



Vol 80

Nov 2023

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### New Menu

We've made some changes to the menu system, now you can find a topic, click it and it will open the info for which you're looking. Hopefully, this will make it a lot easier to read. After you've finished one topic and you want to return here, just click the "return" button (←) on the tab at the top of your browser.

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

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ANZAC Day 2023	<a href="#">ANZAC Day 2 Sqn.</a> <a href="#">ANZAC Day Canberra.</a>



	<p>ANZAC Day Scotland. ANZAC Day Wallaby Airlines.</p>
<p><b>Arthur Fry:</b></p>	<p>Five years between Hong Kong postings. Impressive items from my career.</p>
<p><b>Computer Information:</b></p>	<p>Browser myths. Clear your browser history quickly. Clone your hard drive. Does HTTPS make the Internet secure? How long do CDs and DVDs last? How long do thumb drives hold data? How to make video calls on your Android phone. Inexpensive ways to speed up your PC OneDrive's new PDF features. Scam alert: Photo sharing messages. Scan a doc using an Android camera. USB-C - what is it and do you need it? Wireless charging - is it bad for your battery?</p>  
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<p><b>DVA Issues:</b></p>	<p>Better access to information for Veterans. Commemorative medallion for Vietnam Vets. GPs and Gold/White cards. Help for homeless Veterans. Help for those experiencing family and domestic violence. Mental health treatment unchanged. New DVA Secretary. Post-traumatic stress disorder. Receive healthcare while your claim is processed. Reporting the death of a DVA Client. Support available for those affected by the OSI investigation. The healing power of sport. What is a VSO?</p> 
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Evolution of Tertiary Education to Engineering Officers.  
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 Men and women's view on mess.  
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 Soap - does it last?  
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 The Brisbane Garage Girls and their WW2 secret.  
 The Home Front - a good read.  
 Titan submarine - the loss of.  
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 Vietnam war era music.  
 WD-40 - explained.  
 Why is a cockpit called that?  
 Winfield Cup ARL.

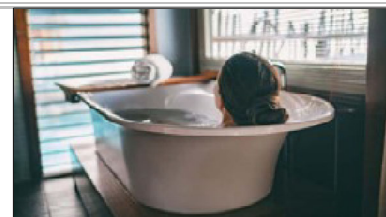


**Get togethers.**

Jock Cassels 100th.

**Health:**

15 popular home remedies - and do they work?  
 Hiccups explained - and how to get rid of them.  
 Sleep - why it's so important.  
 Testosterone patch to solve a women's low libido.  
 Your liver - and what it does.



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Is your check-list really necessary?

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**People I meet:**

The People I meet.

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2 Sqn - 1968. Help needed!

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**Scootaville:**

Apply to join Scootaville Qld or NSW 2024 or both.  
 Scootaville Qld 2023.

**Units, Squadrons and Bases:**

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## Finish.

Unfortunately, after 24 years and 80 editions, I can't continue with the RAM. This is the last issue. I have just run out of time, Scootaville now takes up too much of my time and as Scootaville pushes into other States, it's only going to get busier. In 2024 we're holding Scootaville in both Qld and NSW and in 2025 we hope to include Vic, SANT and WA. Tas perhaps in 2026.

It looks like the Kiwis are coming on line too, 2026 could see Scootaville in all States of Aust as well as in NZ.

The websites will remain, all the Course Photos will still be there as will the 80 editions of the RAM. We're going to start a new section which we'll call SPECIALS - this will include coverage of Reunions, Events etc, more of a Blog than a Magazine.

A huge thank you to everyone who has contributed over the years, it's been fun but unfortunately its days are done.

But - if anyone would like to carry on with the RAM, please get in touch.

## Scootaville 2024.

Next year we're holding Scootaville in both Qld and NSW, the Qld version will get together at Chermside on the 27th August and leave on the 30th August and travel via Warwick, Goondiwindi, Toowoomba, Maroochydore, Gayndah, Gladstone, Rockhampton, Sarina, Airlie Beach, Ayr, then Townsville - arriving on the 13th Sept - 20 nights

The NSW version will get together at Windsor (opposite RAAF Richmond) on Mon the 18th Nov and leave on the 20th Nov and go via Muswellbrook, Mudgee, Dubbo, Parkes, West Wyalong, Wagga, Canberra, Bathurst, Katoomba, Lithgow and back to Windsor - 20 nights.

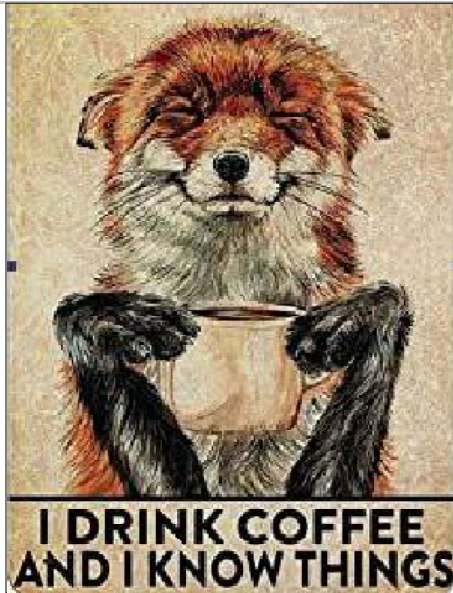


We're holding discussions with Channel 7 with the aim of them sending a crew of 3 along with us in Qld, to record the whole event and produce a one hour program for showing on 7 Mate and 7 Two. This will give us National coverage and enable us to solicit donations Australia wide. We're also talking with the New Zealand Air Force Association and we've invited 4 of their members to join us on the Qld run next year. We hope that in 2026 Scootaville is running in NZ - it becomes a joint Aus/NZ event, they will send a few over here every year and we can go over and there.

What this means though, as we can only take 40 people on each trip, due to accommodation availability, and as we've got 7 spots already pencilled in (3 X Ch 7, 4 X NZ) if you would like to be involved, it would probably be a good idea to get your name in now, you can do that [HERE](#). If we get too many applicants, we'll have to do a draw from the hat.

As we go Australia wide, it will be far too big and far too complex for us to handle, it will require a centralised body to manage and oversee it which is why the Federal Body of the Air Force Association will take it on. The Radschool Association Inc will still be involved but only on a minor scale, we'll start the hand-over, take-over next August when we go Queenslanding.

The ultimate aim is still to raise funds for Legacy and for homeless Vets in Australia and for similar charities in NZ.



You can download the full magazine in PDF format [HERE](#).  
It is a very large file, contains 314 pages and will take a while to download.

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

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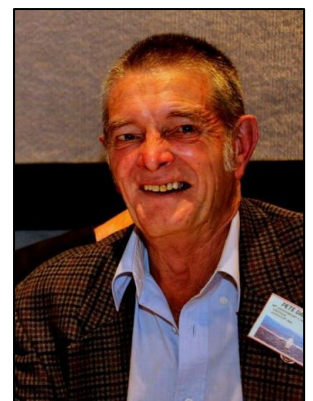
## IN MEMORY OF



### **Peter Dalglish.**

John McDougall advises the passing of ex-sumpie Peter Dalglish on Sunday the 28<sup>th</sup> May. Pete lived in the West and was an Appy on No 14 course that Wagged back in 1962. He had been suffering from severe bronchitis and had been admitted to the Brussleton hospital but the bronchitis turned into pneumonia which he couldn't defeat.

He served in Vietnam from April 1965 to December 1965.





## Barbara Findlay.

Peter Bourke advises the passing of Barbara Findlay who passed away on Sunday the 28th May. Peter says: "I was fortunate to serve as an EDO with Barbara at ECSQN Frognall during 1983 and our friendship continued for the next 40 years. I know that there will be many, many engineering officers, past and present, who have fond memories of her during their time as engineering cadets attending RMIT. I do not know any other details about her service, although I think she was posted to Radschool or Laverton at some stage. After retiring from the service Barbara settled in Labrador Queensland."

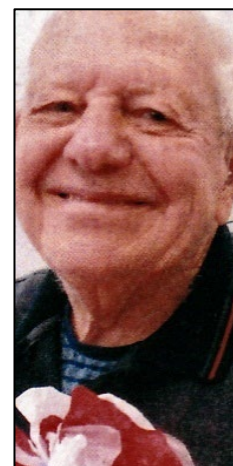
## Terry "Bunny" Collier.

Ian Oldfield advises the passing of Terry Collier on Saturday the 6<sup>th</sup> May. Terry was a sparkie and served in Vietnam with 35 Sqn from Nov 1967 to Nov 1968. His funeral was held at the Rookwood Crematorium in Sydney on Thursday the 18<sup>th</sup> May.



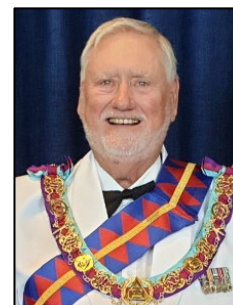
## John Albert Suthers.

Dick Horder advises the passing of John Suthers on Saturday the 13<sup>th</sup> May. He was 95 years old. John was a Radtech and served with 2 Sqn in Vietnam from April 1967 to Apr 1968, after Vietnam he was posted to 3AD at Amberley and on retirement worked at Ipswich Grammar School with the grounds and maintenance staff. His funeral was held at the Heritage Park Crematorium in Wacol, Brisbane, on Thursday the 25<sup>th</sup> May.



## Andrew Boyden.

Arthur Rennick advises the passing of Andrew Boyden on Monday the 17<sup>th</sup> April 2023. Andrew was an Instrument Fitter and served with 2 Sqn in Vietnam from April 1967 to March 1968. He retired with the rank of Warrant Officer. Andrew had been living in Woolgoolga NSW.



## Peter Sutcliffe

We have been advised that Peter Sutcliffe passed away on Thursday the 23rd March 2023 after an extended illness.

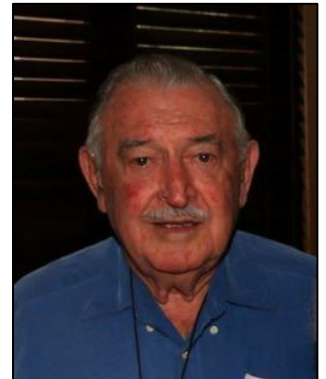


Peter joined the Air Force on the 10th September 1968 as a member of 89 Telegs and remustered to Sigs Op at 3 TU. Peter served at various postings including two tours of Hong Kong and attained the rank of Warrant Officer. He discharged on 16 September 1988. Subsequent to discharge he worked as a communications operator for the Australian Antarctic Program then enjoyed over 20 years living in Exmouth and working at the Harold E Hold Naval Communication Station prior to retiring and returned to Perth in 2021.

## Thomas Maloney.

We have been advised that WO Tom Maloney (known as Reg) passed away on the 6<sup>th</sup> July 2023, he was 94 years old. Tom was a Radtech G and joined the RAAF in 1947 and discharged in 1979. He joined the Reserve in 1981 and retired in 1985 and lived in Townsville. He served in Vietnam with 1 OSU from April 1971 to Jan 1972.

Sorry, no further details.



## Peter William Taylor.

Ken Thackery advises the passing of Peter Taylor on the 17<sup>th</sup> May 2023. Peter was an ADG and served with 2 Sqn from Feb 1968 to Feb 1969.

Sorry no further details.

## Graham Thomas Jenkins.

We have been advised that Graham Thomas died on the 10<sup>th</sup> July 2023. He was 80 years old. His funeral was held in Holland Park, Qld, on the 17<sup>th</sup> July 2023.

Graham was a Radtech and served with 2 Sqn in Phan Rang from Nov 1969 to Nov 1970.



## Philip Maurice Godwin.

Jan Godwin advises the passing of her husband, Phil, on the 24<sup>th</sup> June. Phil was at Radschool in 1973/74. Jan says, I've included a photo of Phil from a couple of years ago. Sadly he was diagnosed with motor neurone disease in November 2020 a great shock to us all. Although the





illness gradually stopped him doing all the things he loved it didn't crush his spirit and he never complained, remaining the lovely man he always was.

His funeral was on 11th July and people attended from far and wide.

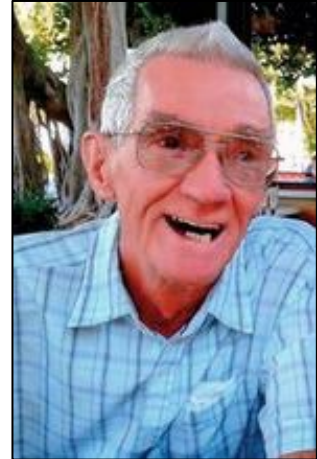
Kind regards



## Colin Patrick O'Brien.

We have been advised that Colin O'Brien, known as Paddy, dies on the 20<sup>th</sup> June 2023, he was 95 years old. His funeral was held in Townsville on the 4<sup>th</sup> July 2023.

Colin was a WO Radtech.



## James Patrick Williams.

Arthur Rennick advised that Jim dies on the 25 June 2023. He was born in Quirindi in NSW in 1937 but joined the RAAF from Tasmania. He served in Vietnam with 2 Sqn as a driver from Mar 1968 to Mar 1969. Jim's funeral was held in Albany Creek, Qld, on the 27<sup>th</sup> June 2023.

## John Robert Donohue.

Sadly we have to report the passing of John Donohue, known affectionately to many as "Porky," on the 9<sup>th</sup> June 2023. We, as did a lot of people, lost an old mate on that day. "Porks", who was born in East Malvern in Vic in 1943, was an instrument fitter and served with 35Sqn from Sept 1971 to Feb 1972.

Porky served with the RAAF for 22 years, retiring with the rank of Warrant Officer. We served with "Porks" at 38Sqn, Richmond, from 1967 to 1969 where he was a Cpl and the NCO I/C the accommodation block and had his own little private room. (Click the pic at right to see it).



John's very well attended funeral was held at St Peter's Catholic Church on Friday the 16<sup>th</sup> June 2023, after which his body was cremated and interred in the wall at the Church in Rochdale.





He was involved with St Peters church filling many rolls with the parish. He was also coach and president of the Springwood Aussie Rules Junior football Club and was a staunch supporter of the Geelong Cats.

## Terrence George Grigson

Ted McEvoy advises us of the passing of Terry Grigson on the 28<sup>th</sup> May, 2023, he was 75 years old. Terry was buried at the Pinnaroo Cemetery in Perth on the 10<sup>th</sup> June. Terry's funeral was very well attended, with about 250 mourners attending, 50 of whom were forced to stand which underlined the number of friends he had. Terry was a Framie and served with 9 Sqn in Vung Tau from Jan 1971 to Dec 1971.

## Bill Sharp.

Ken Morris advised the recent passing of Bill Sharp. Bill served 12 years in the British Army prior to joining the RAAF. He served in Sqns 481, 478, 77 and OCU. Ken says we both graduated from Radschool on 14RMT and were posted to the same bases (often different units) for 15 years. Our families were very close for all that time. I wasn't able to get to the funeral but I did see Bill when I attended the Mirage reunion in Stockton last year. The main object of the trip was to take Bill to the reunion but he was unable, perhaps embarrassed at his condition, to go. He was blind and had become very ill and frail by then.

Bill's funeral was held on the 15<sup>th</sup> June 2023.

## Lieutenant Colonel Harry Smith

Recently Australia lost a great man. The man whose company held back a reinforced North Vietnamese regiment at Long Tan, before fighting for his soldiers to be recognised, has sadly died.

Lieutenant Colonel Harry Smith, the national serviceman turned career soldier, died on the 20<sup>th</sup> August at the Sunshine Coast, aged 90, two days after the battle's 57th anniversary.



After serving during the Malayan Emergency, Lieutenant Colonel (then Major) Smith rose to prominence in Vietnam as Officer Commanding of Delta Company, 6th Battalion, The Royal Australian Regiment, during the Battle of Long Tan. Harry's company was patrolling a rubber plantation when it ran into a much larger enemy force advancing towards the Australian base at Nui Dat on the 18<sup>th</sup> August, 1966.

In an article published in the Australian War Memorial's Wartime magazine in 2006, Lieutenant Colonel Smith said: "Almost continuous VC tracer rounds lit up the gloom as they raced past us



like supersonic fireflies. The heavy rain turned the earth into the mud in which we lay. White latex oozed from bullet holes in rubber trees. VC snipers went up trees, to be shot or blown down.”

During the battle, Delta Company held off numerous enemy attack waves thanks to tenacious fighting and artillery support. “The volume and noise of all the artillery and small arms fire was horrendous – deafening – but, in hindsight, wonderful music” Harry said.

The enemy got so close to Delta Company’s position, Harry ordered his famous fire-support request: “Drop 50. Danger Close. Fire for effect”. Headquarters refused until Harry grabbed the radio handset from his signalman and shouted, “give us the f----- guns where we want them or you will lose the bloody lot of us”.



Despite being resupplied with ammo dropped from Royal Australian Air Force helicopters, Delta Company was on the verge of being overrun until armoured personnel carriers arrived with reinforcements and broke up the enemy massing for a final attack. “All firing ceased as though the tap was turned off,” Harry later said. He later recalled his men were too busy doing what they needed to repel the onslaughts that fear of what could have been only sank in when the battle ended. “Outnumbered, we just got on with what we had trained for – killing the enemy – to survive,” he said.

“The dedication of my men to helping and giving covering fire to their mates and assisting the wounded was outstanding.”



Delta Company lost 18 soldiers killed and 24 wounded.

Writing later, Lieutenant Colonel Smith said Australians buried 245 enemy and found other graves along bloodied withdrawal routes. "Documents indicated their losses were some 800 killed or died from wounds, with around another 1000 wounded," he said.

After returning from Vietnam, Lieutenant Colonel Smith served overseas and then as the chief instructor at the Parachute Training School. He left the Army in 1976 following a parachuting injury.

