolition in the 1970s by the Charters Towers and Dalrymple Historical Society. It was later transferred to the National Trust.





### Important DATES

- 1871 Gold first discovered in Charters Towers
- 1872 Venus Battery was built
- 1877 Charters Towers is declared a town and main ad. administration centre
- 1919 Venus Battery becomes state owned
- 1942 Venus Battery ceases operations
- 1946 Electricity is installed and operations recommence
- 1985 Restoration works undertaken by the National Trust Charters Towers
- 2002 The Battery is redesigned as a tourist attraction and currently forms part of the Ghosts of Gold Trail

# VENUS BATTERY

## THE HUB OF GOLD FEVER



**Hugh Mosman and his prospecting party first discovered gold in Charters Towers in 1871. This was to be the catalyst for the gold rush with people from far and wide flocking to the countryside hoping to make their fortune. As the demand for crushing increased, the first permanent stamp mill, the Venus Battery, sprang into operation. Today, the Venus Battery is a popular tourist attraction and is the oldest remaining and best preserved battery in Queensland. Take a tour and learn about the methods used in gold recovery and imagine the heady days when the surrounding landscape would have been the very hub of gold fever.**

### VENUS BATTERY HISTORY

The Venus Battery was built in 1872 along the banks of Gladstone Creek, just seven months after the first discovery of gold. Throughout its working lifespan, it produced more than 15.5 tonnes of gold until its final operation in 1973. The early days started out quite modestly with only five head of stamps in operation, but as demand increased, that number totalled 35 head of stamps. The mill was originally privately owned until the state government bought it out in 1919 but kept it running as a custom or public mill for small miners. As World War II approached, operations ceased and didn't recommence until 1946 when electricity and urgent repairs were undertaken.

### EXTRACTING THE GOLD

The method of extracting gold is similar to that used in 17th century Europe. Gold is separated from quartz or ore by crushing the stone and passing the pulp over inclined tables covered with blankets to collect the gold. The Venus Battery today has four 5-head stamp batteries for crushing and timber blankets that drain to three wifley tables and six berdan pans. Copper plates were used to amalgamate the gold for easier collection.

### VENUS BATTERY TODAY

In 1985 restoration works were undertaken to develop the Venus Battery as a tourist attraction. Today, it is part of the Ghosts of Gold Heritage Trail and offers visitors an intriguing insight into the gold rush of the 19th century. Guided tours are available daily, with the fascinating shows documenting the story of the Battery's working life and the methods used for extracting gold being highlights of the tour.

### GLADSTONE CREEK

It is thanks to the steady flow of Gladstone Creek that the Venus Battery owes its existence. Water is essential in the process of extracting gold and fueling steam engines so a steady supply was a valuable commodity, especially in the dry outback of Queensland.

### MILLCHESTER

Within a month of Mosman's claim in early 1872, a settlement sprang up along the banks of Gladstone Creek and the first areas of what was to be the Venus Battery were pegged. By the end of the year, over 3000 people were living in tents and many businesses had set up shop. It was the administrative centre for two years until it became apparent Charters Towers was to be the more permanent settlement.

### CHINESE MARKET GARDENS

The gold rush was a time of multicultural diversity with the Chinese being the largest foreign group, not just on the gold fields, but in business as well. Many tended their own market gardens along the banks of Gladstone Creek to sell their produce in the communities. The fresh vegetables grown by the Chinese gardeners and the 'cures' available from Chinese herbalists provided a significant contribution to community health in and around the gold fields.

**For more information and a detailed brochure contact:**

**CHARTERS TOWERS VISITOR INFORMATION CENTRE**  
 74 Mosman Street, Charters Towers Qld 4820  
 Tel: 07 4752 0314 Fax: 07 4752 0315  
 E-mail: [tourinfo@charters-towers.qld.gov.au](mailto:tourinfo@charters-towers.qld.gov.au)  
 Web: [www.charters-towers.qld.gov.au](http://www.charters-towers.qld.gov.au)

When gold bearing ore was mined, it had to be crushed to extract the gold. The Venus Stamp Battery, which was built in 1872, was the second permanent mill built in the area and is now the oldest surviving battery in Queensland.







As it has been a popular tourist attraction since 2002 – we had to do the tour.







By 1889, Charters Towers was producing 1/6th of all of Australia's gold and Queensland became the most productive gold producing colony in Australia. It was hard, noisy, dirty and very dangerous work - what do they say about the good old days?

And what is it about “**No entry**” signs that attracts Marie Henson.



Mayor Frank Beverage gave us a tour of the town's old City Hall building which was built at the peak of the Charters Towers gold rush in 1891, originally for the Queensland National Bank. When the bank was closed in the early 1940s, it became a workers' club established by the Trades and Labour Council. This was not a success and in 1948, the property was acquired by the Charters Towers City Council and used as the City Hall. Situated at the corner of Gill and Mosman streets, it occupies a most central position and is one of the architectural ornaments of the town.



Can an atheist get insurance against acts of god?





Charters Towers played an important role during WW2 and Mayor Frank Beverage took us on a tour to show us what remains of those troubled times.

In late 1942 Townsville was the principal port for Allied troops serving in the New Guinea campaign. The RAAF had a base at Garbutt and a number of bases used by Australian and US aircraft were established between Townsville and Charters Towers. Between 1942 and 1945 the Townsville and Charters Towers region became one of the largest concentrations of airfields, stores, ammunition depots and port operations in the South West Pacific Theatre.

Charters Towers was the closest inland centre that could provide strategic support and aircraft dispersal facilities for Garbutt, which was considered vulnerable to Japanese attack. The RAAF ordered commencement of preliminary work on the Charters Towers town airport early in 1942, with the grading of three temporary landing strips for use while the main aerodrome was under construction.

The airfield became operational during March 1942 with arrival of the first of four bombardment squadrons of the US Army Air Force 3rd Bombardment Group (Light), equipped with A-24 Dauntless dive bombers which had been intended for the Philippines. The group, which became part of the 5th Airforce, was later equipped with A-20 Havoc (or Boston) medium bombers. These aircraft were followed by the arrival of B-25 Mitchell bombers that had been intended for use by the Dutch in the Netherlands East Indies, but were taken over by the Americans.



Mayor Frank Beverage explaining the aircraft gun firing range.

During mid-February 1943 the Department of Public Works received a requisition from the US Army for construction of a gun firing range, or bore sight range, platform at Charters Towers airfield to test the accuracy of aircraft fixed armament. The concrete gun firing platform was designed with an adjustable metal plate set in front of the concrete block to take the nose wheel





of aircraft with tricycle undercarriages. A steel gantry frame with a sling was positioned on the platform to lift the tail of fighter aircraft with tail wheels such as the P-40 Kittyhawk. The bore sight range extended about 360 metres to an earth mound, or butt, in front of which a target was set. The bore sight range is the only known example of its type in Queensland with an adjustable nose wheel platform.



Towers Hill also played an important role during WW2. A total of 29 concrete bunkers were built on the hill to store bombs, ammunition, explosives and detonators, now the Hill is an important tourist attraction for visitors to Charters Towers.







**Standing L-R:** Ken Hey, Wal Shakoff, Neil Snudden, Andy McCann, Jock Young, Chuck Connors, Marie Henson.

**Seated L-R:** Alan O'Connor, Geoff Spackman, Trev Benneworth, Thanya Pattay, Sandie Downes.



And being the highest point for miles around, why not stick a few aerals on it.





Then before we knew it, our two day stay at Charters Towers had come to an end but before we were to leave, the magnificent Civic Club invited us to spend an evening with them and Charters Lions Club offered to provide dinner in the form of an Ozzie barby. Thanks to them both, an enjoyable evening.



The Civic Club is a heritage-listed club house at 36 Ryan Street, Charters Towers. It was built in 1900 and was added to the Queensland Heritage Register on 21 October 1992.

In the year when the mushrooming goldfield became officially a town, a group of mining men began meeting informally at a hotel. Later, they were to call themselves the Londoners' Association. In 1885 the association purchased land on which to build their own clubhouse and the premises were opened in May 1900 and provided a bar plus comfortable and well-lit rooms







**L-R:** Neil Snudden, Ros Curran, Trev Benneworth.

Neil was the bike master for the event and from day 1 kept a close eye on riding habits and the serviceability of the bikes. Ros was the unflappable WOD and had a knack of fixing problems before they occurred. Two indispensable people who made the event so enjoyable, so safe and kept the whole thing running like clock-work.

Initially membership of the club was exclusively male and comprised many of the city's most influential men. In 1907, it was renamed the Civic Club.

At the Civic Club we were joined by Robbie Katter, the Qld MP for Traeger and Eileen Vogele, the local Legacy representative.



The Club remained a male preserve until 1980 when women were admitted during a period of rejuvenation when its membership base was broadened. The Club is now one of the few surviving examples of its type in a country town.





That evening it was time to honour some of our close friends for their meritorious service.



L-R: **Ted McEvoy** for his melodious evenings, **John “Johnno” Saunders** for worrying a ton of money from the unsuspecting public, **Cathy Yang** for keeping us marching and **Marie Henson** for being the keeper of keys and showing us you can sleep with your Honda.

Next morning it was time to head for Townsville, our final destination, an easy 148km away. We decided to stop at Reid River for lunch – about half way down the road.



Once again, Jock Young was in his element, Jock had become quite skilled at onion flipping and it was woe-betide anyone who dared to try and take the spatula from him. “Get out” he would roar as soon as we would stop, he’d dart for the bag of onions, and humming quietly to himself,





it would be skin, slice, oil, onto the barby, flip, flip, flip and very soon the onions would be ready and smelling lovely and Jock would sit back with a satisfied grin on his face.

Sadly for him though, this was his last hurrah, on the road cooking was finished, the show was all but. What to do? We ate our onions in silence, feeling Jock's pain, then Geoff had a brilliant idea, as a show of our gratitude we all tossed in and shouted him a cold can of no-sugar" coke. Hurrah!!

A British man was killed by a shark while honeymooning in Australia.  
Reports say he didn't suffer for too long as he'd only been married for 5 days.

It was Friday and after lunching, we cleaned and loaded up the barby for the last time, then headed for the run down to Townville. Army had offered to accommodate us for the weekend at Lavarack Barracks, which was super generous of them, and we looked forward to a bed that didn't need blowing up, to a shower we wasn't a hundred yards away and the possibility of having access to washing machines that didn't gobble up 2 dollar coins like a Beagle into Pal.



Arriving Lavarack Barracks.

Army had offered us one of their transit blocks on the Base, an offer which we gratefully accepted. After a brief stop at the Pass Office we worked out a simple system for arriving and departing the base, we had previously given them a list of all our names and vehicle types with registrations





then all the gate guard required was a brief showing of an ID that matched their list and we were granted access. Simple.



Transit block.



The welcome beds that awaited us.





We paid our respects to LtCol Chris Johnson, the CO of 3<sup>rd</sup> Battalion at Lavarack and as it happened the Officer Mess was hosting an interesting evening. Chris kindly invited us.

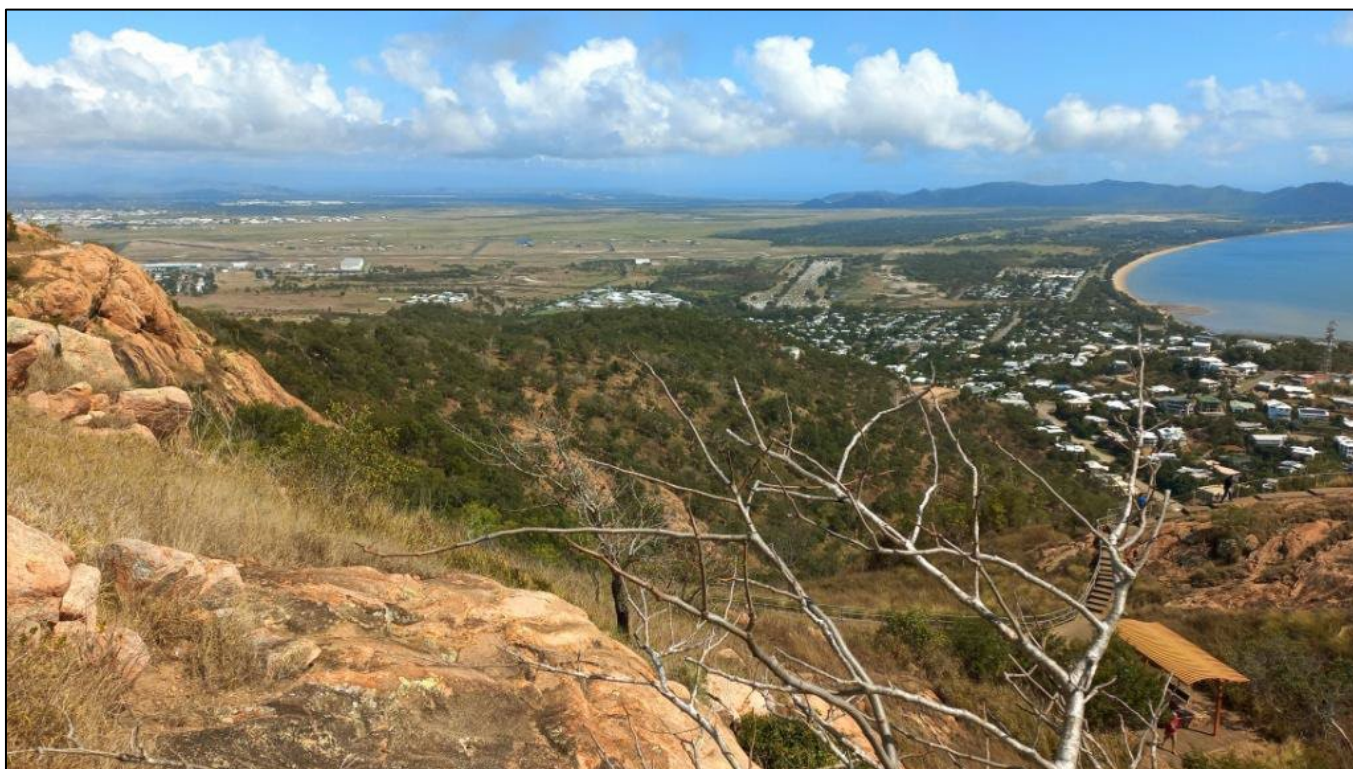


Although there wasn't a "No Entry" sign in sight, Marie found the Kombi Keg very early in the day.





And with a few days to spare, most went sight-seeing. One of the best ways to see Townsville was from Castle Hill. Definitely worth a trip.







Most people had made their own arrangements on how to get home from Townsville, some lived there so there wasn't a problem, some were going by plane, some by train, some driving their own cars and a few had decided to head south in one of the buses. The bikes had to be returned to Nibble Hire in Brisbane and as there was no-one stepping forward to volunteer riding one, we had arranged to have them freighted back.

Once again we experienced the generosity of some wonderful people. We approached NQ Freighters for a quote and were pleasantly surprised when they offered to take the bikes back to Brisbane free of charge as their donation to Legacy. We must thank them very much.



NQ Freighter delivered the bikes to their depot on the south side of Brisbane. We thought we'd need a few "volunteers" to ride them back to Nibble Hire in Newstead but once again, generosity came to the fore. Asset Towing volunteered to bring them from Carole Park back to Brisbane. It took them 2 trips as they could only fit 5 bikes on the back of their truck but they did it, and we thank them very much.



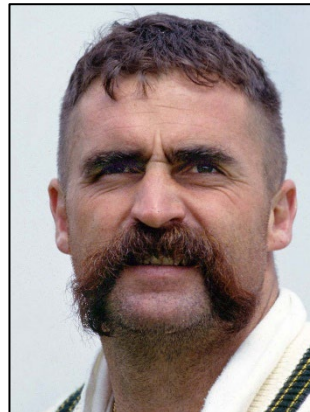




And that was Scootaville 2022. We're going to do it again in 2023 and every year after that. The route in 2023 will be different to 2022 (see [HERE](#)) and of course most of those that braved 2022 will want to be part of 2023.