Lieutenant Colonel Smith received a Military Cross for his actions at Long Tan, but was angered when few of the decorations he recommended for his men were awarded. This began a two-decade fight to have the correct medals presented.



Major Harry Smith receiving the ribbon to the Military Cross for Gallantry, January 1967.

In 2008, Lieutenant Colonel Smith's award was upgraded to a Star of Gallantry and several of his soldiers also received upgrades.

After a 2016 review, the last of his men received the medals Lieutenant Colonel Smith had recommended 50 years earlier.



## **Ken McNeil**

Arthur Rennick advises the passing of Ken McNeil. Ken was an electrician and passed away on 06 December 2021.

He joined the RAAF in 1956 and was discharged in 1980 with the rank of Warrant Officer. Ken served in 2 Squadron at Butterworth. Other postings were at RAAF Support Command, U.S.A, Army Kiowa helicopters and at RAAF Wagga as an Instructor.

Sorry no further details.



## Page 3 Girl.

### **AIRCDRE Barbara Courtney, AM**

#### **Commander, Surveillance and Response Group**

AIRCDRE Barbara Courtney joined the Air Force in 1987 as an Air Traffic Controller (ATC). Having achieved all ATC related qualifications Barbara was posted to most ATC detachments as a controller, supervisor or commander. She is a qualified ATC instructor who has instructed at the RAAF School of Air Traffic Control, including a posting as Chief Instructor and has also instructed at the RAF Central Air Traffic Control School at RAF Shawbury in the UK.

Barbara has broad experience in Combat Support including Base Commander at RAAF Base Williams and was twice appointed Combat Support Commander for the Australian International Airshow at Avalon, for which she received a Chief of Air Force Commendation.

She has held a range of Staff positions including Staff Officer to the Chief of Air Force. On promotion to Group Captain she was appointed Director of Coordination for Air Force and subsequently appointed Commander of United Nations Command (Rear) at Yokota Airbase in Tokyo.

Reporting directly to the Commander of United States Forces Korea, she was responsible for overseeing planning of force deployment and staging options from Japan for United Nations Command signatory nations in the event of a return to the Korean War. For this she was awarded the Legion of Merit. She returned to Australia in February 2016 to the role of the Director of Integrated Air and Missile Defence and C4I in Air Force Headquarters, Canberra.

She deployed on Operations in 2003 and 2004 in Support of Operations Azure and Iraqi Freedom respectively. In 2011 she deployed to Afghanistan as the Commander of Multi National Base Command Tarin Kot responsible for all Combat Support for a base of over 8000 personnel including Australian and US Forces. For this she received both an Australian Defence Force Commendation and a US Army Commendation Medal. In 2018, she deployed to the Middle East Region as the Deputy Commander Joint Task Force 633 before taking up the position of Commander Surveillance and Response Group on 8 May 2019.





Barbara was appointed a Member of the Order of Australia (AM) for exceptional service to the ADF in combat support unit operations, organisational reform, major international engagement, and strategic capability development for the Australian Defence Force in the Australia Day 2019 Honours.

AIRCDRE Courtney is a Command and Staff course graduate who holds a Masters of Aviation Management and an Advanced Diploma in Defence Studies and International Strategy. She is married to Andy and they enjoy travelling, reading, dining out and exercising their dog Sassee.

## Djinnang Reunion – Brisbane 2023.

As they normally do, the Djinnang Association got together in May 2023 for their regular AGM, to once again meet mates from long ago and to have a good old fashioned knees up. As usual, the reunion was held at the Paddington Tavern (The Paddo), not far from the Brisbane CBD and also as usual, those attending came from far and wide.



Those attending included:



Ron Faulkner, John Isaacs, Warren Bryant.





Diane Webb, Beth Golden, Alison Cridland.



Kev "Hinchy" Hinch, "Bull" Donald, Des Williams.





Joy Costello, Dory Costello, Duncan Slaven.



Alison Cridland, Bob Bland, Barb Watson.





**Standing:** Ros Curran, Jillian O'Toole. **Seated:** Marie Henson, Fran Brown, Mark Brown, Lalee Jagiello



**Standing:** Burt Freeman, "Pygmy" McAndrew, Colin Price. **Seated:** Jill McAndrew, Rob Scott.





Brian and Dianne Webb.



Burt Freeman, Colin Price.





Alison Cridland.



Candy Hardie





Bob Bland.



Ernie Gimm, Shirley Watson.





Frank and Silvia Hodges, John McCormack, Kerry Harrington, Con Chatham, Ron Bellert, Ernie Gimm.



Iain Crapp, Marie Price.



Jillian O'Toole, Ros Curran, Marie Henson. (The three Scootavillians)

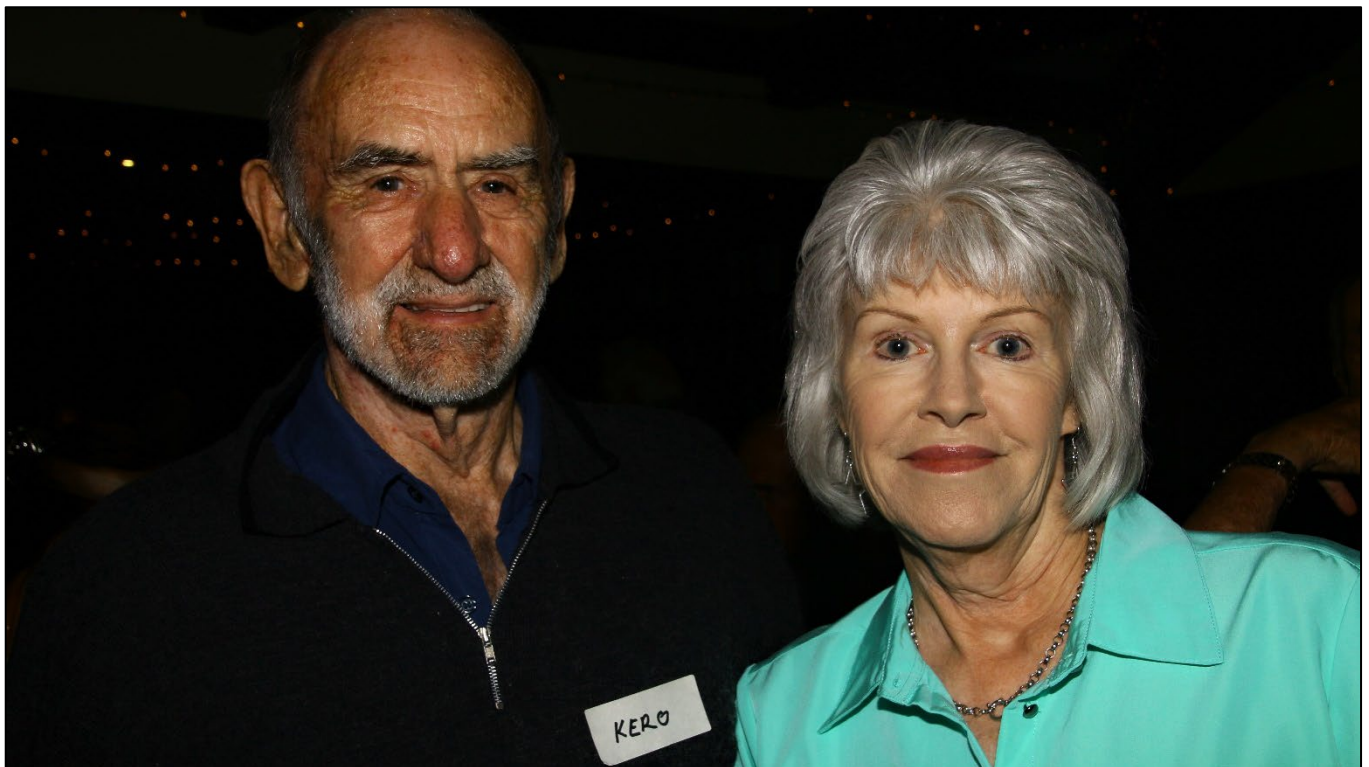


Jillian O'Toole, Trev Benneworth, Shirley Watson.





John Cridland, Ray "RG" Thompson, Lynn Beilby.



Kerry Harrington, Gail McDermott.



Kim Stafford, Tracey Stephens.



Lalee Jagiello, Yvonne Trickey.





Marie Henson, Robyn Russell.



Neil Snudden (This is why God gave us two hands!)





Mark Brown.

Behind every angry woman stands a man who has absolutely no idea what he did wrong.





Ray "RG" Thompson, Ron Bellert.



Mike Roberts, Neil Snudden.





Nev Paten, Duncan Slaven, Rob Scott, Burt Freeman, Colin Price.



Iain Crapp, Don't know





Don't know, Graeme Brownrigg, Kim Stafford.



Alistair Kennedy, Don't know.





John O'Loughlin, Jackie Kiss, Candy Hardy, Kim Stafford



Neil Snudden, Ros Curren.



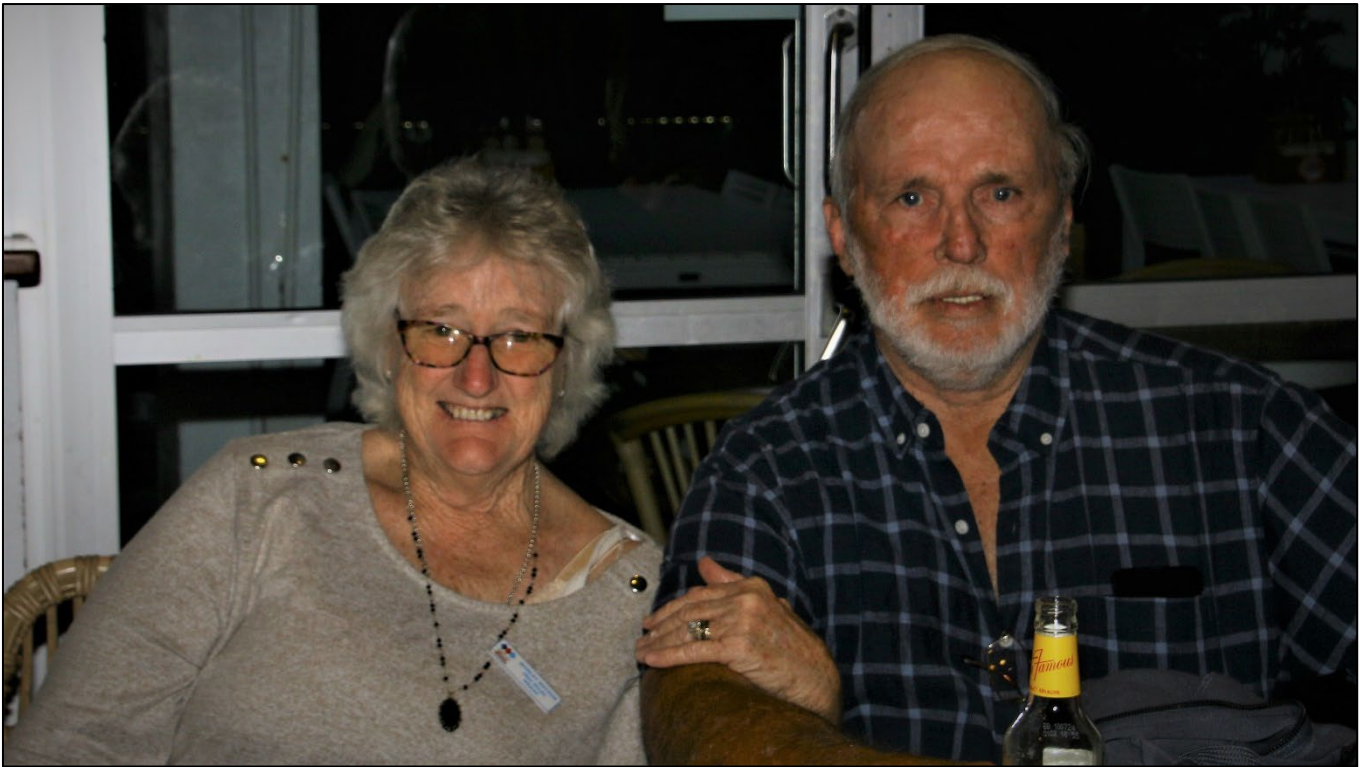


Pygmy McAndrew, Trev Benneworth.



Ray "RG" Thompson, Ron Bellert, Ernie Gimm.





Shirley Watson, Brian Webb.



Shirley Watson, Gail McDermott, Jillian O'Toole.





Tracey Stevens, Gail McDermott.



Shirley Watson, Sylvia Hodge.





Tracey Stevens, Ros Curren.



Trev Benneworth, Jillian O'Toole.





Val Robinson, Ian McKee, Graeme Brownrigg, Glenn Bell.



Grant Robertson, Murray Crome, Debbie Cavanagh, Sue Cully, Shelley Mathers, Gary Francis.





“Bull” Donald, Lalee Jagiello.



Bob Bland, Trevor Wood, Alistair Kennedy.





Jacki Kiss, "Nipper" McGilvery, Candy Hardy, Ross Billiau.



Yvonne Trickey, Shirley Watson.





Telsops – Trinops.



Telegs





Radtechs.



CommsOps.





Committee.







## Computers and stuff.

Sam Houliston.

### Inexpensive ways to breathe new life into an old pc.

Why buy a new computer when the one you have just needs a little spring cleaning and some inexpensive upgrades to give you many more years of service? Here are some easy tips and tricks to rejuvenate your old PC.

### How-To Geek

#### Is upgrading an old pc or laptop worth it?

If you read tech publications or spend time on computer-centric forums, it seems like the topic of conversation is mostly focused on what's new, what's the best and general chatter replacing old gear with something new.

It's really easy to get caught up in the idea that you need something new and that everything over a few years old is hopelessly outdated. The reality, however, is that outside of people chasing benchmarks, trying to play new release games in 4K with all the settings maxed, or those dabbling with AI art or language learning models that are very resource intensive, most people simply don't need expensive upgrades.



You don't need a cutting-edge computer for day-to-day stuff like browsing the web, watching videos and playing undemanding but popular games. We understand your computer might feel sluggish after all these years and you'd like to give it a little boost, so let's look at inexpensive ways to make an older computer feel fast and fresh again.

#### Upgrade the Primary Drive to an SSD

Upgrading your computer's old mechanical hard drive (HDD) to a modern solid-state drive (SSD) is probably the single greatest PC performance hack around. It works for laptops and desktops



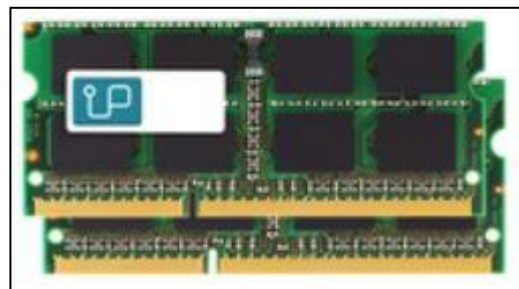
alike and everything from your boot time to your day-to-day experience with the computer will improve.

The price of SSDs has tumbled over the years. You can pick up a decent size SSD from a reputable company for less than \$100. Check eBay or Amazon. When upgrading an old PC or laptop, there's no reason to pay \$200-400 for the most premium SSD you can find. Just swapping out a dusty old mechanical hard drive for an inexpensive SSD is a massive upgrade.

Here's [how to clone your existing hard drive](#) if you don't want to start from scratch with your new SSD.

### **Add More RAM.**

Upgrading to an SSD and adding more RAM to an older computer is like a one-two punch to significantly boost performance. In the worst-case scenario, if you don't have enough RAM for the operating system and applications you're trying to run, you'll run into crashes at the application level, or the whole computer might crash. Better-case scenario: the computer keeps running but constantly bumps into the limitations of the RAM and an excessive amount of resources are chewed up just moving data in and out of the RAM in an attempt to optimize it. Even though that nice new SSD will make that a more pleasant experience than you'd have with your old HDD, it's still not ideal.



Like SSDs, the prices are quite reasonable if you're not shopping for the newest and most cutting-edge stuff (which, if you're upgrading an old laptop, is hardly a concern). Jumping from 8GB to 16GB of RAM is a huge performance boost for an old PC and one you can easily make for around for as low as \$40 – 50, depending on what kind of RAM you need.

You'll need to shop carefully to buy the right memory for your particular machine, (the DDR number) but it's a modest effort and expenditure for a solid upgrade.

### **Audit your Startup Programs and installed Apps.**

Whether you're trying to speed up an old or a new computer, it's always wise to audit your startup programs but it's especially wise on older computers as there has been more time for more clutter to accumulate.

Haven't used iTunes in ages? Why is it installed and why do a handful of iTunes helper applications need to load every time you start your computer? The same goes for any other old apps taking up a lot of disk space, launching on startup, or both. If you're not actively using something as part of your day-to-day workflow, there's no reason to have it (or a helper app related to it) load every time you start your computer and if you're not using the application anymore, get rid of it.

Here are some [tips for Windows](#) and [macOS](#) to help you tidy up.





## Clean Out the Dust.

Computers are really good at protecting themselves from benign neglect and one of the ways they do that is to automatically throttle performance if things get too toasty. Sometimes, there are no obvious warning signs. The computer just runs slower, tasks seem to take longer and so on. On the extreme end of things, if you're dealing with a laptop with its tiny exhaust fans clogged with dust bunnies, the computer might outright crash because of high temperatures but that's usually not the case.

Opening up the computer and thoroughly cleaning it with an air compressor or can of compressed air is a very cheap and very effective way to ensure the source of your performance hit isn't a CPU cooler so caked with dust, it might as well be wrapped in felt. Cleaning the dust out of a PC is easier than a laptop, but cleaning the dust out of a laptop isn't as daunting as it seems.



Getting offended by something posted on the internet is like choosing to step in dog shit instead of walking around it.

## OneDrive is adding more PDF Editing Features

OneDrive is already one of the best tools for storing your files online and if you've ever used it for storing PDF documents, it's about to become much more useful. Soon, you'll be able to write on them without leaving your browser.



As detailed by Microsoft in its Microsoft 365 roadmap, OneDrive is getting two key capabilities to make document editing online much easier. The first and most important one is the ability to jot down things with hand-drawn ink in a document straight from OneDrive by using the Edit option. This will let you quickly sign a form or contract, fill out a few details and more without needing a local editor or specialized tool. If a PDF also has fillable forms, you can also fill them up by typing. Then, once you do that, you can just save that edited PDF file to your OneDrive account.

It's more common than ever these days to fill up documents electronically as it's generally more convenient for all parties involved and while for a contract you might prefer a more dedicated e-signing tool, this is good enough for e-filling and e-signing more casual things.

Microsoft's roadmap website says that this should begin rolling out very soon, so stay tuned to try it out.

Bob: "Yesterday my wife ran away with my best friend Mike"  
Bill: "Since when was Mike your best friend?"  
Bob: "Since yesterday."



## What is USB-C? Here's why you want USB Type-C.

USB-C is a reversible connector that can be used to transmit data, video and audio signals and PCI-E signals, among others. USB-C is the emerging standard for charging and transferring data. Right now, it's included in devices like laptops, phones and tablets and, given time, it'll spread to pretty much everything that currently uses the older, larger USB connector.

### What is USB Type-C?

USB Type-C, usually just called "USB-C," is a new USB connector designed to better accommodate modern needs. It was designed with a huge number of improvements over previous USB cables (and ports). Here's the quick list of everything new and improved:

- A new, compact connector that is fully reversible
- Supports higher power delivery
- Supports DisplayPort Alt Mode
- Up to four PCIe 4.0 lanes
- Audio transmission to replace 3.5mm audio jack
- Compatible with Thunderbolt
- Compatible with the latest USB standard (USB4 v2.0) and backward compatible with USB 2.0

Though the specifications for USB-C were first published in 2014, adoption has been gradual. USB-C is now shaping up to be a real replacement for not only older USB standards, but also other standards like Thunderbolt and DisplayPort. USB-C is closely intertwined with other new standards, as well, like USB 4 for faster speeds and USB Power Delivery for improved power delivery over USB connections.

### USB-C features a new connector shape.

USB Type-C has a new, tiny physical connector, roughly the size of a micro-USB connector. The USB-C connector itself can support various exciting new USB standards like USB4 v2.0 and USB power delivery (USB PD). The standard USB connector you're most familiar with is USB Type-A. Even as we've moved from USB 1 to USB 2 and on to modern USB 3 devices, that connector has stayed the same. It's as massive as ever and it only plugs in one way (which is obviously never the way you try to plug it in the first time), but as devices became smaller and thinner, those large USB ports just didn't fit. This gave rise to lots of other USB connector shapes like the "micro" and "mini" connectors.

This awkward collection of differently shaped connectors for different-size devices is finally coming to a close. USB Type-C offers a new connector standard that's very small. It's about a third the size of an old USB Type-A plug. This is a single connector standard that every







device should be able to use. You'll just need a single cable, whether you're connecting an external hard drive to your laptop or charging your smartphone from a USB charger. That one tiny connector is small enough to fit into a super-thin mobile device, but also powerful enough to connect all the peripherals you want to your laptop. The cable itself has USB Type-C connectors at both ends—it's all one connector.



USB-C provides plenty to like. It's reversible, so you'll no longer have to flip the connector around a minimum of three times looking for the correct orientation. It's a single USB connector shape that all devices should adopt, so you won't have to keep loads of different USB cables with different connector shapes for your various devices and you'll have no more massive ports taking up an unnecessary amount of room on ever-thinner devices.

I bought my friend from NW Tassie 4 pregnancy tests – they all came out positive. Now she's crying, she asked how will she feed 4 kids.

## How long do USB thumb drives hold data?

A good USB drive can function for 10 years or longer, however, actual data lifespan varies depending on build quality, write cycles, temperature and storage conditions of a thumb drive. USB thumb drives are a convenient and portable means of storing data, however, how long can flash drives actually keep your data maintained? To answer that question, we need to explore the inner workings and factors that can impact their data retention.



### How USB thumb drives store data

USB thumb drives (also called flash drives) use NAND flash memory to store data. NAND flash memory is a non-volatile storage type, meaning it retains data even when the power is disconnected. This feature makes it ideal for portable storage devices like USB thumb drives.



NAND flash memory stores data in memory cells. These cells use electrons trapped in a “floating gate” to represent binary values (0s and 1s). Over time, the electrical charge in these cells can leak, leading to data degradation because it becomes harder to read whether the charge level represents a 1 or 0.

### Factors that affect USB thumb drive data retention

While a thumb drive might seem like a pretty sturdy storage device thanks to its solid-state nature, several factors can impact the longevity of data stored on a USB thumb drive:

**Quality of the drive:** The quality of the NAND flash memory and the overall construction of the drive can significantly affect data retention. Cheaper, lower-quality drives may have a shorter lifespan.

**Write cycles:** Flash memory has a finite number of write cycles (i.e., how often data can be written and erased). As the number of write cycles increases, the likelihood of data degradation also increases and eventually, you’ll get total drive failure.

**Temperature:** Extreme temperatures can negatively affect data retention. Prolonged exposure to high temperatures can cause the trapped electrons to leak faster, leading to data loss.

**Storage conditions:** Humidity, dust and other environmental factors can also influence the longevity of data stored on a USB thumb drive.

If you know anything about SSDs (Solid State Drives) these factors might sound familiar to you and with good reason. SSDs use the same NAND memory technology however, thumb drives are usually much smaller in capacity and don’t have nearly the quality and temperature endurance of SSDs, else they’d cost too much!

### How long can USB thumb drives last?

There is no definitive answer to this lifespan question because it depends on the above-mentioned factors, however under normal storage conditions and usage, a high-quality USB thumb drive should be able to retain data for at least 10 years.



Where does the figure of 10 years come from? This isn’t a prediction nor an observation of how flash drives based on older technology have fared, instead it’s an educated estimate based on what we know about how flash memory and its materials behave. The JEDEC JESD47 standard requires that flash memory chips withstand 10 hours of 125-degree Celsius operation in a process known as a Data Retention Bake. This is taken to be the equivalent of 10 years at 55 degrees Celsius, however this is a general estimate and will obviously vary depending on the specific drive and usage conditions. If you write to a flash drive, put it away in a drawer and make a point of plugging it in every few months to refresh it, it could hold your data for much longer, but the only way to know for sure is to actually do it!

### Tips for extending the lifespan of USB thumb drives.





While you shouldn't rely on flash drives for long-term archival storage, if you want to get the most out of them, here are some tips to help extend the lifespan of your USB thumb drives and ensure data integrity:

- **Invest in quality drives:** Choose reputable brands and high-quality USB thumb drives. You get what you pay for! Not to mention there are plenty of fake drives out there, so be careful.
- **Avoid extreme temperatures:** Store your USB thumb drives in a cool, dry place, away from direct sunlight or other heat sources.
- **Eject safely:** Always use the "Safely Remove Hardware" option before unplugging your USB thumb drive from the computer. This prevents data corruption due to sudden disconnection. It might not feel cool to do it, but it can save your bacon when it comes to data corruption.
- **Backup regularly:** Make sure to have a backup of important data stored on your USB thumb drive. This ensures that your data is not lost even if the drive fails.
- **Check data integrity periodically:** Plug in your drive and open your files every few months to check that they're still readable. You may want to move the files to another drive and move them back to make doubly sure each bit is intact and refreshed.



For true long-term storage, you'll want to use archival-grade tape or optical discs, but regardless of the medium, you should never keep crucial data in the same place and on a single medium. Flash drives are best used for file transfers, or to make bootable media.

My mate and I were in a café this morning, the waitress came over and said:  
"You can't eat your own sandwiches in here".  
So we swapped.

## A keyboard shortcut to quickly clear your browser history.

Depending on your web browser of choice, you can speed things up in the future by activating the Clear button with a few keystrokes. You may have to tab through the interface to select the Clear button before hitting Enter.

Here's how it works on a few popular browsers on a Windows 10 or Windows 11 PC:

- Google Chrome: Press Ctrl+Shift+Delete, press Tab and press Enter.
- Mozilla Firefox: Press Ctrl+Shift+Delete and press Enter.



- Microsoft Edge: Press Ctrl+Shift+Delete, press Tab eleven times or press Shift+Tab three times and press Enter.

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

## Is wireless charging bad for your battery?

Wireless charging is really convenient, but is it bad for your phone's battery to charge it wirelessly? Here's why people worry about it and whether or not their worries are justified.

### How does wireless charging work?

To understand where people's concern over wireless charging comes from, we need to talk first about how wireless charging works.

When you charge your phone the traditional way, with a USB charging cable, a low-voltage current is passed from the charger to the phone over the wires. When you charge a wireless-charging compatible phone with a wireless charging pad, there is still a charger and wire but the wire goes to the pad and not to the phone. Instead, when the pad is activated by the presence of a compatible device a magnetic coil inside the pad begins emitting a low-power magnetic field. That field interacts with a similar coil inside the back of your phone and which converts the magnetic energy generated by the charging pad's coil back into electricity to charge the phone.

Wireless charging has been on the market for years now. The technology was invented in 2008 but didn't appear in commercial products for a few years. The first phone to support wireless charging, the Nokia 920 Windows Phone, was released back in 2012. That same year the Samsung Galaxy S3 supported wireless charging (but you needed an adapter accessory). The first Galaxy to support wireless charging out of the box was Galaxy S6 in 2015. Apple added wireless charging to the iPhone lineup with the release of the iPhone 8 and iPhone X in 2017.



### Does wireless charging damage your phone battery?

Wireless charging isn't 100% efficient and a portion of the energy used to activate the base coil and the phone coil is lost to the environment as heat energy. If you feel the back of your phone while charging it with a regular wall charger, a wireless charging pad, or a fast charger, you'll likely feel a difference in temperature. Charging with a regular 5W (or less) phone charger will barely warm your phone and it might be difficult to detect the difference depending on the ambient temperature of the room.





Charging with a wireless charger will usually generate enough heat that you'll notice a bit of warmth when you pull your phone off the charger. And fast chargers will typically generate enough heat that it might give you pause at how toasty the back of the phone is when you pick it up. As far as phone manufacturers are concerned, all three experiences are completely normal and within the expected operating parameters of the phone. In its wireless charging documentation, Apple notes that your phone might feel warm, but if it gets too warm, it will automatically limit the charging process. Samsung documentation echoes the same thing: if your Samsung phone heats up while charging, it will stop charging.

In so far as wireless charging generates a tiny but measurable amount of heat beyond using a "slow" USB wall charger would, you could argue that wireless charging is technically aging your battery and damaging it, however, in the real world, there isn't a lot of evidence for this damage. There are so many other variables at play, like how often you run your battery down and recharge it, the operating environment and so on, that it's difficult to isolate wireless charging as a single factor in battery health decline.



### Should you stop wirelessly charging your phone?

The battery in your phone is consumable, like the tires on your car. You wouldn't leave your car in the garage to avoid eventually replacing the tires and you shouldn't baby your phone to avoid eventually replacing the battery. You should stop worrying about your phone's battery and just enjoy it.

The reality is you'll likely replace the phone before the battery is significantly degraded in the first place and if you don't replace the whole phone, a replacement battery will cost you around \$50-100.

Considering you likely won't reach the point where you're considering a battery replacement until you've owned the phone for 2-3 years (or more), that's a modest fee to keep a nice smartphone in service for another 2-3 years while charging it however you wish.

Three Aussie blokes working up on an outback mobile phone tower, Mongrel, Coot and Bluey. As they start their descent, Coot slips, falls off the tower and is killed instantly. As the ambulance takes the body away, Bluey says, 'Well, bugger me, someone's gotta go and tell Coot's wife. Mongrel says, 'OK, I'm pretty good at that sensitive stuff, I'll do it.' Two hours later, he comes back carrying a carton of Beer. Bluey says, 'Where'd you get the grog, Mongrel?' 'Coot's wife gave it to me,' Mongrel replies. 'That's unbelievable, you told the Missus her husband was dead and she gave you a carton of beer?' 'Well, not exactly', Mongrel says. 'When she answered the door, I said to her, "you must be Coot's widow." She said, 'You must be mistaken, I'm not a widow.' Then I said, 'I'll betcha a carton of beer you are.' Aussies are good at that sensitive stuff.



## Scam Alert: Photo sharing message phishes for your Google password

Don't let your curiosity get the better of you. A new scam appears to be an email from Google or a friend, informing you that someone has shared a photo album with you but it's really a phishing scheme that's after your password.



### How the Scam Works

You get an email or text message that appears to come from Google Photo or from someone you know. Someone is sharing an album of photos with you. To view the photos, you just need to click the link. The message looks so real!, it nearly always comes from someone you know.

The catch? There is no photo album. It's a phishing con. When you click the "View Photo" link, it will open in your web browser and prompt you to log into your Google account. If you enter your information, you are giving scammers your username and password. Con artists can now access your email account as well as any other accounts that use the same login information.

### How to Protect Yourself from Phishing.

Follow these tips to protect yourself from this and other online phishing scams.

- Never click on links in unsolicited messages. Phishing scams direct you to websites that look official, but these sites may be infected with malware. If you don't know and trust the person who sent you the message, don't click on any links.
- Be careful with shortened links. Con artists often use link shorteners, such as Bit.ly or Goo.gl, to disguise scam links. Be extra cautious when following one of these links because you can't tell where it leads.
- If it seems strange, it may be a scam. Be wary of any message that comes from a friend but seems out of character. (For example, an old work acquaintance who contacts you out of the blue.) It may have originated from their account, but they could be victims, too.
- Don't fall for "urgent" scams. Scammers like to cause alarm to create urgency. You might get a message that indicates you're in a compromising video, your password is being reset, your account is in danger of deactivation, or some other dire situation that needs immediate attention. If it seems unlikely, watch out.

The WOKE brigade and plant based food army are now claiming that cows emit more pollution than cars. If you believe that Sunshine I'll make a deal with you. You lock yourself in a garage overnight with a car running and I'll do the same with a cow. Let's discuss it again in the morning.





## How to video call on Android.

Those with Apple phones have a major advantage over Android users in that they have access to that wonderful tool [Facetime](#). Facetime is a program where Apple users can video call each other, a bit like Skype, only better. With Facetime, Apple people can call Android users but Android users can't call Apple users.

But Android users don't necessarily miss out altogether.



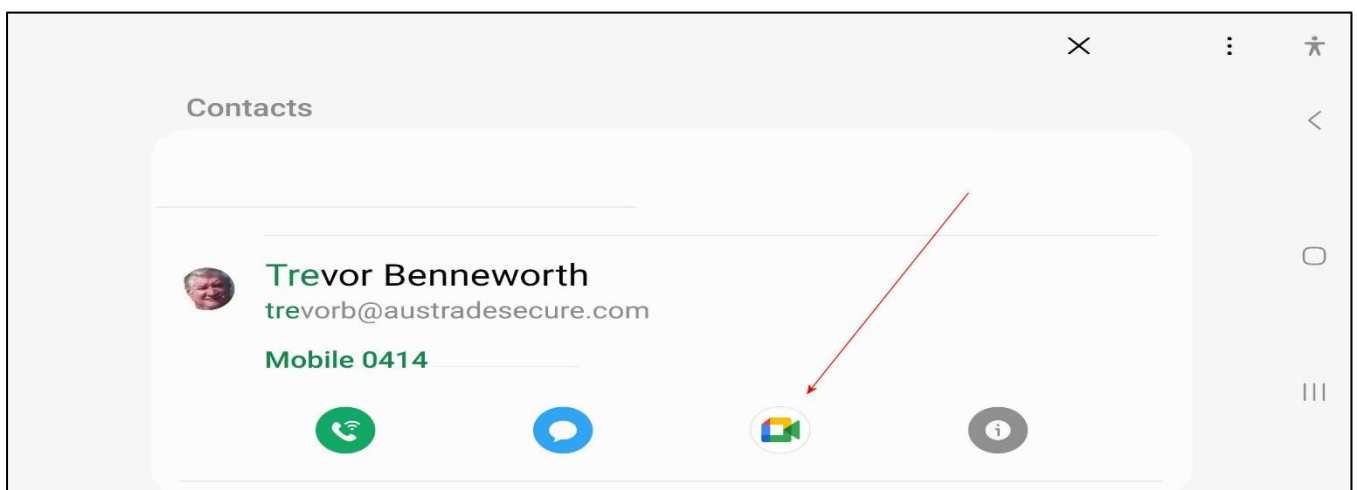
In a world dominated by FaceTime, the question of how to video call on Android is a valid one and the good news is there isn't just one video-calling option, there are several, some good, some not so good. We think the following is the best and the easiest to use.

### How to Do a Video Call on Android

Many of the most popular Android devices—including Samsung Galaxy devices—have Google Meet built into the Phone app. It's not quite as universal as FaceTime on iPhones, but it's the closest equivalent. To use this method, you simply need to have Google Meet installed on your device. Many Android devices come with it pre-installed as a system app, but you can also [install Google Meet from the Play Store](#). (If the person you want to call has an iPhone, they can [install Google Meet from Apple's App Store](#).)