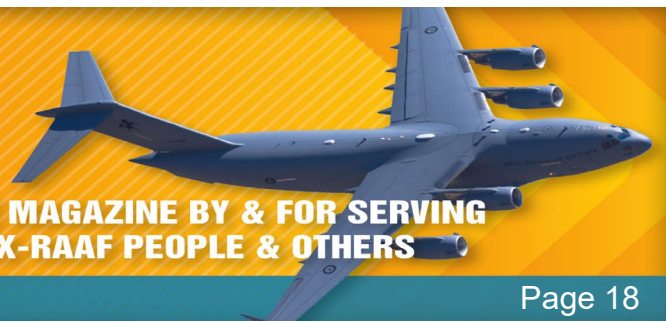
2023 will be a bit different too. We have confirmed our negotiations with USQ and they will send along several of their senior media students who will record the event from start to finish, bring all the data back to the Uni where it will be edited and made into a 60 minute program for showing on TV.

We've also been in touch with Merv Hughes and Merv has agreed to be the public "face" of the event and will try and join us somewhere along the route.



We do have a few spare spots and if you'd like to be on the 2023 tour, please fill in the form below and send to us. If you want to come as a rider you will need a motor bike licence,

Imagine life without beer.  
Now slap yourself and never do it again.



## DVA Issues

### ESO end of year get together – Brisbane.

For many years BC (before Covid) DVA in Brisbane hosted members of numerous Ex Service Organisations (ESO) to an end of year get together – commonly referred to as the DVA Christmas Party.



These popular events, which were held in the conference rooms at DVA offices in Brisbane, usually ran from about 2.00pm to about 5.00pm and were an event to which ESOs looked forward. They gave ESOs the opportunity of meeting the various section heads in DVA in a social atmosphere, of being able to put a face to a voice/name with whom they had communicated over the year and it consequently allowed DVA Section Heads the opportunity of meeting management committee people of the various ESOs. It was also an opportunity for ESOs to inform DVA of the more urgent problems their members were facing.

It personalised the process, it allowed ESOs to unofficially discuss any problems they had with DVA processes with a section head and it allowed DVA people to explain how and why a process/claim/benefit was conducted in the manner it was. It also allowed section heads to offer advice to ESOs on how to apply for DVA's many benefits.

DVA deals with a huge number of very troubled people and sometimes the written response to a claim/benefit can be interpreted incorrectly, a written response can be interpreted as indicating DVA doesn't care, can indicate that DVA is just another huge unapproachable public service department, just another face-less organisation.

Men and women with troubles usually, in the first instance, approach their association or a friend with similar experiences, to discuss their problems. Very rarely is their first approach made to DVA as DVA is, incorrectly, considered uncaring, unapproachable, too big. When approached, a friend will usually encourage that person to talk with their association and that association will eventually direct that person to DVA. Having attended a recent "Christmas Party" the ESO person has experienced the personal aspect of DVA – he/she knows DVA is run by approachable and caring people and will encourage and help the troubled person obtain the relevant assistance they need and to which they are entitled.





This is the way it has always worked. Most ESOs contain someone who has met someone in DVA, who knows someone to whom they can direct their first enquiry and if necessary be directed to the relevant section. This way of doing things was beneficial two ways, the ESO knew he/she was speaking to a “person” not to just a phone extension, similarly, the DVA person knew he/she was speaking with a person from an ESO – not to just an unknown caller.

It sped up the benefit process as there was a degree of care involved.



Unfortunately, it seems this will no longer be the way things are done. No longer will there be a social get together at the end of the year. Covid understandably put a stop to events in calendar years 2020 and 2021 but it seems DVA has decided that as they managed to carry on over the past 2 years without their annual get togethers – why should they bother resurrecting them. Why should they go to the trouble of organising these events.

This is indeed a shame. Many ESOs will interpret this as DVA becoming or being an aloof organisation, “it’s done our way or it’s not done,” the rules are the rules, fill in this form.

We think it is a retrograde step, self-harm amongst serving and ex-service men and women is on the rise, DVA, with its huge annual budget (\$11.5 billion), is supposed to be the “go to” organisation yet it seems it is becoming an unapproachable non-personal organisation. We feel DVA should be out there whenever they can, consistently mixing with ESOs, personalising the Department, being approachable, making it easier for ESOs to get help, to get advice.

But that’s just our opinion.

This topic is Queensland specific, we’re not in a position to discuss the situation in other states, if you can let us know how DVA works outside of Queensland, please do.



A young Naval Officer was in a terrible car accident, but due to the heroics of the hospital staff the only permanent injury was the loss of one ear. Since he wasn't physically impaired he remained in the military and eventually became an Admiral, however, during his career he was always sensitive about his appearance. One day the Admiral was interviewing one Navy, one Army and one Air Force people, one of whom was to be his personal staff.

The first Navy person was a sum-mariner type and it was a great interview. At the end of the interview the Admiral asked him, "Do you notice anything different about me?" The Navy bloke answered, "Why yes. I couldn't help but notice you are missing your starboard ear, so I don't know whether this impacts your hearing on that side." The Admiral got very angry at this lack of tact and threw him out of his office.

The next candidate, the Army bloke, when asked this same question, answered, "Well yes, you seem to be short one ear." The Admiral threw him out also.

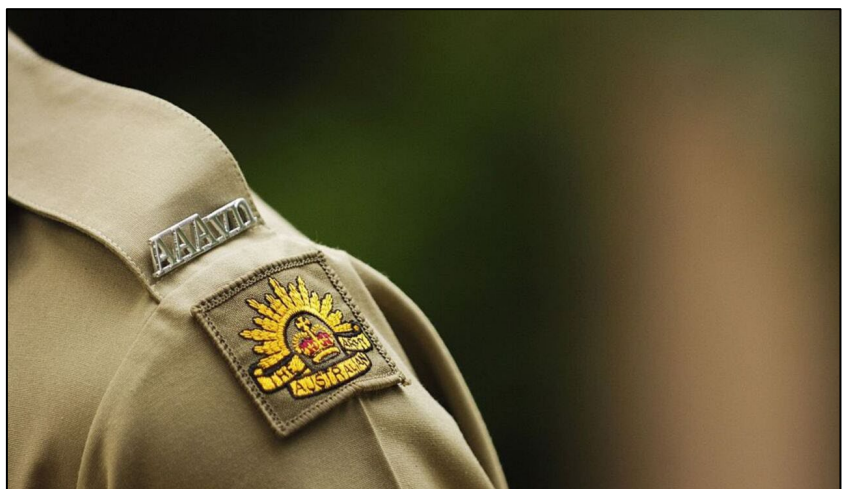
The third interview was with the Air Force bloke. He was articulate, extremely sharp, and seemed to know more than the other two put together. The Admiral wanted this guy, but went ahead with the same question. "Do you notice anything different about me?" To his surprise the Air Force bloke said, "Yes. You wear contact lenses." The Admiral was impressed and thought to himself, what an incredibly tactful person. "And how do you know that?" the Admiral asked.

The Air Force bloke replied, "Well sir, it's pretty hard to wear glasses with only one ear."

## Latest official suicide-figures.

A report released recently into the rate of suicide among current and former serving Australian Defence Force personnel reaffirms that suicide prevention must be a matter of national priority. The report, ***Serving and ex-serving Australian Defence Force members who have served since 1985 suicide monitoring: 1997 to 2020***, prepared by the Australian Institute of Health and Welfare, is the fifth annual suicide monitoring report commissioned by the Department of Veterans' Affairs.

Minister for Veterans' Affairs and Defence Personnel Matt Keogh says the death of any current or former serving ADF member is a tragedy felt deeply by all in the Defence and veteran communities. "Sadly, this latest report found that 1,600 ADF members and veterans with service after 1985 died by suicide between 1997 and 2020," he said.







“This reveals an additional 327 deaths by suicide since last year’s report, largely due to an expanded study period, which now includes an additional five years of data and does not reflect an increased rate of suicide overall.”

The 2022 report found the most common risk factors for permanent, reserve and ex-serving ADF members who died by suicide were experiencing a mood affective disorder, such as depression, and problems in spousal relationships.

For males, suicide ideation was also found to be a risk factor while a personal history of self-harm was found to be more common for women. “A single suicide by a veteran or serving ADF member is one too many, and we are committed to making every possible effort to prevent any further tragedies of this nature”, Minister Keogh said. “After fighting for a Royal Commission into Defence and Veteran Suicide for many years, our Government welcomed the Commissioner’s Interim Report in August 2022, responding to each of the 13 recommendations swiftly.

“The research in this report, coupled with the work of the Royal Commission, is critical to deepening our understanding of the sad reality of suicidal ideation in our veteran community, enabling us to undertake the necessary reform to save lives.”