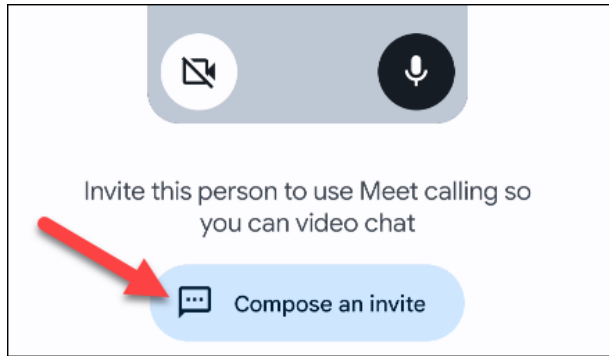
### Video call with Samsung Phone App

First, on your Android device open the "Phone" app and find the person you want to call. The contact will expand to reveal a few options, including a Google Meet shortcut (arrowed). This will be greyed out if you don't have Meet installed.

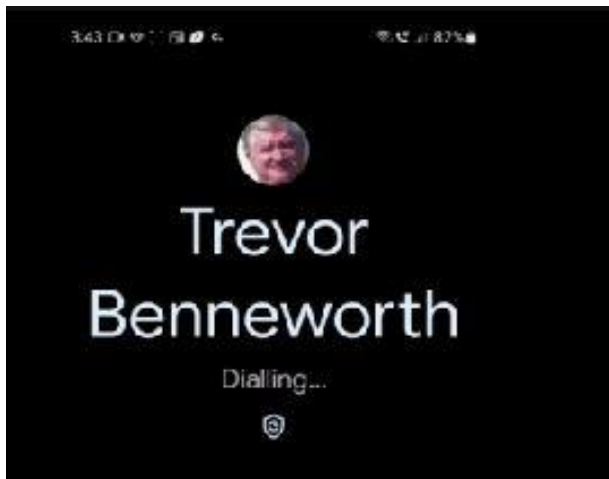




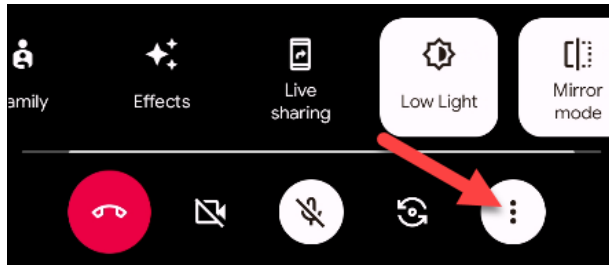
If the person does not have Google Meet set up, you'll have the option to send them an invite



If the person does have Google Meet, it will go straight to a typical calling screen. Your video is visible before they answer.



During the call, you have a number of options and effects at your disposal from the bottom bar and three-dot menu.



When you're done with the call, simply tap the red end call button.





## Engineering Diploma Courses.

The following was sent to us by Henry Detjen

### How it all began – the evolution of the Tertiary Education of the RAAF's Engineering Officers at RMIT.

In complementing the book '[From the Ground Up](#)' by Chris Coulthard-Clark, this document is in four sections:

- A short history of RMIT, its connection to the RAAF and the evolution of engineering courses for the RAAF,
- Graduates in radio and communications engineering from 1954 to 1960? largely as ex Radio Apprentices School diploma and fellowship courses who were based at RAAF Frognall graduating from 1954 and
- Graduates in aeronautical, mechanical and electrical engineering based at RAAF Laverton 1958 to 1960 principally, but not exclusively, involving ex apprentices from RSTT Wagga.
- The transition to degree courses and the closure of Frognall.



### A short RMIT history and its relationship with the RAAF:

RMIT was founded by Francis Ormond in 1887. It began as a night school offering classes in art, science and technology in response to the industrial revolution in Australia. It was a private college for more than a hundred years before merging with the Phillip Institute of Technology and Emily McPherson College to become a public university in 1992.

Its titles were:

- Working man's college 1887-1934;
- MTC 1934-1954;
- RMTC 1954-1960;
- RMIT 1960-1992;
- RMITU 1992

Merv McDougall, an Engineer Electrical who had several postings in the training organisations within the RAAF, gave us the reason for the close relationship between the RAAF and RMIT: "The development of the RAAF training with RMIT was quite interesting. The Senior Education



Officers at HQ Training Command (later HQ Support Command formed in 1959) had a good working relationship with the then Principal, Mr Mackay. Mr Mackay was highly regarded within RMIT and their records show

*“Mr Ronald Reay Mackay; Principal 1952-1963. Joined the RAAF in 1939 as temporary flight lieutenant and took charge of defence training at what was then the Melbourne Institute of Technology, especially intensive short courses in radio communication, primarily for the R.A.A.F. An estimated 23,000 trainees passed through his hands. In 1943 he was appointed honorary squadron leader. He was also the Secretary (from 1933), fellow (1940) and councillor (1958) of the Victorian branch of the Institution of Radio Engineers, Australia, Mackay served as federal president in 1961-62. In 1960 he was responsible for negotiation the adding of "Royal" to the institute's name.”*

Mr Mackay was unfortunately killed by his son in 1963 and some of the graduates remember this tragic event.

Merv McDougal further wrote, in relation to the addition of courses containing ex-apprentices from RSTT Wagga, In starting No. 1 Course, they worked on getting apprentices at Wagga up to Victorian Leaving Certificate standard in two maths and two physics subjects.

**First Engineering Diploma Course, Mechanical and Engineering. Jan 1956 – Dec 1958. Laverton Block 100.**







**Back Row L-R:** Barry Holloway, Gus Watson, Bill Burgess, Kev Webber, Chris Beatty.  
**Seated L-R:** Gus Blakers, Kev Cromwell (Radtech G), Keith Johnson, Doug McLeod.

While these subjects did not meet full entry standards, they were able to negotiate special diploma courses that enabled members from Wagga to pick up Leaving English and another Physics subject during their first year of the diploma course. The electrical engineering course was also modified to suit the Air Force by dropping the Associate topic of Transmission Line Theory and replacing it with the Fellowship topic of Servomechanisms. This arrangement all came to an untidy end in 1963, when Mackay died. The new Principal was an ex-Army Brigadier, who immediately stopped all special arrangements with the RAAF and insisted that ex-apprentices would have to meet all formal pre-requisites and that no concessions would be entered into. This was a devastating blow to those members of No 16 Intake who had completed their night courses and were about to sit the qualifying exams for RMIT. The new arrangements meant that it was no longer possible for graduating apprentices to go directly to RMIT.

In parallel with the actual apprentice diploma courses, run through the Radio Apprentice School, the RAAF provided opportunities for serving personnel to apply for 'civil' schooling (probably under the Air Board Orders Training Section (ABO Ts)). Henry Detjen (right), John Harper and Murray Ware (all radio technicians) applied for and obtain approval under this scheme to undertake the Associate Diploma of Communications Engineering (at that time a three year course) and completed the course in 1960. As part of the program applicants were required to apply for Commissioning when they submitted their civil schooling applications, were assessed as suitable for appointment as officers, academically could undertake the course and met the Royal Melbourne Technical College academic requirements. Like other direct entrants to RMTC from apprentice schemes, they completed extra part-time study to achieve the RMTC entry requirements. They progressed with No. 2 Diploma Course although not assigned to the course.



The late Col Ely (right), who had gone on to complete the Fellowship Diploma awarded in 1964, recalled that the set-up at Laverton was 'good' for the members studying at RMIT. Block 100 (not used by the diploma course), was located between the Officer's Mess and School of Radio. The huts had been refurbished and each member on civil schooling was provided with a separate bed room and a separate study room - as well as transport to RMTC and well supported by an administrative officer (Flight Lieutenant Keith Manning) and an Education Officer (Flight Lieutenant Arthur Windsor) as staff of Base Squadron Laverton. Col said, 'Manning deserved a medal for his efforts at Laverton.'



Flight Lieutenant Keith Manning and Flight Lieutenant Arthur Windsor went on to be part of the founding staff of Det A, School of Radio (Frognall) when all diploma students were administered through Frognall (except No. 13RADC which completed their last year at Laverton in 1962). Both



officers (Manning and Windsor) were on staff on the 1<sup>st</sup> Oct 62 with the change to Diploma Cadet Squadron and remained as staff for a number of years.

The first engineering diploma courses began at the Radio Apprentice School RAAF Frognall, 54 Mont Albert Rd, Camberwell. This was the home of the Melbourne Telecommunications Unit, the primary radio communications centre for the RAAF in Melbourne during World War 2. When the Radio Apprentice School was formed on the 8th December 1947 Frognall was a 'natural' location for the apprentices to be accommodated; it was a telecommunications unit with adequate accommodation for the apprentices and no longer needed by MTU and it was a short bus journey to RMTC. This was also facilitated by the close relationship between RMTC's Mr Mackay and Training Command and was an extension of the radio specialisation undertaken at School of Radio, Laverton. The first course, No. 1 Fellowship Diploma, was completed in 1954 with nine graduates.



By 1955 the RAAF determined that the apprentices from Wagga should also undertake engineering diploma training. Members of the first diploma course can recall the challenges that faced the RAAF in getting people to a suitable standard to undertake RMTC courses. As part of putting the pieces together for a full time 3 Year Program RMTC worked closely with RAAF Training Command in assessing the training, skills and knowledge of the graduated apprentices. On this basis RMTC recast their standard curriculum to recognise and give suitable credit to RAAF students in the Mechanical and Electrical Engineering disciplines. When it came to screening some 300 plus potential starters it was uncharted territory for those required to make the program work.

Using the standard RAAF aptitude tests, individual academic records from their RAAF training, further aptitude / psych tests and interviews, 30 technical airman were selected and posted to No1 Aircraft Depot, Laverton in August 1955.

CO 1AD was Gp Cpt J. Black who had previously been Base Commander at RSTT Wagga. On arrival at 1AD he briefed the 30 selected airmen and emphasised to them the challenge ahead. A maximum of 20 would be chosen for full time studies at RMTC, based on the results they achieved doing four RMTC entry level subjects by correspondence; they would have 4 hours a day off the normal work day to assist in the studies and no one was to get married.

By January 1956, with this first stage completed, only 11 went on to full time studies at RMTC. They called themselves 'the diploma course' since the course had not been given a formal title. By December 1958, one had unfortunately been killed in a car accident, another badly injured (in





the same accident) and unable to continue studies for months (completed on a later course) and finally one more failed the final year. Despite the warning - three had married. Eight graduated and complemented the ranks of the RAAF's Engineer Branch on the 1st January 1959.

But the numbers were still inadequate to meet the RAAF's needs for engineers and in 1961 the scheme was expanded to firstly set up engineering cadetships at Detachment A of Radio School at Frognall and secondly, to include the first direct entrants. Diploma Cadet Squadron was then formed from Detachment A in October 1962. Henry Bock was the first of many subsequent direct entrant graduates who really formed the most productive output from the scheme.

## The transition to Degree Courses

In 1975 Henry Detjen was posted to the Directorate of Technical Plans-Officers. Recruiting adequate numbers for the diploma courses had become difficult and a staff paper was written for AirCdr Ralph Anstee DGTP-AF for the RAAF to change its tertiary education of engineer officers to degree only. Graeme Rickett was the CO of DSC and by the end of 1975 a number of diploma graduates were selected to do an additional year at RMIT and obtaining a degree qualification. The first degree course, known as No 5 Engineering Degree Course, graduated in 1965 and included W.C. Bryant, J.H. Scholten and G.B. Schmidt. The establishment was renamed Engineering Cadet Squadron on 17th December 1976 under the leadership of Graeme Rickett and on the same day the unit became an independent unit.

## Frognall closes.

Engineering Cadet Squadrons' last graduation was on the 12th December 1985; with engineer students attending the Australian Defence Force Academy thereafter. RAAF Frognall was closed down and sold for housing a short time later.





## Post graduate.

Nine graduates of this period attended the MSc post graduate program at the USAF Air University, Air Force Institute of Technology, School of Systems and Logistics at Wright-Patterson AFB, Ohio, USA. They were Keith Johnson No1 Course; Bill Burgess No1, Les Bunn No2, Max Flint No3, Barry Watson No7, Henry Detjen No8, Ray Wilkes No10, San Lang No13-14, Herb Trichlen No15.

## No7 Engineering Diploma and No 14 Communications Engineering Diploma Courses. 1962.



## Diploma Cadet Squadron Staff. 1964







**Standing L-R:** WOff J Murray, FltLt J Saunders, SqnLdr S Jenkins, FltLt K Manning, FltLt G Jones.

**Seated L-R:** Cpl J Stewart, Sgt T Clark, AC J Richards, Cpl J Garniss, LAC G House

**Nos 2, 3 and 4 Diploma Courses, RMIT 1959. (In front of Block 100)**



**Standing L-R:** Jim Johnson, Graham Bickle, Max Flint, Don Tidd, Murray Ware, Bill Belton, Chris Greenwood, Howard Kay, Brian Raison, Jim Mclintock, Tom Carpenter, Gus Canniking, Col Ely, Unknown, Dave Telfer, John Harper.

**Seated L-R:** Unknown, Peter Watson, John Hulbert, Les Bunn, Don Flint, Graeme Bastin, Tom Carlyon, Lloyd Copland, Terry McGee, FltLt Keigh Manning (Flight Commander), Wal Soloman, Gordon Leo, Bob Bennett, Philip Duncan, Bert (JD) Hutchins, Rus Keanalley, Barry Dargan, Martin Sharpe.

**3-4-5 Engineering Diploma Courses Laverton, 1960.**







**Back Row L-R:** Sgt Jack Pluck, LAC Bill Hendrson, AC Kevin Kirk, AC Graeme Marin, Unknown, AC Barry Crossley, AC Dave Penn, AC Roger Turner, LAC Norm Russell, AC Barry Ellison, AC Bary Murphy, AV Neil Jonasson.

**Middle Row L-R:** Cpl Roger Killeen, LAC Gordon Leo, LAC Phil Duncan, LAC Don Tidd, LAC Brian Raison, LAC Jim McLintock, LAC Graeme Bickle, LAC Russ Keanally, LAC Martin Sharpe.

**Seated L-R:** Cpl Chris Greenwood, LAC Wally Solomons, LAC Dave Telfer, LAC Max Flint, LAC Don Flint, FltLt Kith Manning, LAC John Hulbert, LAC Des Bickle, LAC Ron McGuigan, LAC Merv McDougal, LAC Gus Canning.

### No 4 Engineering Diplpma Course, 1960.



**Standing L-R:** Jim Johnson, Don Tidd, Phil Duncan, Brian Raison, Jim McLintock, unknown, Graham Bickle.

**Seated L-R:** Gordon Leo, Russ Keanalley, Graeme Bastin, Bob Bennett, Barry Dargan, Mary Sharpe.

Yesterday my husband thought he saw a cockroach in the kitchen.  
He sprayed everything and cleaned thoroughly.  
Today I'm putting the cockroach in the bedroom.





**5 and 6 Engineering Diploma Courses ad 13 Radio Appy Diploma (Frognall 1961)**



**Standing L-R:** David Haines, Kevin Kirk, Bill Hendersen, Neil Jonasson, Ralph Gillon, Barry Murphy, John Foster, Barry Dargan, Kev Leslie,

**Seated L-R:** Peter Silcock, Barry Crossley, Roger Turner, Doug Roser, Norm Russell, Dave Penna, Graham Giles, "Dasher" Dent, Ross Wakeford.

**Insert** Jack Pluck

**1957 Diploma Course people.**

**L-R:** Howard Kay, Kev Cornwall, Tom Carlyon, Warren Coops.





L-R: Terry Mackay, John Cox, Bill Belton.



L-R: Tom Carlyon, Nubby Bunn, Ron McGuigan.





L-R: John Cox, Terry Mackay, Bill Belton.





The HARS Grumman Tracker, getting a wash down before its ANZAC Day flight.



Airborne on ANZAC Day.





## First F-111 delivery flight crews. 1 June 1973.



**Standing L-R:** Ian Westmore. Phil McDonald, John Emery, John Bushell, Ross Hardcastle, Bob Sivyer.

**Seate L-R:** Wally Walters, Trevor Owen, Jake Newham, Ray Funnell, Pete Growder, Neil Pollock.

Husband: What's for dinner.  
Wife: Nothing.  
Husband: We had nothing last night.  
Wife: I know, I made enough for two days.



## F-111 training at Nellis AFB – Feb 1973.

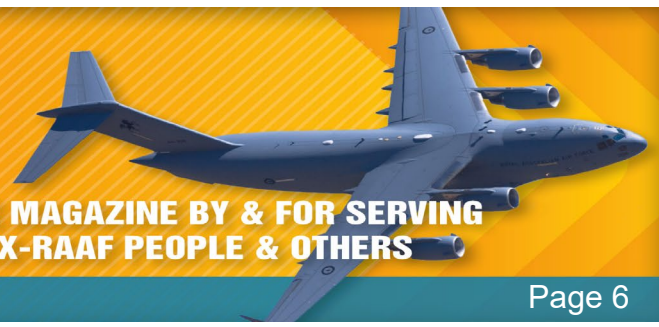


**L-R:** Jake Newham, Ross Hardcastle, Peer Growder, Ray Funnell, Iam Westmore, John Bushell, Neil Pollock, Bob Sivyer, Trevor Owen, Phil McDonald, John Emery, Wally Walters.



# THE RAM

THE MAGAZINE BY & FOR SERVING  
& EX-RAAF PEOPLE & OTHERS



Vol 78

Page 6



## Out in the Shed with Ted.

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

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

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## How long do CDs and DVDs last?

## How-To Geek

CDs and DVDs last anything from two years to several hundred years, depending on factors like storage condition and disc quality.

In general, factory-pressed CDs and DVDs are expected to last many years if you store them under ideal conditions, but the exact lifespan can vary. Some studies have suggested that factory-pressed CDs and DVDs may last for up to 20 years or more under ideal conditions, while others have found that they may begin to degrade after just a few years.

For example, a study conducted by the US National Institute of Standards and Technology (NIST) with the Library of Congress, found that the lifespan of CDs and DVDs can range from as little as two years to more than 30 years. What makes the difference is the discs' quality and storage conditions.



In contrast, CDs and DVDs burned at home may have a significantly shorter lifespan. This is because burning can often make lower-quality discs more susceptible to damage and degradation. That means you should store burned CDs and DVDs under ideal conditions and back them up regularly to ensure that the data they contain isn't lost. For backup purposes, you may want to buy special archival-grade blank discs, which if handled correctly are rated for decades or even centuries.



### Factors that affect the durability of CDs and DVDs

Some of the most important factors that can affect the lifespan of CDs and DVDs include:

- Disc quality
- Disc type
- How you store the disc
- How you handle the disc
- The type of data stored on the disc
- The quality of the CD or [DVD player](#) you put the disc in

Maximizing as many of these factors as possible will increase the odds that your discs will last as long as possible.

### How to Extend the Lifespan of CDs and DVDs

You can take several steps to extend the lifespan of CDs and DVDs and ensure that the data they contain remains accessible for as long as possible. Some tips for increasing the longevity of CDs and DVDs include:





- Store CDs and DVDs in a cool, dry place away from direct sunlight and other sources of heat and moisture. Exposure to high temperatures and humidity can cause CDs and DVDs to warp or be damaged, reducing their lifespan.
- Handle CDs and DVDs carefully to avoid scratches and other physical damage. Avoid touching the disc's surface and use a soft cloth to clean any dirt or fingerprints on the disc.
- Avoid leaving CDs and DVDs in a car or other hot, humid environments. The heat and moisture in a car can also cause CDs and DVDs to warp or become damaged.
- Use high-quality CD and DVD players that are less likely to cause scratches or other physical damage.
- Back up the data on CDs and DVDs regularly. This will ensure you have a copy of the data in case the disc becomes damaged or lost.

With all of that in mind, you should also consider using alternative storage methods for essential data. CDs and DVDs may not be the most reliable data storage method in the long term. Consider using other storage methods, such as hard drives or cloud-based services, for valuable data you want to protect. Using multiple forms of media is always better than putting all your eggs in one basket.

## Why is an airplane's cockpit called that?

The earliest airplanes copied the designs of the 1903 Wright Flyer, on which the pilot lay on the wing, in the open and subject to the wind. As airplanes developed, constructors like France's Louis Blériot built and enclosed a space to protect the pilot from the wind and cold.



Cock fighting pit.



Aircraft cock-pit.



This space had a slight resemblance to a cockpit, the small round enclosure in which two fighting cocks were thrown.

The term was already used in sailing vessels and was in widespread use in aviation by 1913.

So now you know.

I saw a car parked outside Woolies with a bumper sticker that said: "I miss Alice Springs."  
So I smashed the windows, stole the radio, let the tyres down  
and left empty VB cans on the back seat with a note saying "Hope this helps."

## Ghost Bat – Australia.



Boeing has an Australian division and part of its function is to develop aircraft for the Royal Australian Air Force (RAAF). While Australia's military may not be as large and well-funded as the US, it is a high-tech and well-equipped fighting force. The first aircraft to be completely produced by Australians in a half-century is shaping up to be like the Valkyrie UAV, a semi-autonomous aircraft that uses AI for flight control. The project had been known as Loyal Wingman but is now referred to by its official moniker, MQ-28A Ghost Bat. Giving it an official designation represents another step toward the completion and deployment of the project and naming it after a species native to Australia helps denote it as an Aussie original.



The project is a joint effort between the RAAF and Boeing's Australian division. With the heavy involvement of an American company and the historical sharing of intelligence and hardware means that the Ghost Bat will be adopted elsewhere with the USAF Secretary recently giving the program praise and signalling continued investment in autonomous AI technology.

Given Australia's significant geographic isolation, the Ghost Bat may be more of a menace to rogue wallabies, but should the RAAF join its defence partners in combat, this will be a fearsome component of their fleet.

There's more information [HERE](#).

My teacher told me not to worry about spelling as soon there will be autocorrect everywhere.  
And for that I am eternally grapefruit.





## Did You Know?

The chocolate between the wafers of a Kit-Kat bar isn't the same chocolate used on the exterior of the bars—it's made from mashed up Kit-Kat bars that failed their quality checks because of exterior air bubbles, off-centre wafers, other imperfections, or simply not being shiny enough.

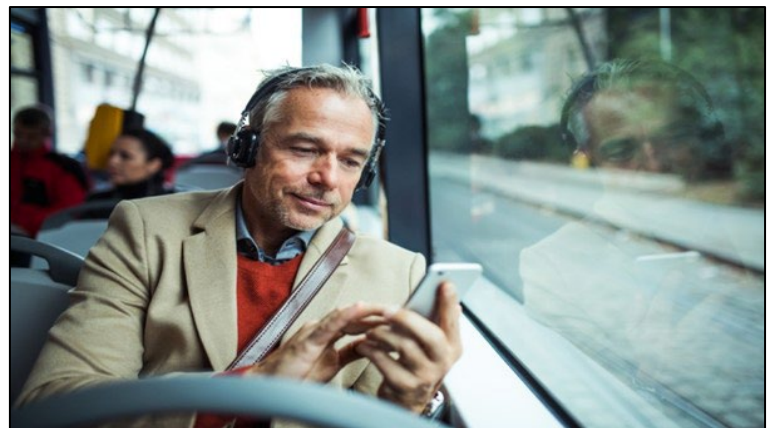
Don't say we don't handle the important stuff here!!

## Can't shake that tune? The science behind earworms.



Ever had a song stuck in your head, playing on repeat? This near-universal phenomenon, known as an earworm or involuntary musical imagery (INMI), could affect up to 98 per cent of us, according to some research.

While previous studies have focused on the tempos and pitches of these catchy tunes, new research published in *Music & Science* suggests that repetition is the key to understanding why certain songs become earworms. Professor Emery Schubert, the author of the systematic review study from the Empirical Musicology Laboratory in the School of the Arts & Media at UNSW Sydney, found that the music must contain repetition to become an earworm.



“Drawing together the literature, it appears there's an essential characteristic necessary for a song to roll out the earworms – the music itself must have some repetition in it.”

### Hooked on the chorus.

Professor Schubert said most reported earworms are the chorus of songs, which are inevitably the pieces of the music repeated the most. “Most research on earworms to date analyses what's in the hook – the short riff or passage to catch the ear of the listener, but what hasn't been considered is that the hook is invariably repeated in the music, most commonly in the chorus.”

The implication is that earworms might not have anything to do with the musical [features](#) at all. It largely doesn't matter what the music is, as long as repetition is part of the music structure. But repetition alone doesn't explain the entire phenomenon. Several preconditions, such as recency and familiarity with the music, must be met for an earworm to occur.



Additionally, the study found that earworms tend to happen when individuals are in a low-attentional state, often referred to as mind-wandering or relaxation. Inside your relaxed mind, you don't have to follow the exact structure of the music. Your mind is free to wander wherever it likes, and the easiest place to go is the repeated fragment and to simply repeat it. In a 2021 article published in the Harvard Gazette, David Silbersweig, the medical school's Stanley Cobb Professor of Psychiatry, who studies the cognitive neuroscience of music, said the human brain has evolved to remember associations and snippets of music. He said earworms are thought to result from "stuck" connections in the brain, causing involuntary playback of musical memories.

Professor Silbersweig said that people with attention-deficit disorder may experience fewer earworms, while those with obsessive-compulsive disorder may be more prone to them.

### Shake it off.

For those of us who want rid ourselves of an unwanted earworm, Professor Schubert suggests finishing the song, consciously thinking of another piece of music, or removing oneself from triggers, such as words or memories related to the music or lyrics. He said the new research provides valuable insights into consciousness and how we organise and recall information.



"We don't go out to find earworms, but earworms find us," he said. There are still several puzzles we need to solve to understand not only their nature but what it might mean for cognition and memory.

**Bill:** "Sometimes I think today's Air Force isn't as tough as it used to be".

**Bob:** "I know how you feel, I had the same discussion with the Sqn manicurist this morning."

## Statistics.

What do they say? "There are three kinds of lies: Lies, Damned Lies and Statistics" This phrase describes the persuasive power of statistics to bolster weak arguments.

Whether through malice, poor training or simple ignorance, bad statistics have a rich and storied legacy stretching back as long as humans have been counting things. Countless books, papers and blogs chronicle the myriad ways in which data and statistics are abused to lend false support to arguments in fields ranging from the academic world to public policy. As data-driven journalism is on the rise and calls continue to grow for increased evidence-based "fact checking," it is worth stepping back to ask how much of the "fake news" that surrounds us today is based at least in part on bad statistics.

Have a look [HERE](#) .





## Emergency landing of the week.

These days aircraft are very reliable and emergency landings are rare but sometimes they happen and are unavoidable.

[THIS](#) is one such time.

## Nesting Falcon.

I've seen many remarkable nature photographs over the years but this photo of a nesting Falcon is perhaps the most remarkable nature shot that I've ever seen. I hope you enjoy it as much as I did. Nature is truly breath-taking!

See [HERE](#).

## Men and women have drastically different views on mess.

Often household chores tend to be split into more 'masculine' and more 'feminine' tasks, but not all chores are created equal. Deep cleaning the bathroom is miles away from taking out the bins. While mowing the lawn and washing the dishes aren't on the same level, effort-wise.

Academics from the University of Cambridge now believe women do the majority of household chores because men do not see mess in the same way. Apparently, men looking at a pile of dishes in the sink or smears on the kitchen counter will see disorder. While women view it as a job in need of completing, and they often feel the urge to do so.



The theorists believe that these perceived differences come down to how each gender is raised. Social training during childhood and early adulthood wires the brains of men and women differently. Females, according to them, are instilled with an instinctive urge to keep things neat and tidy if they encounter a mess whereas men, simply put, never get that compulsion. As a result, this could lead to the notion of women doing more housework as a natural default. This can lead to a difficult situation where a woman is trapped between doing jobs as soon as they need doing while trying not to solely shoulder the domestic burden.

The Cambridge philosophers investigated why women, on the whole, are left to do more housework than men and why men fail to see this imbalance.



The issue, they believe, is that men and women see everything in different ways. They have dubbed this phenomenon the “affordance theory”. The philosophers write in their paper: “A floor can afford sweeping, dishes can afford cleaning, mess can afford tidying, a crying infant can afford nappy changing, and so on. We suggest that for many domestic tasks, women are more likely to perceive the corresponding domestic task affordance.”

Professor Paulina Sliwa, a philosopher at the University of Vienna who worked on the topic while at the University of Cambridge, says this mechanism is backed up by science. “Neuroscience has shown that perceiving an affordance can trigger neural processes preparing you for physical action. This can range from a slight urge to overwhelming compulsion, but it often takes mental effort not to act on an affordance.”

Every person sees a specific thing and perceives it differently. For example, one person might look at a structure and think it is easily climbable whereas another might think it’s impossible. This same idea can be applied to mess and clutter around the home; one individual may look at a carpet and think ‘vacuum’ whereas another may see the same carpet and deem it ignorable. Dr Tom McClelland, from Cambridge University’s department of history and philosophy of science, says that applying this theory to the home might explain the inequality in chore workload. The team believes that men and women see the domestic situation differently as a result of how they were raised.

“This puts women in a catch-22 situation: either inequality of labour or inequality of cognitive load.”

Some skills are explicitly gendered, such as cleaning or grooming and girls are expected to do more domestic chores than boys. This trains their ways of seeing the domestic environment, to see a counter as ‘to be wiped’.

Cambridge academics make it clear that the “gendered affordance perception hypothesis”, as it has been called, doesn’t absolve men of any household duties. Yes, men may not have the same automatic impulse to tidy up a mess when they enter a space, but that doesn’t mean they’re not capable of making that decision to get cleaning in their own time.

### **Time on domestic chores.**

A few years ago, the ABS surveyed 2000 households to determine who does what and when. They found both men and women spend, on average, 4 hours, 23 minutes a day watching video, listening to audio or some other activity involving a computer or hand held device and they found the average worker (both males and females) spends 8 hours, 44 minutes a day working.

But when it comes to domestic chores, there is a definite difference. See [HERE](#).

A police officer came to my house and asked me where I was between 5 and 6.  
He seemed irritated when I answered “Kindergarten”.





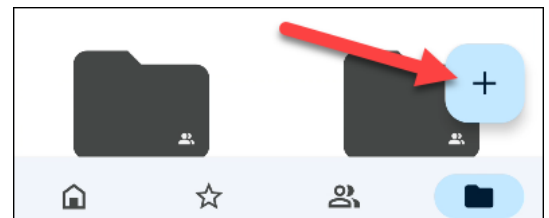
# How to scan documents to PDF with your **How-To Geek** Android phone's camera.

There was a time when people owned a scanner, but that time has passed. Nowadays, all you really need is an Android phone with a camera.

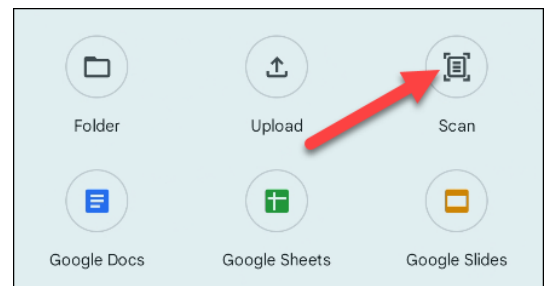
There are several ways to scan and save using your Android phone, Google Drive and Microsoft Lens are two, here's how to do it.

## How to Scan Documents on Android Using Google Drive.

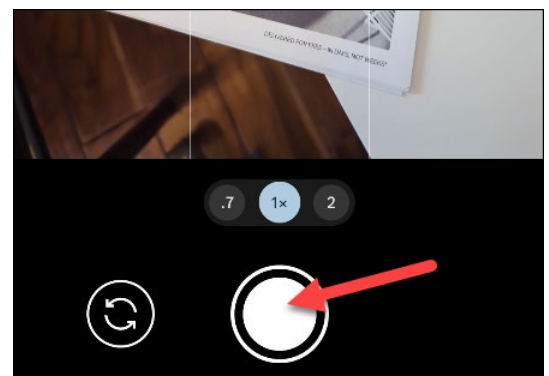
First, open [Google Drive](#) (called Drive) on your Android device and make sure you're signed in with your Google account. Tap the floating "+" button in the bottom right corner.



You'll see a menu with some options. Select "Scan."



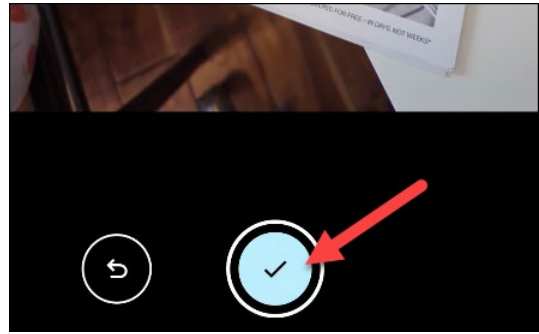
The camera will immediately open—you may need to grant the app permission to use your camera first. Position the document so that it's entirely in the frame, then snap the photo.



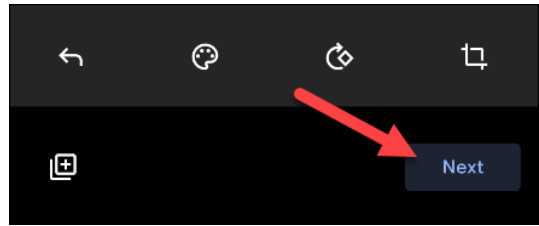
Thought of joining a gym yesterday. [NA!](#)



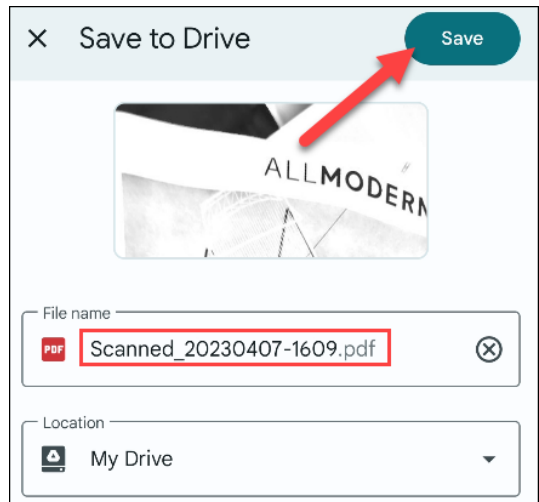
The next screen will ask you to confirm that you want to use the photo. Tap the checkmark button if it looks good.



Google Drive will attempt to automatically crop and adjust the lighting. If it needs some help, you can manually adjust it with the crop and colour buttons. If it's ok, click OK. To add another page to the document, tap the Add Page button. Tap "Next" to proceed.



Now you can give the file a name and choose which folder to save it to. The document will be saved as a PDF in the desired folder.



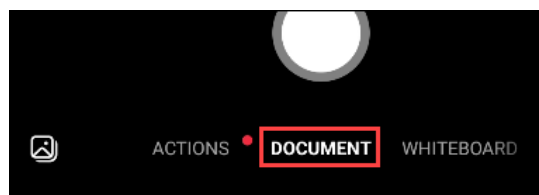
That's all there is to it! Google Drive is surprisingly good at detecting documents and adjusting them to look as if they were scanned by a real scanner.

### How to scan a document on Android with Microsoft Lens.

You might have to install Microsoft Lens before you can use it. Open your Google Play Store, type Microsoft Lens in the window at top then install it. Once installed you'll find it in your apps as LENS.

Here's how it works.

First, open (Microsoft) Lens on your Android device and make sure you're using the "Document" tool in the bottom bar.