Anyone who has completed a single day of service in the ADF can access a comprehensive range of services to support their mental health and wellbeing. This support is needs-based and uncapped. Immediate financial assistance is also available to veterans submitting mental health claims, and, additionally, veterans can access health treatment for 20 commonly claimed physical conditions while their mental health claim is being considered.

Free and confidential mental health support for veterans and families is available through Open Arms – Veterans and Families Counselling service, and can be accessed 24 hours a day, 365 days a year by calling 1800 011 046. Defence personnel can contact their local health centre, the All Hours Support Line on 1800 628 036 or the Defence Member and Family Helpline on 1800 624 608.

## **Service-related claims information.**

DVA is committed to giving the veteran community information on claims processing to provide greater transparency on its progress. So, each month the department will publish information on processing times on the [Claims Processing page of the DVA website](#).





There are a range of services and supports available to you while you are waiting for a claim to be processed. These include:

- [Provisional Access to Medical Treatment](#)
- [Non-liability Health Care](#)
- [Veteran Payment](#) (while your claim for a mental health condition is assessed)
- [Open Arms – Veterans & Families Counselling](#), 24/7 access – 1800 011 046.

## Essential Medical Equipment Rebate.

Air Liquide Healthcare is pleased to continue its partnership with the Department of Veterans' Affairs for the provision of CPAP, Respiratory and Home Oxygen Therapy Services throughout Australia.



Air Liquid dedicates itself to provide Vets with compassionate care, extraordinary service and quality products. With the rising cost of energy, they would like to remind you that the Essential Medical Equipment Rebates are available for veterans living at home and using any of the appliances below. Remember, the rebate applies to EACH of your medical devices supplied through Air Liquide Healthcare, eg:



- Oxygen
- CPAP
- BiLevel
- Aerosol
- Suction Devices.

You'll find further information on the DVA web-site [HERE](#)

Colleen dropped a 50 cent coin, intending it to fall into the blind man's hat on the foot-path, but missed. As quick as a flash, he scooped it up and put it in the hat. "You're not blind" she said. "No I'm not" said Paddy, "It's Murphy who's blind. I'm just filling in for him while he's gone to the pictures".





## **More support available for veterans in residential aged care.**

From the 1<sup>st</sup> October 2022, DVA expanded access to allied health care services and the Rehabilitation Appliances Program (RAP) to all eligible veterans, widows and widowers living in residential aged care facilities, regardless of the level of care they are receiving.



Previously, only those DVA clients with low level care have been able to access DVA-funded allied health care services and aids and appliances. These DVA clients now have access to allied health and RAP services in their residential aged care home, so long as they don't duplicate those the aged care facility is funded to provide.

To find out more about residential aged care and to arrange a free assessment with an Aged Care Assessment Team, call My Aged Care on 1800 200 422.

You'll find more information on the Rehabilitation Appliances Program [HERE](#).

## **Access to the Defence, Veterans' and Families Acute Support Package**

Legislation has recently passed in Parliament to enable the Defence, Veterans' and Families' Acute Support Package. This package expands the existing Family Support Package to provide more practical services and flexibility for families.



Requirements for veterans to have warlike service or be participating in rehabilitation have been removed. Eligibility has been expanded to working age families of veterans eligible for certain payments under all three Acts, who are at risk of or are in crisis. Working age widowed partners of veterans whose death was related to service, including suicide, under all three Acts are now also eligible. This eligibility expansion allows veteran families to access important support when they need it most.



Support for widowed partners will be improved by allowing them to access support for two years from the date of acceptance into the program, rather than the date of death of the veteran.

Financial limits for each service category of childcare, counselling and household services will be replaced with an overall yearly cap, providing families with greater flexibility. Additionally, a range of new practical supports will be available to help families build independence and resilience including but not limited to financial literacy, mental health first aid, academic and wellbeing support for children, resilience development and counselling.

Services that are available are:

- child care (including home based care, centre based care, family day care, occasional care and outside school hours care)
- counselling for adults and children (including clinical, financial and other life skills counselling where required)
- household assistance (including meal delivery and preparation, cleaning, and household and garden maintenance)
- services to build capacity (including financial literacy, relationship skills, cooking lessons and mental health first aid)
- wellbeing, academic and extra-curricular support for children (including tutoring, music lessons and sporting activities)
- transport for children to attend school and services provided through the program if required.

Access to the Defence, Veterans' and Families' Acute Support Package commences 14 October 2022.

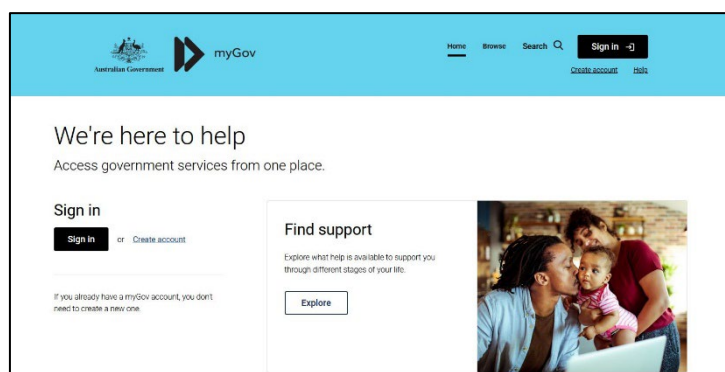
There is further information [HERE](#).

Nothing spoils a good story like the arrival of an eyewitness.

## myGov has changed

myGov has been upgraded with a fresh look, modern functions and personalised information to help you find government services when you need them.

Your myGov account includes a new homepage to make it easier to see your correspondence all in one place.







You will still find myGov at [my.gov.au](https://my.gov.au) and continue to sign in to your myGov account in the same way. Your information is still the same and remains safe and secure. All of your linked myGov services are the same, including your link to DVA.

There is no change to how you access or use MyService.

## Free mental health care for eligible veterans.

The 10<sup>th</sup> October was World Mental Health Day, a day aimed at raising awareness of mental health issues faced every day for some people around the world and promoting the support available to those experiencing mental health challenges.



Did you know that free mental health treatment is available for all former full time members of the Australian Defence Force through DVA's Non-Liability Health Care (NLHC) program? Some reservists may also be eligible.

NLHC provides access to free mental health care, without the need to prove that your condition is related to military service and there is no need to submit a claim for compensation. Early intervention is important with mental health and can lead to better health outcomes. NLHC is designed to assist veterans to access treatment as early as possible. Speak to your GP who may refer you to a mental health practitioner, such as a psychologist or psychiatrist.

To check if your White Card covers mental health treatment, or to apply for a White Card if you don't already have one, you can log into [MyService](https://my.gov.au) or call DVA on 1800 VETERAN (1800 838 372).

There is more information [HERE](#).

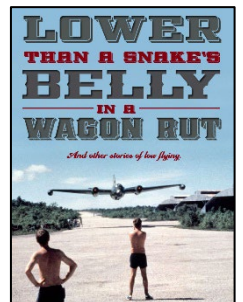
There was a power failure in a Dublin Department Store last week, and three hundred people were stranded on the escalators for more than two hours.

*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.

### Biak Canberra.

Bob Mitchell got in touch, he said: Re [Volume: 39, Page 16](#), I just wanted to confirm that the photo of the Canberra Bomber, taken in Biak August 1978, performing a beat up down the "track", with the visible hangars on the right of the picture, is the correct orientation. I was there at the time and was standing near one of the photographers who took pics. I have an original print of the photo, but can't remember who the photographers was. there were a few guys taking pics at the time. The hangars we were working from aren't visible in that photo (to the left and behind), and the ones you can see were full of old crates of aircraft parts.



But anyway, one dead giveaway is the NF2 camera sight fairing for the wilde RC10 camera, just visible when the photo is blown up. It was located slightly to the rear of the door, and on the STB side of the aircraft centreline.

Thanks Bob.

### Australia Day

Lindsay Hackett

Australia Day is upon us once more, this 26 January 2023. The benefits initiated in Australia by the First Fleet have led us to being one of the most socially and technologically advanced nations on Earth. This success has been facilitated by waves of immigrants wanting to become Australian; wanting to adapt to Australian culture, to adopt our way of life.

The few vocal Aborigines and their sympathisers who shout about invasion should be encouraged to take a more holistic view of their place in Australian society. World history is replete with examples where nations and peoples have been conquered or dominated by other peoples. Australia is one such case.