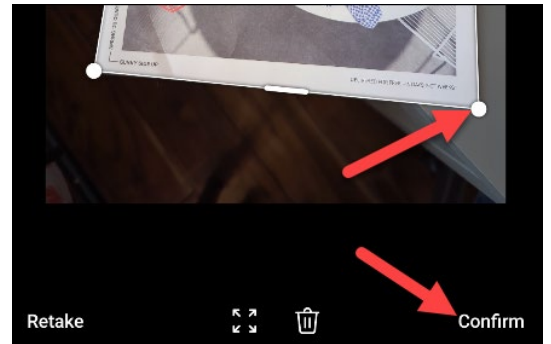


Point the camera at the document and tap the shutter button to snap a photo. You may see Lens automatically detect the outline of the document.

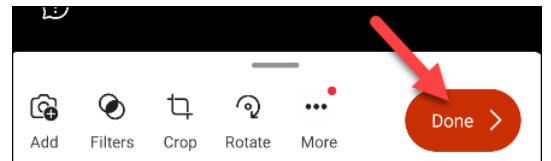




Next, use the handles on the following screen to outline the document, then tap “Confirm” to proceed.



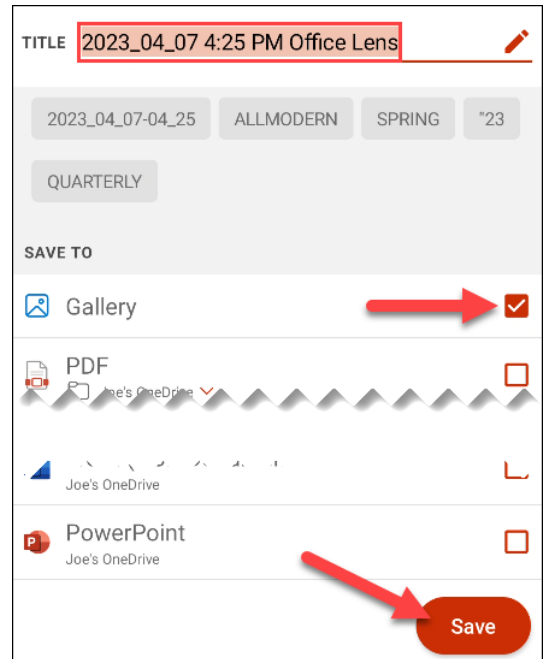
Now there are a few more tools at your disposal. You can add another photo, apply filters, crop, rotate, and more. Tap “Done” when you’re ready.



Lastly, you can edit the name of the document, choose where to save it, and tap “Save.”

Microsoft Lens is a handy app if you do a lot of document scanning with your phone. Since that’s all it does, you don’t have to wade through other needless features.

The ability to pretty accurately scan a document to PDF without needing a clunky scanner is an often overlooked superpower of smartphones.



Train left overnight in Collingwood.





## The best way to fry an egg.



Once you try Spanish fried eggs, you'll never cook them any other way.

There are lots of ways to cook an egg but fried is probably the favourite. Fried eggs are almost foolproof to make and can turn just about anything into a hearty meal, from a pile of baked beans to avocado toast.

While there are a number of ways to fry an egg, from sunny-side up to over easy, one method in particular might be the very best way to go about it. It's called a Spanish fried egg, and it's something you should get to know ASAP.



### What Is a Spanish Fried Egg?

Spanish fried eggs are as decadent as fried eggs come. Instead of using just a little bit of olive oil or butter, they're fried in a very generous amount of olive oil and they're basted in the oil while they cook. The result is a fried egg with seriously crispy, lacy edges and a just-set yolk that practically melts in your mouth.

To prepare a Spanish fried egg, pour about 1/4-inch of olive oil into a small, heavy pan. Heat it over medium-high heat until it's extremely hot (but not smoking). Crack 1 egg into a small dish. When the oil is hot, carefully slip the egg in and reduce the heat to medium-low. Then spoon some of the oil over the egg as it cooks. Remove the egg with a slotted spoon after no more than 1½ minutes (when the white puffs and becomes crispy and golden-brown around the edges and when the yolk still jiggles).



Serve sprinkled with a bit of flaky salt and freshly ground black pepper.

A thief entered a house late one afternoon. He tied up the woman and at knife point asked the man to hand over the jewellery and money. The man started sobbing and said, "You can take anything you want but please untie the rope and free her!" Thief: "You must really love your wife!" Man: "Not particularly, but she will be coming home shortly!"





## Choir

On Sunday 11th June 2023, myself and 999 fellow choristers, assembled at the Perth Concert Hall to perform 11 popular songs. Yep – you read it right ..... 1,000 singers. The audience was packed to the rafters with a full house who were invited to “sing along”. One of our songs was based on “Africa” as performed by the [Angel City Chorale](#). The audience joined in with rubbing hands, clicking fingers, slapping thighs, etc. The energy, pre and post-performance, was so evident with many smiles and laughter. I, for one, will remember this memorable day for years to come. The inspiration, conception and direction was made by a wonderful man – Martin Meader. The love and warmth shown to this man by the 1,000 was palpable – he deserves a medal for bringing us so much joy. (Disclaimer:- I don't get anything special from these words neither am I trying to “blow smoke up his bum”).

Click [HERE](#) for some pics of the event.

For those who wish to get involved, the Concert Hall has been booked for 30th June 2024 for the next 1,000 performance.

Tra-la-la,

## Vietnam era music.

If you were around during the 60's, when Vietnam was in full fling, [THIS MUSIC](#) will bring back some memories.

## Australia's iconic Owen gun

The Owen gun, also known as the Owen Machine Carbine, is indeed an iconic firearm from Australia's military history. It was the only mass-produced Australian-designed submachine gun used during World War II and in subsequent conflicts. The Owen gun was created by Evelyn Owen, an Australian soldier and inventor, in the early 1940s.

The design of the Owen gun was unique compared to other submachine guns of the time. The weapon had a distinctive look, it featured a top-mounted magazine which allowed for a more compact and ergonomic design. This design made it easier for soldiers to fire from the prone position or in close-quarters combat.

Ian Skennerton





The Owen gun had a reputation for its reliability and effectiveness in combat. It was particularly well-suited for the harsh conditions of the Pacific Theatre during World War II, where its open-bolt design proved resistant to jamming caused by sand, mud, or other debris.

The Owen gun saw service with the Australian Army, Royal Australian Navy, and Royal Australian Air Force during World War II. It continued to be used by Australian forces in subsequent conflicts, including the Korean War and the Vietnam War. It was also exported to other countries, such as Papua New Guinea and Thailand.

After World War II, the Owen gun remained in service with the Australian military for several decades, eventually being phased out in the 1960s as more modern firearms became available. Today, the Owen gun is highly regarded as a symbol of Australian ingenuity and military history. It is often featured in museums and collections dedicated to firearms or military artifacts.

See [HERE](#).

## Some days.

Some days not everything goes according to plan – see [HERE](#)

## Popeye the Sailor man.

Who [KNEW](#)?

## Implosion of the Titan Submarine (18 June 2023)

The five passengers on the Titan met a truly violent and brutal end, but fortunately, it was also instant and without them even having time to realize it.

The bathyscaphe imploded with unimaginable force and speed, due to the enormous water pressure at those depths, which is about 380 atmospheres at 3,800 meters. This pressure corresponds to a compressive force of 380 kg per square centimetre, imagine this number multiplied by the square centimetres of the bathyscaphe's external surface...







According to calculations, the devastating implosion lasted just 1 millisecond (1 ms), with the walls accelerating from 0 to 2,400 km/h (just under Mach 2) in a fraction of a second. The duration of the implosion, 1 ms, was much shorter than the average time it takes for nerve signals to reach our brain, which is about 25 ms. The 5 occupants didn't notice anything, not even by mistake!

But the interesting part is yet to come, unfortunately...

The compression of the internal air happened so quickly that it was essentially adiabatic, that is, without heat dispersion. If we compress a gas, it heats up and the more rapid and intense the compression, the more the gas heats up. The implosion of the Titan essentially balanced the internal pressure with the external one. Doing some calculations, it turns out that to balance the two pressures, the internal air was compressed to a volume 70 times smaller with a temperature increase from 20 degrees to almost 1,300 degrees, all in a single millisecond!

If you consider that the autoignition temperature of paper is about 200-220 degrees and that of iron is about 1,315 degrees at 1 bar, this means that in 1 ms the interior of the bathyscaphe became practically hell, igniting and carbonizing everything that was combustible (clothes, hair, fur, and epidermis included). With the added severity of being at 385 bar, not just one...

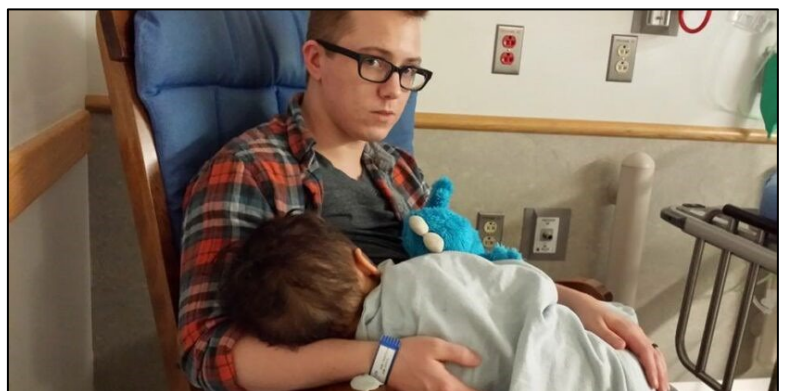
Crushed to death by an imploding supersonic wall, and also carbonized...

Of course, it all lasted an instant and in a short time the temperature dropped to a few degrees of the seabed, the bathyscaphe disintegrated and the remains of the burnt bodies became a roast for fish and other abyssal creatures.

Anyway I think **THIS** is funny

**Thought you'd want to know this!!**

The U.S. Centres for Disease Control (CDC) says biological men who believe themselves to be women can "chestfeed" infants. Physicians are being told to provide transgender people with medication that mimics natural lactation – despite evidence that suggests such "milk" may be harmful to babies.



"Can transgender parents who have had breast surgery breastfeed or chestfeed their infants?" the CDC asks itself in the ['Breastfeeding and special circumstances'](#) section of its website, answering with an emphatic "Yes."



“Some transgender parents who have had breast/top surgery may wish to breastfeed, or chestfeed (a term used by some transgender and non-binary parents), their infants,” it continues, adding that healthcare providers should help trans parents with, among other things, “[m]edication to induce lactation”.

Elsewhere, the CDC emphasizes that “[a]n individual does not need to have given birth to breastfeed or chestfeed” in a document that also advocates using language “inclusive of all gender identities” such as “pregnant person” and “lactating person” instead of “mother”.

Biological men posting pictures of themselves “chestfeeding” as an expression of [“queer joy”](#) has become a trend in recent months, but there are serious concerns about the nutritional quality of their “milk” and the drugs it may contain. One drug often used off-label to induce lactation, domperidone, [may cause heart problems](#) in babies.

Natural-born women are seemingly held to much higher standards when it comes to breastmilk safety, being advised [not to drink alcohol](#) when breastfeeding and even avoid all but low doses of [aspirin](#), never mind the cocktail of drugs prescribed to most transwomen.

Bet you feel better now knowing that!!

## Softies

Today's generation just does not understand the struggles we endured back when we were their age. Many aircraft back in our day were hand refuelled.....

Who can forget the “Black Snake”???





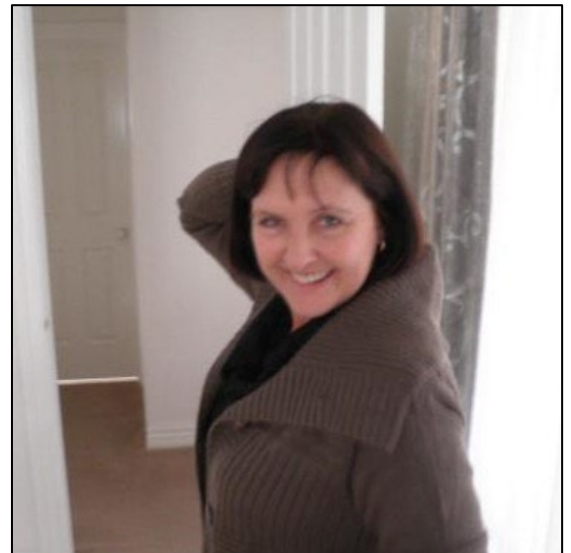


## My Story

### Captain Terri-Ann Eden-Jones (Army Reserve)

Terri-Ann was born in Swan Hill Victoria. The family moved from Swan Hill to Kerang, about 60km away, when she was 4 years old as her dad, who had a number of jobs, working on the land, a truckie and even started an apprenticeship to be a butcher, moved around a bit. She started school in Kerang and remembers when in Prep being called up to the Principal's office, with my dad, because she wouldn't answer the teacher when she was called Terri.

After about 2 years in Kerang, the family moved to Bacchus March (about 250km away) where she completed primary school then went on to Footscray Girls High, travelling to and from home every day via train, Bacchus Marsh being about 50km NW of Melbourne. She had to work at the Bacchus Marsh lion park to earn enough money for the train fare and her school uniform.



Being a lover of animals, she got her first horse in 1971, while still living in Bacchus March, with the horse stabled in the family home back yard, which luckily was big enough.

Unfortunately she didn't get on with her mother and at age 16 decided to "run away". She hitchhiked all over Victoria, ending up in Mildura picking grapes. She says that put her off grapes for years.

When she was about 17 years, she moved to Melbourne and got a job in Flemington and one day got a nice surprise when she looked up at a customer and saw her father. There was some fence mending and at age 18 she moved back to Bacchus March and started working for Telecom in Melbourne. She still had her horse.



About this time she also joined the Army reserve as a Clerk Admin with 11 platoon RVR. She eventually got bored working for Telecom and enrolled at the Bendigo home and hospital for the aged – training as a nurse. She enjoyed the nursing vocation and decided to move to Bendigo to cut out the daily travel and after a while put in for a transfer to 15 Transport Squadron as an Army driver, eventually being trained to drive most of the Army's heavy vehicles.



While with 15 Transport Squadron, she met and started to see a driver at 3 Training Group and eventually they got married in the large Cathedral in Bendigo. In 1993, several months after they were married, her husband transferred over to the regular Army. Then later in the year, their daughter was born and her husband was posted to Holsworthy which necessitated a move up to Sydney. Terri-Ann was transferred to 3 Transport Squadron as a driver and instructor and posted to the Barracks in Padstow, a suburb of Sydney.

Her husband spent quite a lot of time away on exercises and while he was away on an exercise in Shoalwater Bay, she decided she was tired of being a full time mother with several jobs so as to earn an income, she decided she wanted to study and so enrolled in the first







ever uni educated nurse course. On completion of the course, she was commissioned in the permanent Army and became the Army's first undergraduate Nursing Officer.



Her husband wasn't happy with her making decisions without his consent, so he walked out. Terri-Ann spent the next 24 months in and out of the family law court in Sydney after which (1989) Army gave her and daughter Rebecca a compassionate posting to Albury/Wodonga where she enrolled Rebeca at the St Monica's primary school in Albury Wodonga. One eventful day, on returning to Albury Wodonga after a day with the Court, they were involved in a very serious car accident. While travelling under an overpass, a car travelling on the overhead road, skidded out of control and left the overhead road and fell, landing on the car being driven by Terri-Ann. Her daughter was killed instantly and she herself spent the next 6 months in hospital, 3 weeks of which were spent in a coma. It was suggested that she would never walk, talk or work again but thankfully they never showed her the memo and after months of determination she was up and about again.



Army policy back then stated you had to discharge after a 6 month break due to illness, but luckily she was able to "fake" it and stay in. She returned to work at Wodonga and became friendly with a man she met in Sydney, this time a Scotsman who would eventually become her second husband. In 1990 she was married in Scotland after which she was posted to Brisbane. She and her new husband had 2 children, one in 1992 and another in 1993. A few more postings followed until 1993 when she left the full time Army and once again joined the Reserve.

Today, with the rank of Captain, she is still involved with the Army Reserve doing investigations.

She started her own business in 1998, as a Continance (bowles and bladder) consultant and is now the preferred provider of health training for Disability Services Qld Support Workers as well as other NGOs. During this time, she completed a degree in Adult and Workplace Education and a post graduate in Continance.



In 2000 she became involved with the Qld RSL in Leyburn and then became the President of the Blackall sub branch, a position she has held for the past 5 yeras. In 2000 she participated in the Federation Parade in Canberra, representing QUR (Qld University Regiment) and caried the Queen's Colours.

After the disastrous 2011 floods in Brisbane, she lost her business, it was washed away and with no income she was in dire straits and very close to losing her house.



Unable to meet the repayments she was forced to rent out her home and started living on the road. She did that for 4 years, during that time getting a job in Townsville as a clinical nurse consultant with Qld health.

Eventually she was able to move back into her home, which had not been looked after by the tenants – but at least she hadn't lost it.

Since 2015 she has travelled between Brisbane, Townsville, Longreach, Blackall and Melbourne doing various RSL and contract nursing jobs. In 2022, she assisted a colleague who was doing his PHD studying the benefits of ballet to service vets who suffered from PTSD and traumatic injury,

She is still involved with the RSL, still holding the position of President of the Blackall RSL and is involved in planning the Scootaville events – fund raisers for Legacy.



How to know when Jesus has been in your liquor store.

## Love of engineering fuels success.

As a flight test engineer in the Air Force, Flight Lieutenant Steph Hume describes her job as bridging the gap between the operational world and the engineering world





Based at the Aircraft Research and Development Unit (ARDU) at RAAF Base Edinburgh, Flight Lieutenant Hume has played a crucial role in the testing and evaluation of a range of Air Force capabilities.