The 3% of the population who are able to claim Aboriginality, some merely because they say they are, apparently want to remain separate from all other Australians and to be treated differently simply because their forebears were here before the British settled the country in





1788. They then claim Aboriginal culture to be the oldest surviving culture in the world, dating back over 60,000 years, supposedly. This is interesting because such statements are meant to be laudatory when the statement actually means that Aboriginal culture has not altered in any significant way over the last 60,000 years, as most other cultures have.



We do not hear that the 7.6% of Irish Australians or the 6.4% of Scottish Australians want special treatment and a special Voice, simply because they have been important in advancing Australia from its primitive past to become the society it is today. Nor do we hear from the Italians, Germans and Chinese who likewise could claim special treatment, each of these ethnic groups comprising more than 3% of the Australian population.

Do the aborigines we hear from in the media really wish to return to their primitive lifestyles. No. They want power, the power to control much of the landmass of Australia and now, via the Voice, to control any policy that might affect them, which would be most policies. They then say that once the Voice is established, they will move to obtaining a treaty, and then sovereignty – over what is uncertain.

They appear to refuse to acknowledge that “white” settlement has brought them vast opportunities and benefits. Or, they seem to believe they are entitled to these modern benefits without any effort on their part – their welfare dependency and “sit-down” culture.

This attitude is worsened by too many of our politicians and other “bleeding hearts” perpetuating these expectations. It is long past time when aborigines should move forward and become part



of today's Australia as one of us. If you keep looking backwards, that is where you remain. Let us celebrate Australia Day together, for we are all Australians.

## **NASA admits that climate change occurs because of changes in Earth's solar orbit, and NOT because of SUVs and fossil fuels.**

For more than 60 years, the National Aeronautics and Space Administration (NASA) has known that the changes occurring to planetary weather patterns are completely natural and normal but the space agency, for whatever reason, has chosen to let the man-made global warming hoax persist and spread, to the detriment of human freedom.

It was the year 1958, to be precise, when NASA first observed that changes in the solar orbit of the earth, along with alterations to the earth's axial tilt, are both responsible for what climate scientists today have dubbed as "warming" (or "cooling," depending on their agenda). In no way, shape, or form are humans warming or cooling the planet by driving SUVs or eating beef, in other words.

But NASA has thus far failed to set the record straight, and has instead chosen to sit silently back and watch as liberals freak out about the world supposedly ending in 12 years because of too much livestock, or too many plastic straws.

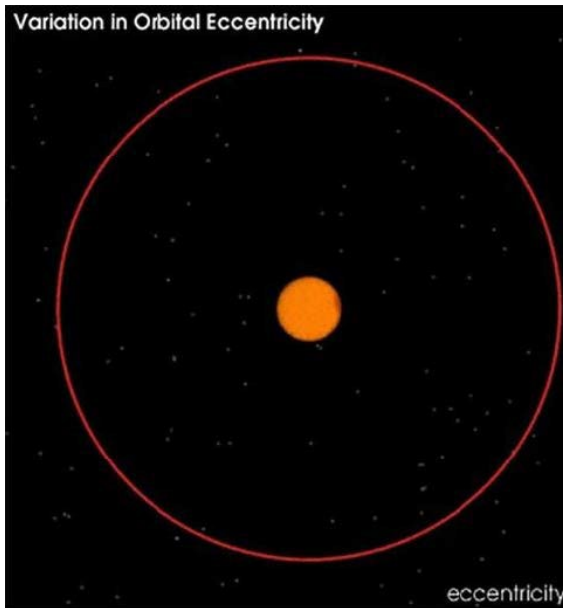


In the year 2000, NASA did publish information on its Earth Observatory website about the Milankovitch Climate Theory, revealing that the planet is, in fact, changing due to extraneous factors that have absolutely nothing to do with human activity, but, again, this information has yet to go mainstream, some 19 years later, which is why deranged, climate obsessed leftists have now begun to claim that we really only have 18 months left before the planet dies from an excess of carbon dioxide (CO<sub>2</sub>).

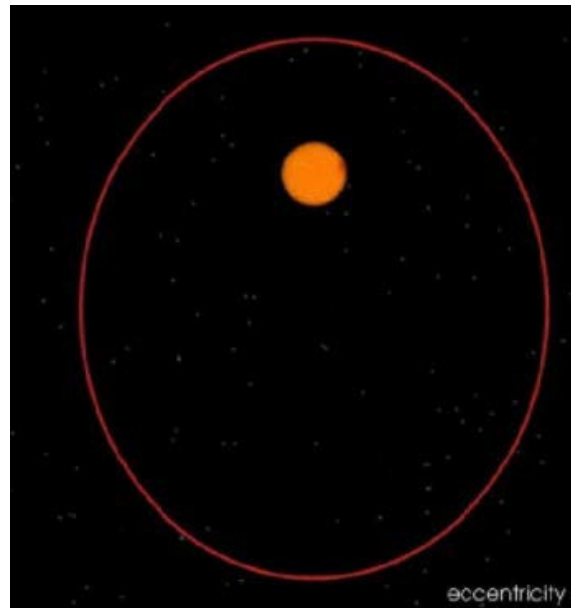
The truth, however, is much more along the lines of what Serbian astrophysicist Milutin Milankovitch, after whom the Milankovitch Climate Theory is named, proposed about how the seasonal and latitudinal variations of solar radiation that hit the earth in different ways, and at different times, have the greatest impact on earth's changing climate patterns. The below two images (by Robert Simmon, NASA GSFC) help to illustrate this, with the first showing earth at a nearly zero orbit, and the second showing earth at a 0.07 orbit. This orbital change is depicted by the eccentric, oval shape in the second image, which has been intentionally exaggerated for the purpose of showing the massive change in distance that occurs between the earth and the sun, depending on whether it is at perihelion or aphelion.

"Even the maximum eccentricity of the Earth's orbit - 0.07 - it would be impossible to show at the resolution of a web page, even so, at the current eccentricity of .017, the Earth is 5 million kilometers closer to Sun at perihelion than at aphelion.





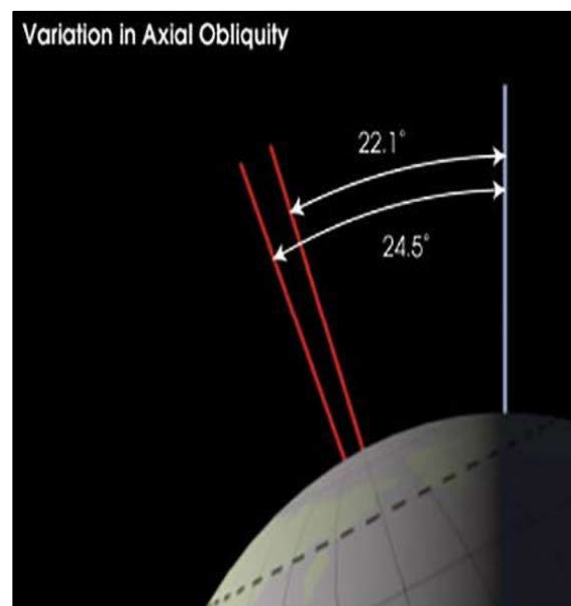
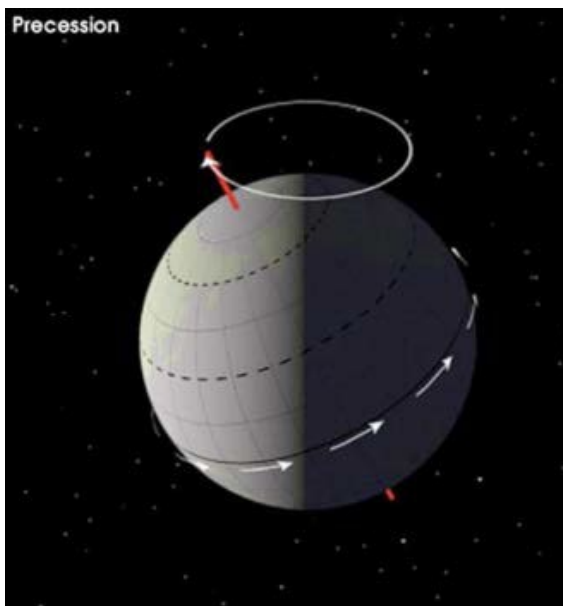
Earth at a nearly zero orbit



Earth at a 0.07 orbit

**The biggest factor affecting Earth's climate is the SUN.**

As for earth's obliquity, or its change in axial tilt, the below two images (Robert Simmon, NASA GSFC) show the degree to which the earth can shift on both its axis and its rotational orientation. At the higher tilts, earth's seasons become much more extreme, while at lower tilts they become much more mild. A similar situation exists for earth's rotational axis, which depending on which hemisphere is pointed at the sun during perihelion, can greatly impact the seasonal extremes between the two hemispheres.





### Earth at a nearly zero orbit

### Earth at a 0.07 orbit

Based on these different variables, Milankovitch was able to come up with a comprehensive mathematical model that is able to compute surface temperatures on earth going way back in time, and the conclusion is simple: Earth's climate has always been changing, and is in a constant state of flux due to no fault of our own as human beings.

When Milankovitch first put forward his model, it went ignored for nearly half a century. Then, in 1976, a study published in the journal Science confirmed that Milankovitch's theory is, in fact, accurate, and that it does correspond to various periods of climate change that have occurred throughout history.

In 1982, six years after this study was published, the National Research Council of the U.S. National Academy of Sciences adopted Milankovitch's theory as truth, declaring that:

*... orbital variations remain the most thoroughly examined mechanism of climatic change on time scales of tens of thousands of years and are by far the clearest case of a direct veffect of changing insolation on the lower atmosphere of Earth.*



If we had to sum the whole thing up in one simple phrase, it would be this:

*The biggest factor influencing weather and climate patterns on earth is the Sun, period. Depending on the earth's position to the sun at any given time, climate conditions are going to vary dramatically, and even create drastic abnormalities that defy everything that humans thought they knew about how the earth worked.*

But rather than embrace this truth, today's climate "scientists," joined by leftist politicians and a complicit mainstream media, insist that not using reusable grocery bags at the supermarket and not having an electric vehicle are destroying the planet so quickly that we absolutely must implement global climate taxes as the solution.

"The climate change debate is not about science. It has been stated that it is an effort to impose political and economic controls on the population by the elite and it's another way to divide the population against itself, with some who believe in man-made global warming and some who don't."

### How I learned to mind my own business.

I was walking past the mental hospital the other day and all the patients were shouting 13...13...13. The fence was too high to see over but I saw a little gap between the planks so I looked through to see what was going on. Some idiot poked me in the eye with a stick, then they all started shouting 14...14...14





## **Help Required.**

We heard from CPL Shaun Connolly, who is currently serving with 35SQN out at Amberley. Shaun says: "I am planning a cultural visit to Vietnam in November. I will be the Maintenance manager for this trip and I am after some advice and guidance please.

We will have two days in Vietnam and would like to pay our respects to previous members of 35SQN and all Vietnam veterans. If you have any suggestions or would like us to recreate any photos we will see what we can achieve. We will be flying into Ho Chi Mihn city and we are hoping to make it to Vung tau.

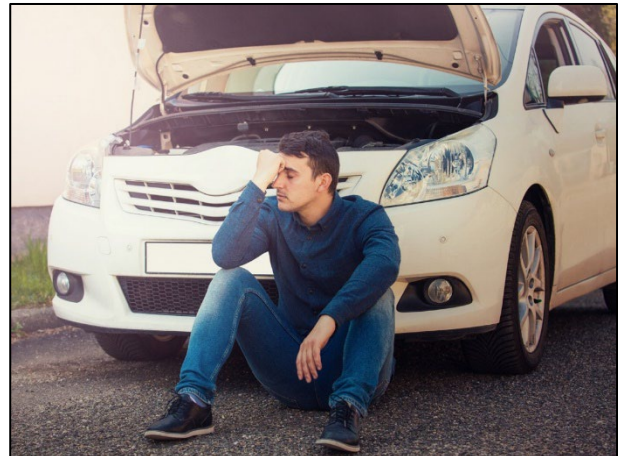
Please let us know if you can help Shaun and we'll put you in touch with him.

## **Imagine Florida with a hurricane coming toward Miami.**

Tony Horsington

The Governor orders an evacuation. All cars head north. They all need to be charged in Jacksonville. How does that work? Has anyone thought about this? If all cars were electric and were caught up in a three-hour traffic jam with dead batteries, then what? Not to mention that there is virtually no heating or air conditioning in an electric vehicle because of high battery consumption.

If you get stuck on the road all night, no battery, no heating, no windshield wipers, no radio, no GPS (all these drain the batteries), all you can do is try calling 911 to take women and children to safety. But they cannot come to help you because all roads are blocked and they will probably require all Emergency Vehicles and Police cars to be electric also. Later when the roads become unblocked, still no one can move! Their batteries are dead. How do you charge the thousands of cars in the traffic jam? Same problems during summer vacation departures with miles of traffic jams.



There would be virtually no air conditioning in an electric vehicle. It would drain the batteries too quickly. Where is this electricity going to come from? Today's grid barely handles users' needs now. Can't use nuclear. There's only 50 years worth of Helium left in the atmosphere and we need that. Hydrogen is still too expensive and hard to handle, Oil and coal fired is out of the question, then where?



What will be done with billions of dead batteries, can't bury them in the soil, can't go to landfills. Can't get them wet, lithium explodes into raging fires. So don't call the Fire Services if you have an accident.

The cart is way ahead of the horse. There has been very little thought whatsoever to handle any of the problems that batteries can cause. The Left-wing Greenie press doesn't want to talk or report on any of this.

## **Help Wanted.**

A friend of ours, Bryan Ottone, who is the Secretary of the Emerald (Qld) RSL Sub-Branch, got in touch, he says: "I have just been on a cruise to PNG and met some ex military members on board. One one who was a Navy Captain (Michael Reed) is trying to track down a friend being former Squadron Leader Alan M Lyons. Would you or your members have residential/phone details on Alan Lyons by any chance which I can pass on?"



The cruise to PNG was great and we were able to see a few war cemeteries."

If you can help, let us know and we'll pass on the details to Bryan.

## **The Real Aboriginal Issue.**

David Barton

In 1983, as a naive youth worker and concerned by what I had been reading since the early 1978's about what was happening with Aborigines in Alice Springs, I moved there to see what I could do to help. All told I spent 6 years in Central Australia leaving both depressed and convinced that the situation could never be fixed.

Unfortunately, much of what passes for Aboriginal culture today is an invention of the last 50 years. Fortunately, much authentic Aboriginal culture of the past has vanished. The gruesome initiations, genital mutilation, inflicted cicatrices, burns, ritual spearings, sorcery and payback murders have by and large disappeared, nevertheless, inter tribe clan grievances often remain, as can be seen at some football indigenous matches, both on the field and amongst the spectators. Even though these encounters can still become violent, at least those conflicts are mostly played out with a football and not spears and clubs.





Meanwhile the Aboriginal industry is chock full of ill-informed, urban myth-makers and illusionists, this caste of urggers and deluded pretenders giving rise to the patronising inistance on the uniqueness of “Aboriginal knowledge” about everything from agriculture and fish farms (a la Bruce Pascoe), water and fire management (a la cultural burning) to Aboriginal “art”, fashion, and even astronomy and not to mentikon Ernie Dingo and Richard Walley’s thoroughly overdone “Welcome to Country.

This is mostly snake oil fakery, an effort to convince contemporary Australians that the Aboriginals of old were something they clearly never were.

Worse, histories and observational accounts of early Aboriginal life and culture are vanishing from library shelves, replaced by the anti-white post-modern dogma of invasion, colonisation and inter-generational trauma. It is unusual today to find any history book about Aboriginals in a secondary or tertiary institution that is more than fifteen years old. This is cultural censorship and erasure happening right under our noses. We are all the poorer for it, black and white alike.

Meanwhile, the secret invention, exaggeration, distortion and misrepresentation of the alleged :frontier wars: serves as a made to order replacement “History” intended to raise the status of Aboriginal People and degrade that of settlers. It is yet another bill of goods, a distorting sham, being hawked by a power-grabbing activist elite in whose interest it is to falsify our history. The goal, need it be said, is an attempt to paint a genocidal racism in Australia’s original sin.

Equality of opportunity is not enough for the power hungry, to whom any perceived inequality in outcome is an opportunity.