“We are responsible for the definition, planning and execution of flight tests, as well as the data analysis and presentation of results obtained during the test program,” Flight Lieutenant Hume said. “During testing, as a flight test engineer I might be located on board the aircraft or in a control room, tracking the status of the flight test in real time.”



Originally from Forestdale (south of Brisbane) in Queensland, Stephanie Hume joined the Air Force during her gap year, studying a Bachelor of Mechanical Engineering at the Australian Defence Force Academy (ADFA), before working as an armament engineering officer in the Guided Weapons Branch.

She has since been involved in important projects including aircraft life-support equipment testing, MQ-28 Ghost Bat trials, as well as working with the University of Canberra on the development of a cockpit sensor. Following a 12-month intensive course at the National Test Pilot School in Mojave, US, she commenced as a flight test engineer at engineering fuels at ARDU in 2022.

“I have always loved aircraft, flying and engineering, so the next logical step was to undertake a job that put all these interests and disciplines together,” Steph said.

Earlier this year, she led a highly trained team during air-to-air refuelling trials in a combined operation with the Japanese Air Self Défense Force. The trials had RAAF KC-30A tankers refuelling Japanese F-15 fighters while in flight – a significant strategic development in the compatibility of the two nations’ forces. As the flight test lead, Stephanie was responsible for the overall management of the operation, which included planning and executing the test along with organising and managing the integrated test team.





Flight Lieutenant Hume recommends being a flight test engineer to anyone considering a career in engineering. “The variety and complexity of tasks that you can be involved with is extremely broad,” she said. “I have the opportunity to put my technical knowledge into practice – and being an engineer that flies is pretty great.

“I think I have the coolest engineering role in air force.”

I'm glad I learned about parallelograms in high school instead of how to do my taxes.  
It comes in so handy each June.

## 1968 2Sqn.

Tom Grieves got in touch, he says: “I am seeking an original copy of the 1969 2SQN group photo for 1968 with CO Whitehead. The War Memorial don't have these group photos and don't seem interested in having them, however, the Squadron seem to have an interest to display them at the squadron.

I have high resolution copies of 1968 with CO Evans, and 1969 with CO Boast that I hope to frame and present to 2SQN but I'd like to get hold a better quality copy of the photo below.”



If anyone can help, please let us know and we'll pass on your details to Tom.





When I grow up I'd like to be a retired lottery winner.

## Squadron celebrates two milestones

Past and present RAAF Base Richmond personnel attended a function to celebrate the C-130 Hercules' 65 years of operation in Australia. Hosted by the 37 Squadron RAAF Association on the 8<sup>th</sup> September, the event paid tribute to the C-130 platform which played a significant role within 36 and 37 Squadrons. From current and retired pilots, navigators, flight engineers, loadmasters and maintenance personnel to commanding officers, air commodores and air vice-marshals, about 150 attendees gathered to recount their stories of C-130 Hercules' operations since the first (and best – tb) variants were received in 1958.

Warrant Officer (ret'd) Keith Beardsmore served 26 years with RAAF and was one of a few chosen to train as a radio technician (Air) on the initial C-130A in the United States. Keith said: "I joined the Air Training Corps as a 14-year-old cadet, then the Air Force as an apprentice and soon after completed my three-year radio apprenticeship, I felt lucky to be one of six radio technicians with 36 Squadron to be deployed to the US to learn all about the C-130A Hercules."



Upon returning to Australia with the 12 C-130As, Keith recalls being on its first official flight from RAAF Base Richmond to RAAF Base Butterworth in British Malaya (now Malaysia). The flight was a demonstration of the C-130s long-haul capability, the first of many hours that contributed to today's 858,600-plus flight hours in Defence operations and integration with partner nations.

The Hercules milestone wasn't the only one of significance for 37 squadron this year, as it recently celebrated 80 years since its formation. In recognition of this milestone, the squadron hosted a family day at RAAF Base Richmond on the 9<sup>th</sup> September. There were clear skies and wide smiles for the C-130J Hercules' family flights, with passengers enjoying views of the Hawkesbury area as the ramp was lowered.



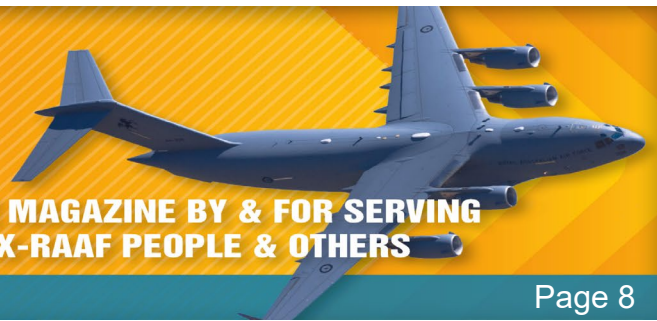
Other activities included C-130J and DA40 static displays, a virtual-reality flight simulator, weapons display, the chance to get up close with military working dogs, aeromedical evacuation displays, fire trucks, an ambulance and even a petting zoo. It was also an opportunity for squadron members to showcase their working environment to loved ones and for Defence to say thank you to the families.

37 Squadron is currently tasked with airlift in Australia and overseas, transporting troops and cargo, and conducting medical evacuation and search-and-rescue missions. Taskings are often at short-notice and sometimes for extended periods of time. The current Commanding Officer 37 Squadron Wing Commander Charles Freebairn acknowledged the impact on families and support people. "Deploying with, at times, little notice means Defence families have to be adaptable," Wing Commander Freebairn said. "We are incredibly grateful for the behind-the-scenes support families continue to give."

**I NEVER WISH DEATH  
UPON ANYBODY WHO  
WRONGS ME. I WISH  
SUDDEN, EXPLOSIVE  
DIARRHOEA WHILE ON A  
DATE, WITH FREQUENT  
SNEEZES**







## The People I meet.

In April, on the second Thursday of the month, I was invited to attend the RAAF Vietnam luncheon which is held at the lovely Friday's Bar and Restaurant on the river in Brisbane. Being a war hero myself, this was a usual occurrence however, I know I only got the personal invitation from the group as my presence raises the tone of the afternoon and I'm almost sure the group gets free drinks when they entice me to attend. My presence enabled the Restaurant to publicly show that people of my calibre will and do grace its door.

Normally I don't like to accept those invitations as I know the organisers of such events find it difficult to keep control of the situation as those present are usually overawed by my presence and are more interested in my person than in the group's normal business. But, although there is the possibility of losing control of the meeting, the group's managers are aware that with me in attendance, their normal attendance numbers will dramatically rise from the usual 2 or 3 to some hundreds. They also know when I attend and raise the customer numbers at the restaurant, they are offered free drinks and sometimes a healthy cash bonus, they therefore persevere and I get the invite.



Seeing as April is also ANZAC month, the holy month of "what was all that about", I decided to attend. As usual, I arose about 3.00am, donned the pink lycra suit, Dunlop Volleys and small LED miner's lamp on the head to light the way, I did my usual 25km run around the block before returning home for the refreshing hot and cold shower and as you would be aware by now, seeing as I was the RAAF's top Radtech, (I think it's fair to say I knew more about that triode/pentode 6BM8 than anyone else in the world), before leaving the safety of my home, I had to smother that Radtechitis that normally emanates from my soul.



My RAAF working day was usually spent in a class-room instructing the RAAF's electronics people how to service the 618T HF sets and although fascinated by my



stories of the number of ways an expert such as myself can use the 6BM8 or of how I invented ways of using the small yellow Clarktor, the RAAF Vietnam people really wanted my presence to lift their attendance numbers not hear my stories. Neither did they want my presence to completely overwhelm their get together. I knew if I attended without smothering the Radtechitis which normally covers my person like an aura, bedlam would result. Females anywhere within hundreds of yards of my person would be hysterical and would make



a dash to capture some of its magnificence. This can be very disconcerting. I had to cover it before venturing out.

Over the years I've found that Johnson's Baby Oil does an excellent job and once it is covering my person, the Radtechitis is contained and I can venture forth with the knowledge I won't be smothered by panting females. Suitably protected and attired, I fired up the trusty 1960's beetle and headed into the city with my disabled card prominently displayed on the windscreen.

I was awarded the disabled card by an appreciative Government as a result of my heroic activities in Vietnam all those years ago, but being the modest and shy person that I am, I don't like to talk about it, suffice to say I really earned it.

With the V-Dub parked in the street not far from Fridays, I entered the restaurant and after receiving and acknowledging a five minute standing ovation from those already present, I found a quiet secluded corner overlooking the river, bought a Coke no sugar and sat quietly hoping not to further disrupt the group's luncheon.

Unbeknown to me, as I sat, I rubbed my arm against a wall and dislodged a whisker of an amount of baby oil which allowed a minute amount of Radtechitis to escape before the low viscosity of the oil allowed it to flow and cover the spot again. Luckily I was near the river and the southerly wind pickup up that tiny amount of Radtechitis and whisked it away before it could penetrate into the restaurant.

Some miles away in Salisbury, the lovely Juanita Aoukar was hard at work in the offices of [All Cut Foods](#), but with the air conditioning down for maintenance, she was sitting near an open window. At about 1.30pm the wind died and that minute amount of Radtechitis fell from the heavens and passed through her open window and settled on her person.







She was immediately captivated. She leapt from her seat and with astonished looks from her fellow workers, she was up on her desk, spinning around 3 times on her right foot with her head held high, trying to determine the source of that amazing Radtechitis.

Not able to determine accurately the source, but thinking it came from the city somewhere, it was off the desk and onto the floor and with shoes back on, she raced through the factory scattering onions, olives, tomatoes and feta cheese hither and thither. She had parked her 50cc Vespa near the front door, so it was onto the trusty little Vespa, out on the road and into the City she roared, scattering nuns and their young school kids at a life threatening 25 kph.

Playing on a hunch that being Thursday, the Radtechitis probably didn't come from an office but more likely from an outdoor café, she took a punt and headed for Fridays on the river. Screeching to a halt out the front, she took the steps three at a time and raced inside and saw me sitting quietly alone by the river. Instinctively she knew I was the target, she raced over and draped herself upon my personage in an attempt to soak up more of that alluring Radtechitis.

Being the kind and gentle person that I am, I gave her 57 minutes to stop.

Juanita is a Melbourne girl, and smart. Long ago she left the drab old southern town and moved north to live in God's own – Brisbane. She is the marketing guru for All Cut Foods and says she loves it.

Melbourne's loss, our gain.





## Canberra – Last bombing Mission.

During the Vietnam War, 2 Squadron, with its Canberra aircraft, was stationed at the huge USAF Air base at Phan Rang. Phan Rang air base was initially built by the Japanese during WW2, then used by the French Air Force during the Indochina War, then in 1965 the USAF moved in and finally in 1975 the People's Army of Vietnam took over and are still there today.



2 Sqn was posted to Phan Rang in 1967 and left in 1971. During that period they had a very close self sufficient family of 270 personnel, men of every trade, including their own ADGs, Messing, Logistics, Comms, Medical, Maintenance, Admin and Aircrew; absolutely every trade, who supported and looked after each other to achieve flying up to 10 bombing mission a day with only 8 aircraft.

2 Squadron amazingly achieved about 40% of the assessed bomb damage results even though the Squadron was one fifth of the size of the fighter/bomber units on that American Base of 17,000 people.



**L-R:** Charlie Howard, Arthur Bruce, Brian Duddington.

The Squadron maintained 8 aircraft on-line which were maintained at exceedingly high serviceability levels. This high proficiency was achieved as the maintenance staff worked 24 hours a day on a two-shift roster, achieving the noteworthy rate of 97 per cent serviceability. They carried out the normal daily flight servicing and rectification, in addition to weekly "A" and monthly "C" services. A further three Canberras would be undergoing second-level "D" servicing (250-





hourly) by Transport Support Flight at Butterworth but this was ultimately transferred back to 478 Maintenance Squadron at Amberley. In addition, a twelfth aircraft was always undergoing depot-level "E" (1250-hourly) maintenance at No 3 Aircraft Depot at Amberley.

Initially, the standard bomb load for the Canberras had been six 500 lb bombs, but eventually six 1,000 lb bombs became the norm however, the bomb-bay load occasionally caused problems. There were several cases of negative releases, or "hang-ups". One night two Canberras each had double hang-ups and this occurrence had been traced to an electrical problem with the Avro Triple Carrier. Flying Officers Wally Walters and Lance Halvorson (right) had quite a harrowing experience with the bomb carrier on A84-234. He says:



"One of the USAF Navs on the B57 expressed an interest in 2SQN Canberra operations and I invited him along on one of our sorties – a night mission on the 3rd Jun 1967. We had a 9x500lb bomb load. All was routine and uneventful until bomb release. One bomb was obstinate and refused to budge! We had a hang up! No problem. We closed the bay doors and secured the weapons system as we set about to return via the jettison area, off Cam Ranh Bay.



Lance Halvorson doing a pre-flight.

At about 17,000ft during descent into Cam Ran Bay, we experienced some medium turbulence which jolted the bomb loose! There was a loud "thump, rattle, rattle, clunk, bang", as the bomb



fell off the rack and rolled forward and hit the bomb door jack on the forward bulkhead with a very loud 'ringing' noise. There was deadly silence in the cabin. We didn't want to believe the noises nor any possible consequences. This was followed by some strong words before we settled down to advise Phan Rang Control of our predicament. The whites of the eyes of our alarmed passenger lit up the night sky, as we set about trying to reassure our passenger that the bomb was still safe. The bomb had to fall about 6 feet before the arming wires pulled out which then allowed the arming vane/propeller on the nose of the bomb to rotate by airflow arming the bomb, so all was safe while the bomb was still in the closed bomb bay.

We continued silently, but impatiently, until over the jettison area (over the sea) where we opened the bay doors and the bomb fell free. There was a nervous chuckle as we began to relax; however, this was interrupted by a startled "WOW" from our passenger as he observed the bomb explode on impact. We returned to Phan Rang without further incident. Our USAF friend made good his farewell and departed in haste to, no doubt, change his "dacks" and with a determination never to fly "Magpie" (2SQN Callsign) airlines again."

On the 31<sup>st</sup> March 1971, prior to leaving Phan Rang, Pilot Dave Smith and Nav Peter Murphy were given the task of delivering 2 Squadron's last bombing mission in Vietnam. It was Dave's 267<sup>th</sup> mission, Peter's 310<sup>th</sup>. Even though he was one of the most junior officers, Peter Murphy believes he was given the honour of dropping the last bomb because he had already flown the most bombing missions of the squadron and probably because he had volunteered to extend his tour after the Sq'n's CO and his Navigator were shot down by Surface to Air missiles.

At about 2.45 pm on the 14<sup>th</sup> March 1971, Canberra A84-228 was preparing to bomb a target 80 kilometres west of Hue, South Vietnam, when it was struck by two surface-to-air missiles (SAMs). Although the aircraft, crewed by Wg Cdr John Downing (the unit's CO) and Flt Lt Allen Pinches, was at 14,000 feet, it was also more than 600 kilometres from its home base at Phan Rang. Realising that the aircraft had suffered critical damage and was at risk of breaking up, the two men were forced to eject. Both landed by parachute on a steep mountain ridge. This was the first time a RAAF aircraft had been shot down by a SAM.

*John Downing being visited by  
Defence Minister John Gorton  
at Vung Tau's Back Beach Hospital.*



The two Australian airmen were winched to safety by a US Army rescue helicopter and taken to the hospital at Quang Tri then to the ADF hospital in Vung Tau as both had sustained injuries on ejection. Wg Cdr Downing had a fractured kneecap and Flt Lt Pinches fractured vertebrae in the lower back.





Prior to the last mission being flown, Dave Smith and Peter Murphy were photographed along with the last bomb which had been painted white, just for the photo.



L-T: Dave Smith, Peter Murphy.

The Squadron's call sign was Magpie and this mission was Magpie 61, Mission Number 6113, flying aircraft A84-244 with six 750 lb bombs with selectable fusing, instantaneous on the nose fuse, delay on the tail fuse to penetrate jungle or bunkers. They were to rendezvous with our Forward Air Controller southwest of the citadel town of Hue, just south of North Vietnam. They flew north from Phan Rang with eyes open as usual, because there was always a lot of traffic and Air Traffic Control only monitored, providing advisories of conflicting aircraft ahead of you (maybe), deconflicting and separation was up to you. Peter says I remember looking into the brightly lit up cockpit of a Herc passing closely off our starboard wing tip in the opposite direction one night, did they see us, Nah.

On meeting up with their FAC, they were briefed on the target, enemy troops and bunkers, the weather, how and what direction he wanted to attack the target and finally the bailout direction for us. Because of the small target area, they would have to make six repetitive bomb runs along the same very predictable attack heading. The bad weather and low cloud exacerbated this, forcing them to bomb at the lowest altitude possible for their type of low drag bombs. It was down to 1500 feet, which meant they were at risk of the shrapnel from their own bombs plus the apparent extra risk of hits from the enemy below.

However, both of these risks were mitigated, the shrapnel being evaded by pulling up steeply immediately after the bombs were released and the low level of attack meant that the enemy



would not acquire us as a target until they cleared the jungle tops between them. They made six attacks over 13 minutes with the last of those being the white bomb on the starboard pylon. The FAC wanted that to be a delayed explosion, using just the delay tail fuse on the bomb versus instantaneous selection where both nose and tail fuses are selected, meaning if the nose fuse failed then the tail fuse was the backup. They knew that the M905 tail fuse was the most unreliable, there was no way they would allow this special bomb to be a dud, so, ignoring the FAC they selected both fuses. White bomb went down and went boom. The job over, they continued their escape manoeuvre from 1500 feet to a safe altitude and the FAC confirmed their results, 10 bunkers destroyed, one secondary explosion and one 50 Cal AA weapon destroyed.