Unfortunately, self-determination for many people who today identify as Aborogonal is taken to mean the normal rules, keeping children ion schools, eschewing clan and domestic violence, aren't thought to fully apply. This is nowhere more apparent than on the troubled streets of Alice Springs.

- Self determination means we'll do what we like and you can pay for it.
- Self-determination' is about colonising and taking control, accepting all that whitefellas have to offer while offering nothing in return.
- Self-determination is about undermining whitefella institutions, judiciaries, organisations and bureaucracies.
- Self-determination is about enculturated white people who, on the strength of what may be a mere speck of indigenous DNA, now identify exclusively as Aboriginal, thereby giving themselves an economic and social leg-up.

For the activist cadre it always was and always will be about money, power and control, all underscored by the notion that members of one race enjoy a preeminent ascendancy over all other Australians.

More examples of 'self-determination' can be found in the ban on climbing Ayers Rock (illuru), Mt Warning (Wollumbin), Mt Gillen, and many Grampians climbs, all for ill-defined or unexplained 'cultural' reasons'. After much outcry, consideration is now being given to re-opening the Mt Warning climb, but only for those who pay a fee and are escorted by indigenous guides. More rent-seeking, what a surprise!

***This huge sign in Geelong tells all who read it that they should be proud to be in Wadawurrung Country. I was proud to be in Geelong. tb.***

Australian place names are also rapidly being overwritten with (most likely made-up) Aboriginal names (eg: K'gari, once known as Fraser Island). All of this is about claims to ownership, to 'sovereignty'. These changes should not be mistaken for deference to Aboriginal culture; it's no more nor less than an insidious takeover. What we are experiencing here is cultural guerrilla warfare, the picking off one target after the other. Don't believe it? Look no further that what has happened in New Zealand.



## **The Voice!**

Self-determination is not about 'closing the gap', nor about Aborigines 'having a voice' - all of that can be achieved without a change to the Constitution. Indeed, the \$35+ billion currently spent on Aboriginal affairs and the 11-plus current Aboriginal members of parliament are more than enough to fulfil both aims.





The Voice referendum is purely and simply about the drive towards Aboriginal sovereignty, which can only be achieved by changing the nation's foundational document and charter.



Under the Albanese government, self-determination means the coming referendum, whose barely concealed intention is to divide Australia along lines of race. What is hiding in plain sight is the Albanese government's intention to de-facto fund and promote the 'Yes' campaign whilst hamstringing 'No' advocates. Anything the No campaign says can and will be construed as "misinformation". We have seen this already with the appalling attacks by Noel Pearson and Marcia Langton's on Jacinta Price. Brace for much more of that-and wonder, too, if the bile and attempts at character assassination are a foretaste of an empowered Voice? ...

Meanwhile, Australians are subjected to a daily and massive pro-Yes propaganda barrage by the taxpayer-funded ABC and SBS.

Remote Aboriginal Australians are unfortunate mascots in a power struggle among the white majority. The Voice is just the latest attempt by the left-bureaucratic class to get more control and further exploit the rest of us.

Think before you vote!

If a telemarketer calls, give the phone to your 3 year old and tell them it's Santa on the phone.



This brilliant person decided to glue his hands to the roadway as a protest. The German police had a fantastic way of releasing him, they just dug up a small bit of the road and let him go.

## Respect?

Michael Smith News  
12 February 2023

Our Prime Minister couldn't miss the chance to officially open Pride Square in Newtown (Sydney) on the 12<sup>th</sup> February, and to unveil the pride flag beacon but a few months earlier, on a far more memorial day he was no-where to be found.

In the 18<sup>th</sup> February, the 60<sup>th</sup> anniversary of Vietnam Vets Day, and the first he experienced since becoming Prime Minister. He didn't have time for the Vietnam Vets but he had plenty of time for a photo opportunity with the Qld Premmier, Annastacia PLIBERSEK





*From the time of the arrival of the first members of the Team in 1962 almost 60,000 Australians, including ground troops and air force and navy personnel, served in Vietnam; 521 died as a result of the war and over 3,000 were wounded.*

## Green Pastures.

ANZ's Greener Pastures 2 takes a detailed look at how the Australian agricultural sector has developed to become a world leader, not just in the production of quality and safe food and fibre products, but in areas such as environmental awareness and investment flows.

Read the report here: <https://lnkd.in/djhr7FGD>

## Why the Subs?

Due to technology making oceans transparent, the effectiveness of submarines is likely to end by around 2050." Unfortunate, as that is likely to be the earliest we can expect the first SSN AUKUS to arrive. Optimistically.

**The Runway AIR FORCE**

Stealth is crucial to the effectiveness of submarines. We can use science to examine the likelihood of losing that stealth by 2050 using an intelligence software tool, [Intelfuse](#) which is:

- Rigorous.
- Transparent.
- Defensible.
- Able to be updated.
- Works with poor data and strongly divergent opinions.



### Key findings:

- Oceans are very likely to become transparent by the 2050s.
- Counter detection technology will reach its limit.
- Disruptive changes in technologies are likely to affect the [deterrent value of nuclear-powered ballistic missile](#) submarines.
- Improvements in counter detection have slowed dramatically since the Cold War.
- The strategic importance of [maritime geographic chokepoints](#) will decline.
- New [ocean sensing](#) capabilities will cover many physical, chemical and biological domains.



- China (with the CSIRO) is developing a '[Transparent Ocean Initiative](#)' using satellite light detection and ranging to pinpoint submarines at up to 500m depth.
- Previously, the oceans' geography has generally been favourable to the West but not to its adversaries.
- Local differences in ocean geography will make detection easier in some places and more difficult in others.

There is an interesting article describing the science behind detecting submarines, you can get a copy [HERE](#).

## Avalon Airshow.

The 2023 Avalon Airshow was a huge success, with both weekend public days “sold out”. Some of the aircraft on display were amazing, one of which was the huge USAF C5 Galaxy.

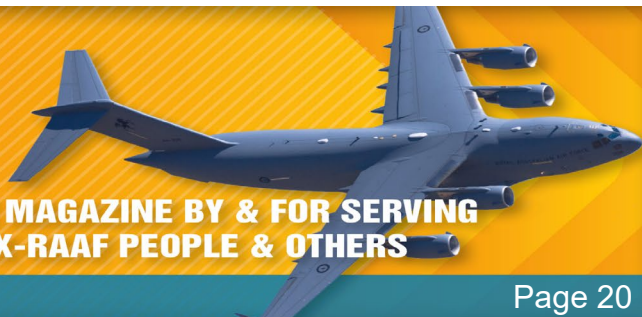






This thing is so big you could play cricket in it.

More on the Airshow next issue.



## Radio Apprentices are encouraged to get involved at All-Apprentices Reunions.

Dutchy Holland.

I am the current serving president of the RAAF Apprentices Association. I am inviting all Radio Apprentices to join us at All-Apprentice reunion events.

The RAAF Apprentices Association was born from a reunion group that runs the Brisbane All-Apprentice reunion on the fourth Saturday in February each year. We have been holding these events for many years and, for the most part, it has been trade apprentices that have attended. Since taking the reins we have built a decent website <https://raafapprentices.com.au> and have become involved with organising the Wagga Wagga All-Apprentices reunion with the Wagga Aircare Association.

One of my priorities is to include the radio apprentices in the group. I am aware that Dick Tracy runs an event in Werribee every January and that there is a decent contingent of Radio Apprentices that attend, but the radio appies that have moved farther afield are not being included.

So I am hereby letting all Radio Apprentices know that we are keen to include you at all our reunion events. At the last Wagga event we had a handful of our radio compatriots attend and they thoroughly enjoyed it. They sat together and talked of old times like the rest of us. They also mingled, catching up with other friends and associates from days past.



We would love to see you all in Wagga in 2023. The event comprises of a Friday night Meet and Greet, a Saturday night Celebration Dinner and a march in the Wagga Wagga ANZAC day parade. This year the event runs from Friday 21<sup>st</sup> April to Wednesday 26<sup>th</sup> April. More information on the event can be found under the ['Events'](#) tab on the RAAF Apprentice website. Find us by typing 'RAAF Apprentice' into any search engine. Please note that only general information is available until ticket sales commence on the 1<sup>st</sup> January 2023. Tickets are purchased on the RAAF Apprentice website.

The respective committees look forward to warmly welcoming you to YOUR reunion in 2023 and beyond.

Dutchy Holland  
President RAAF Apprentice Association





## **Skyland News.**

We have two more copies of the irreverent SkyLand News, that great little magazine produced by two irreverent Air Niugini Pilots back in the late 1900's. You can get PDF copies below.

[January 1996](#)

[June 1979](#)

## **5 valve superhet receivers.**

Bob Richards, writes: Gday, could you post something in the magazine asking if anyone has or knows what happened to those 5 valve superhet receivers us RadtechAs built at Radschool during the 1970s. I would love to find a photo of one. My memory is fading on this, think after we built them and Sgt blahblah marked them, did we then dismantle them ready for the next course, someone must have as another ex Radtech told me he remembered that when he built his the parts were all used eg valve socket tags had wires cut still attached.



Just think it might make an interesting story to investigate our 5 valve superhets gone MIA! Just maybe the ones from the last course when Radschool shut down are stashed in an ADF hangar somewhere. I was on 63 RTC.

On another note, has anything been published previously in the mag about the Radschool closure, how it was done, what happened to all the infrastructure, training aids etc.

Maybe good for a future story!

Have a look [HERE](#) Bob.

## **Plaque in the RAAF Grove in the ACT.**

Some years ago, before Covid (BC), Allan George suggested we dedicate a plaque to Radschool in the RAAF Grove in the ATC. He suggested we do it similar to and place it next to the Radio Appy one. We thought it a great idea but of course Covid stepped in and everything was put on hold.

We're now AC so it's time to revisit it. Allan has been in touch with the maker and has been warned to expect a price rise – he'll have that soon. He's also suggested we have it fitted and then have a dedication ceremony on the 31<sup>st</sup> March, 2024, (a Sunday) that would be the 103<sup>rd</sup> anniversary of the formation of the RAAF. We could then have a get together at the Ainslie Club – see here <https://www.radschool.org.au/magazines/Vol65/Page17.htm>



One possible issue with 31<sup>st</sup> March, is some years Air Force holds their Anniversary ceremony at The Grove instead of on ANZAC parade. We don't know what the their plans are for 2024 yet, but it does not make much difference, we could attend the official anniversary activity wherever it is in Canberra and then do our own activity at The Grove at a suitable time on the same day. The Anniversary ceremony usually includes a fly past of some sort, band, guard and speeches etc with CAF in attendance.

Note, above comments are based on BC, the 2021 was 100th and was 'special'. 2022 was a very quiet event, we don't know what the AC 'norm' will be yet. We will make some enquiries.

What do you think?. If you would like to be part of a dedication ceremony in the ACT next March (2024), as well as some supporting events, please let us know [HERE](#).

## **Senior's Discount Guide.**

Late in 2022, Your Life Choices released their 293 page booklet titled 2022 Seniors Discount Guide. This is a collection of information taken from state seniors discount sites and is not an official guide created by those state departments. Some deals or services in this guide may have expired or been updated. Please note that no information provided constitutes financial advice. YourlifeChoices is a free resource, supported by advertising. YourlifeChoices is not affiliated with any Australian State or Territory governments.

**YourLifeChoices**

This booklet could save you hundreds over the year and you can get your copy [HERE](#).

## **Australian Air Cadets.**

The November 2022 edition of the Alumni Magazine is now available, you can get a copy [HERE](#).

## **Ride in Pink.**

Peter Roberts, who lives in the Isa, got in touch, he says: Congratulations on a successful "Scootaville". It's a pity I had to leave at such short notice. I managed to organise a successful "Ride in Pink" rally here in Mount Isa, raising money for the local breast cancer support group. And we've got a Toy Run coming up in aid of Ronald McDonald House. We usually get over 90 bikes in that run.

Jenny and I are supporting a ride in Vietnam in March in aid of the Blue Dragon Children's Foundation. Although a bit late, I was wondering if you could give that rally a plug in the Radschool magazine. The web address is [Home - Rally Indochina](#).





Pete has also provided a few photos of the Pink Ride. – below:



Peter and Jenny Roberts.







Well done mate – Scootaville 2023 is happening in August, now that you're retired, have another go?

## Welcome to Country.

Rod faux got in touch, he says what a lot of people think: "I look at it this way; I was born in Australia. Both my parents were born in Australia. 2 of my grandparents - mum's mum and dad's dad - were born in Australia. In my various careers in Australia I have worked with a diverse range of Australians of multiple backgrounds. I certainly don't need Ernie Dingoe's made-up bullshit at every event to remind me where I come from or where I can go".

## OPINION

I also agree with [THIS](#) – stuff it, who are the wankers who push this crap, I refuse to take part in it! tb.

## Djinnang 2023 Reunion.

Gail McDermott, the Secretary of the Djinnang Association says: "The Paddo Tavern will again be the venue for our Comms Reunion. This year's reunion date is Saturday 27th May 2023.





This year we will be occupying a different function room from last year for our event. It will be held in The Trophy Room. This was the original room from 2021. Enter via the restaurant area (situated at the right of The Paddo as you enter).

The address for The Paddo is 186 Given Terrace, Paddington. It is approximately 4kms from Brisbane City.



The normal function times apply 2pm till 9pm. There will be a free drink on arrival and platters as per the last few reunions. Entry will remain the same price as last time - \$30 non-perpetual members and \$20 perpetual members.

The following items are a definite plus for us:

- No Stairs
- Parking at the venue
- Short bus ride/cab ride from the City
- Tea/Coffee station will be available (constant hot water provided)
- Meals are available for those wishing to dine
- Other bars are available if you want to have a "special"™ brand of drink



If you are planning on attending, can you please let us know by adding your name to the list on the Djinnang Association Website, see [HERE](#).

Thank you. It helps with catering.

The guy sat next to me on the train, pulled out a photo of his wife and said, "She's beautiful, isn't she?" I said, "If you think she's beautiful you should see my misses mate." He said: "Why? Is she a stunner?". "No", I said, "she's an optician."



## National Vietnam Veterans Museum VCAT fight: A call to arms

[Attached](#) is a flyer addressed to all Vietnam veterans alerting them to a Victorian Civil and Administrative Council hearing at which the NVVM will argue against some objections raised by self-important individuals to the construction of a new museum building on our land. The objections are flimsy, to say the least, and negotiations to settle the matters without recourse to VCAT have stalled.

Ironical that one of the objectors is the very same person who sold us the land knowing full well what was planned for it.



We have spent \$1M on achieving the DA which is extremely comprehensive, has the unanimous support of the Bass Coast Council who issued the DA, and is regarded by a town planner as the most comprehensive DA he has seen. It meets all of the extant regulations and legislation. The objectors pay nothing, we cop the bills for legal representation at VCAT!

The legal costs to defend our case at VCAT cannot be met by any form of grant nor from other grants and donations received which are tied to specific projects, hence our appeal to all Vietnam veterans to join the fight for their museum.

A significant number of your readers are Vietnam veterans, and I am seeking your support for our call by placing this flyer in your newsletter for the attention of your Vietnam veteran readers, and of course, we would welcome donations from any of our readers irrespective of their service.

I would be grateful if you would support the call by agreeing to publish the flyer.  
Cheers,

Bob Elworthy AM  
M: 0402 106 262

### Background

At a cost of over \$1M, your museum now has Development Approval for the new museum building, however, the DA is being challenged by residents who do not want to see the new museum on our land.

So!, now we must fight the objections at the Victorian Civil and Administrative Tribunal, at a cost of around \$140K!

Vietnam Veterans Have Never Walked Away From a Fight, so we are appealing to all Vietnam Veterans (and friends) to donate \$10 (more if you can afford it) to a fighting fund. Every cent raised will go towards the legal costs of fighting the objections.





Donations are tax-deductible and can be made by direct debit until the end of March to the museum as follows:

National Vietnam Veterans Museum Trading Account  
Bendigo Bank BSB: 633 000 Account: 149 738 577

Identify the donation as "VCAT FUND" along with your name.

Authorized by R W Elworthy AM, NVVM Secretary M: 0402 106 262

**I'VE REACHED THAT AGE  
WHERE MY BRAIN GOES  
FROM "YOU PROBABLY  
SHOULDN'T SAY THAT." TO  
"WHAT THE HELL, LET'S SEE  
WHAT HAPPENS."**