Dave climbed the Canberra to about 30,000 feet and then transmitted a farewell message from 2 Squadron on the distress frequency 243 meg to all of Vietnam within our radio range. They made their way back to overhead Phan Rang AFB expecting that all the other eight bombing missions had returned. Not so, weather had delayed the launch of some and in-order-to-be the last aircraft to land, they had to conserve their fuel. Both men had been flying regularly as a crew since being paired as a crew when commencing conversion onto the Canberra at No1 Bomber Operational Conversion Unit. They had flown to and from Malaysia prior to Vietnam and knew how to get the most endurance from the aircraft – the trick was to climb as high as they could. Up they went, limited to 52,000 feet by the cockpit pressurisation system, the aircraft wanted to go higher (They had been to 54,000ft when they had to get over thunderstorms in New Guinea to return to Port Moresby, the Canberra does not have a weather radar).

And so they waited till the stragglers came home, it is very cold up there, minus 60 degrees centigrade, the heating system was inadequate, inside of the cockpit froze, as they did. Eventually the squadron radioed they could return, down they went with not much fuel left so a very rapid descent, not a problem till they joined the circuit for a very low beat-up. Fortunately, the Canberra has a little window about 15cm diameter on the left side of the plexiglass canopy, this is called the DV Panel (an electrically heated Direct-Vision panel) so Dave could see enough to do the low pass and land.



Taxying in to the 2 Squadron revetments then became a problem. After every Fini Flight the crew was traditionally hosed down, their flight was the last 2 Squadron Fini-Flight hose down. They stopped the jet on the parallel taxiway with both engines running, while all of the 2 Squadron Aircrew climbed onto both wings of the jet. In front of them were jeeps leading them in, but to add to the lack of visibility in the cockpit; they were still fogged up with the inside still frozen, the guys





in the jeeps ignited lots of coloured smoke grenades. Smoke and fog, sixteen aircrew sitting on your wing above running engines, group hose down coming, who wouldn't be ecstatic.



During nearly four years of operations, No 2 Squadron had dropped 76 389 bombs totalling 27,158 tonnes. It was to be another 32 years (until 2003) before the Air Force again dropped a bomb in anger.

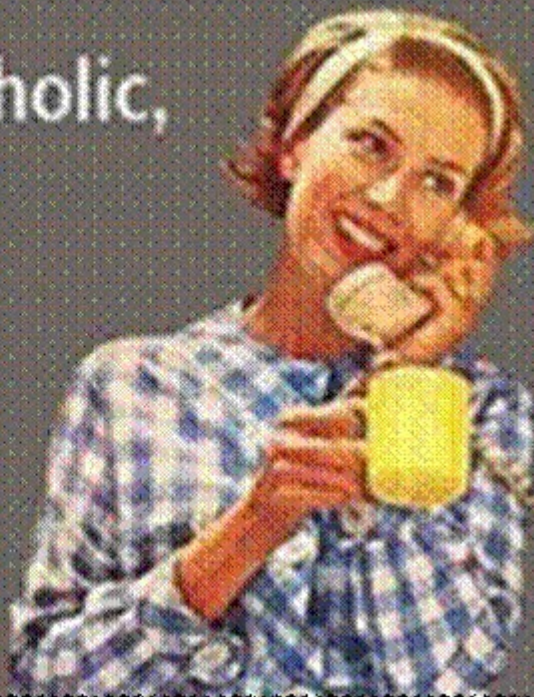
During the war, two Canberras were lost, one (A84-228) shot down by a SAM, the other (A84-231), call sign "Magpie 91," was listed as missing in action near the Vietnam-Laotian border after a successful bomb run supporting U.S. ground troops on Nov. 3, 1970. The remains of Flying Officer Michael Herbert (Pilot) and Pilot Officer Robert Carver (Navigator) were finally discovered by a Defence Historical Unit and returned to Australia on the 31<sup>st</sup> Aug, 2009.

No. 2 Squadron redeployed from Vietnam after its last mission on the 31<sup>st</sup> May, 1971, arriving back in Amberley on 5 June, 13 years since it deployed to Malaya in 1958.



I'm not an alcoholic,  
alcoholics go  
to meetings.

I'm a drunk,  
we go to  
parties.







## Allan George's Gems

### Why you should use Bionic Reading in Chrome (or any browser)

We're all constantly absorbing information online. Bionic reading is an approach to reading that can help you read faster, retain more information and boost your productivity in your favourite web browsers—like Chrome.

How-To Geek

#### What Is Bionic Reading?

**Bionic reading is a method of reading that combines traditional reading with technology-assisted tools. This helps readers increase their reading speed, improve their comprehension and retention and ultimately become more productive in their reading activities.**

Was the above paragraph easier and quicker to read? If you said yes, then you've just experienced some of the benefits of bionic reading. Now, imagine that for a whole article, essay, or book.

# Bionic Reading

Your brain doesn't always read every letter of every word. It only intakes enough information for you to understand a word and then it moves on to the next one. The bolding of the first half of each word lets your mind fast-track through paragraphs. The bolding aspect is the most notable factor in bionic reading, but there's more as well. A lot of apps and extensions also remove colours from images and change white or black backgrounds to grey. These changes help your eyes focus on the text.



## Why you should use Bionic Reading in Chrome (or your preferred browser)

Using Bionic Reading in Chrome, or any other web browser, can offer several benefits.

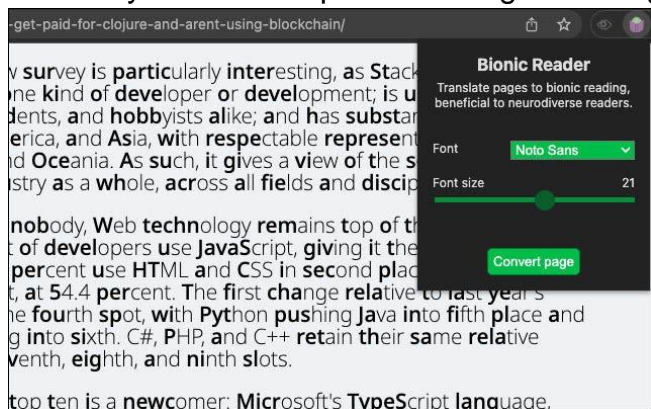
- It can help you read faster and more efficiently, which allows you to cover more material in less time.
- It can also help you retain more information by training your brain to focus on the most important parts of any text.

As a result of the two above-mentioned benefits, it can improve your productivity by allowing you to process information more effectively. This can be particularly useful in academic or work-related settings. Bionic reading in any browser can be a valuable tool for anyone looking to optimize their online reading experience.

## How Bionic Reading Helps You Read Faster and More Efficiently.

Bionic reading helps you read faster and more efficiently with techniques including skimming, scanning, chunking and altering images to be easier on the eye. For example, when you skim a text, you quickly glance through it to get a general idea of the content without reading every word. Similarly, when you scan a text, you search for specific keywords or phrases that are relevant to your reading goals.

By using these techniques, you can save time and energy. Bionic reading tools like web browser extensions or apps can help automate some of these techniques.



## How Bionic Reading trains your brain to retain information.

By using bionic reading, you can begin to retain more information by training your brain to focus on the most crucial parts of any text, such as key concepts, arguments, or evidence. Through using techniques like skimming or scanning, you can quickly identify the main points of the text and decide what information is relevant to your reading goals. In turn, this uses less mental energy. By consistently applying these techniques, you can train your brain to become more efficient at processing and retaining information. Studying, researching and editing your own work can become easier as a result.

## How Bionic Reading can improve your productivity

Before we go into how bionic reading increases your productivity, you need a frame of reference for how your productivity can suffer through everyday means. Using your eyes takes up about [50% of your brain power](#). That's more than any of your other senses. We, as humans, heavily rely on our vision for pretty much everything we do.





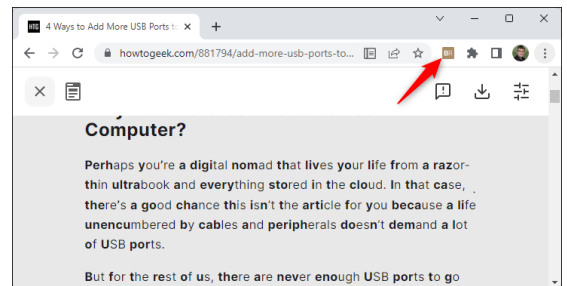
Right now, you're likely reading this with your eyes, but, at any moment, you'll look away to find your drink so that you can grab it and take a sip, or, you'll check your phone, your watch, or a nearby clock—and any number of other visual tasks on top of that. Reading faster and more efficiently drastically cuts down on the stress your eyes and brain suffer while researching, writing and doing similar work—especially when you're mentally digesting new information.

As your brain becomes able to retain more information, you'll need to re-read the same text less often.

To summarize, by improving your reading efficiency and training your brain to better retain information, your productivity may increase.

### How to use the Bionic Reading Extension in Chrome

You can [get the Bionic Reading extension for Chrome](#) on the Chrome Web Store. After installing it, you can manage the Bionic Reading extension through the Extensions menu at the top-right of your window (click the little jigsaw piece icon).



You're now ready to begin using the Bionic Reading extension! When you want to activate it on any given webpage, all you need to do is click the jigsaw piece icon at the top-right of your window and then click the Bionic Reading extension. To turn Bionic Reading off, do the same thing again.

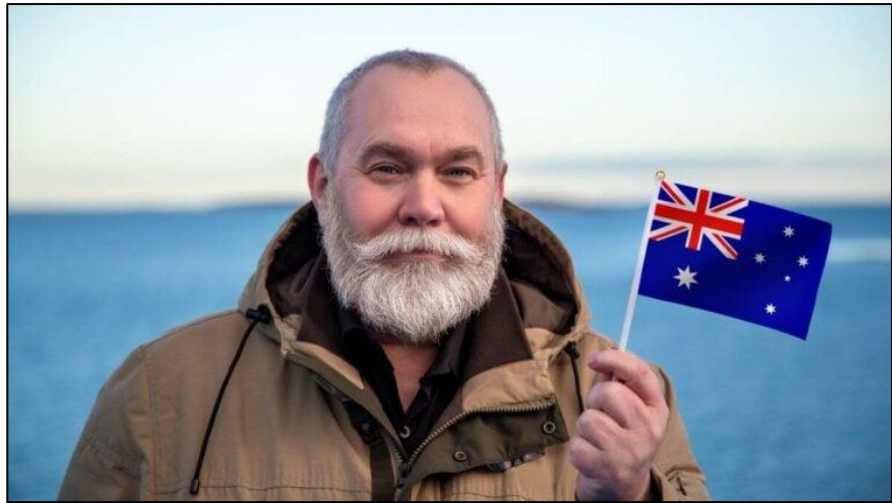
That's all there is to it! Start saving your energy for tougher tasks by letting Bionic Reading do the heavy visual lifting.





## The differences between concession cards.

On the face of it, the Pensioner Concession Card and the Commonwealth Seniors Health Card both look very much the same, but there are some vital differences between the cards relating to eligibility and discounts.



### Pensioner Concession Card.

The Pensioner Concession Card (PCC) is available to people who receive certain Centrelink payments. Those payments are the Age Pension, Carer Payment, Disability Support Pension, JobSeeker or Youth Allowance and the Parenting Payment. You do not need to apply for a Pensioner Concession Card. Centrelink will send you one if you're eligible.

The benefits of the PCC include:

- cheaper medicine under the Pharmaceutical Benefits Scheme
- bulk-billed doctor visits (depending on your doctor)
- a bigger refund for medical costs when you reach the Medicare Safety Net
- help with hearing services, such as the Hearing Services Program on the Department of Health and Aged Care website
- discounts to redirect your mail through Australia Post.

If you have any dependent children, they may also be eligible for some of these benefits. You may also be eligible if you have a partial capacity to work and receive JobSeeker or a Parenting Payment.

Your state or territory government or local council may also offer more benefits including discounts on utility bills, water and rates, discounted public transport and vehicle registrations.

Here is a state-by-state and territory guide to discounts and concessions:

- Victorians can check [here](#).
- NSW can check [here](#)
- Queensland can check [here](#)
- Northern Territory [here](#)
- Western Australia [here](#).
- South Australia [here](#).
- ACT [here](#)
- Tasmania [here](#).





You will not need to renew your card. Centrelink will send a new card four to six weeks before the expiry date on your current card. The card is valid for two years. You can find the instructions to download a digital version to your phone [here](#). While you will automatically receive a card if you are eligible, you will have to let Centrelink know about changes in circumstances if you hold a card, including if you:

- change or correct your name
- you marry or start or stop living with your partner
- you start or stop being the main carer of a child
- your home address changes
- your or your partner's income or assets change
- you don't have to lodge a tax return
- your work or study load changes
- you are [leaving Australia](#).

You will need to inform Centrelink of any changes within 14 days by visiting an office or using your online Centrelink account or MyGov account. If you receive payments you are not eligible for through the card, because your circumstances have changed, you may have to pay the money back plus a fee.

### Commonwealth Seniors Health Card

The Commonwealth Seniors Health Card allows you to receive cheaper healthcare and some discounts if you have reached Age Pension age. You may be eligible if you are:

- Age Pension age or older
- meet residence rules
- not getting an income support payment from Centrelink or the Department of Veterans' Affairs
- meet identity requirements
- meet the income test.



When you apply for the card, you must supply your tax file number and that of your partner, unless you are exempt.

You can begin the application process [here](#).

You may need to provide your identity, including a Centrelink [Customer Reference Number](#). If you have a partner, they will also have to prove their identity if you are claiming a Low Income Health Care Card or Farm Household Allowance.

### Health Care Card.



A Health Care Card will give you access to cheaper medicines and some discounts if you receive the following payments from Centrelink:

- [ABSTUDY Living Allowance](#)
- [Austudy](#)
- [JobSeeker Payment](#)
- [Parenting Payment](#) partnered
- [Special Benefit](#)
- [Youth Allowance](#).



You can also get a card for up to one year if you get any of the following payments:

- [Carer Allowance](#) for a child younger than 16 – the card is for the child in your care only
- [Carer Payment](#) for short term or irregular care less than 6 months
- the maximum rate of [Family Tax Benefit Part A](#)
- [Mobility Allowance](#) if you're not getting [Disability Support Pension](#).

You must also live in Australia and meet residency rules. Benefits could include:

- bulk billing for doctor's appointments, as decided by your doctor
- more refunds for medical expenses through the Medicare Safety Net
- discounted mail redirection through Australia Post.

State and territory governments and local councils may also offer concessions for costs such as:

- energy and electricity
- healthcare, including ambulance, dental and eye care
- public transport
- rates.

Check with the above links mentioned in the Pensioner Concession Card section to see what discounts are available.

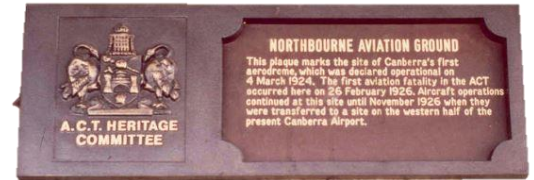






## Dickson was Canberra's first airport (and the site of a fatal plane crash.)

Dickson in the ACT might be an average looking urban landscape today, home to a shopping centre, library and wetlands area but go back to the early 19th century and it was home to the national capital's first airport. A simple plaque by the front door of the Dickson Library commemorates the 'Dickson Aerodrome', which opened on 4 March, 1924.



Canberra's architect Walter Burley Griffin first pencilled in the sheep paddock between today's Majura Avenue and Antill Street for use as an airfield. Following pressure from the Defence Force, the Commonwealth Government revisited the plans in the early 1920s. The first plane landed in 1923, bearing government officials tasked with settling on a site. Air-force pilots went on to use the aerodrome for photography surveys of the area in their flimsy WWI-era biplanes, until 1926 when air operations moved to the current site of the Canberra Airport in the Majura Valley.

On the 26<sup>th</sup> February of that year, it also became the site of the region's first air fatality. A graduate of the Duntroon Military College, Philip Mackenzie Pitt and his photographer William Callander were coming in for landing after a survey of the Murrumbidgee River. Observers later recalled the engine appeared to be running normally, but at 100 feet above ground, the DH9 plane suddenly stalled, spun and nose-dived into the ground where it burst into flames.



Local ploughman Walter Johnson was working nearby and immediately ran to the blazing wreckage and attempted to claw the men out with his bare hands. It was too late for Pitt, who was killed instantly and by the time Canberra Fire Brigade arrived and drowned the fire, Callander was too injured and died soon afterwards in hospital.



Pitt was buried in an unmarked grave in Queanbeyan and Callander, with his name misspelt, at St John's in Reid. Johnson was awarded a national bravery award for his service.

Later that year, the aerodrome was closed because the Duke of York was coming for the opening of Parliament House and Dickson was tricky to approach from some angles due to Mount Ainslie. It reverted to a sheep paddock and eventually housing as suburban Canberra expanded but the stories are still kept alive by the Dickson Residents Group.

Historians still believe fragments of the crashed plane might be buried under Blacket Street in Downer. One of four concrete 'lockspits' that marked the corners of the airfield is visible in the wetlands near Dutton Street.



## Galileo's Hypothesis.

Galileo, the father of physics, was born in Pisa, Italy, in 1564 and lived until 1642. He discovered the Moons of Jupiter, Io, Europa, Ganymede and Callisto and the Rings of Saturn, among other things. Galileo also hypothesised that all objects falling to Earth fall at the same rate. He mentioned that a cannonball and a feather, if dropped from the same height, will touch the ground at the same time provided there is no air resistance.





This was hard to believe and even Galileo had difficulty explaining it for quite a long time. Four centuries later, with the current technology, it has been experimentally demonstrated.

Watch the video [HERE](#) to view / listen to the verification experiment.

Asked my husband to put the pillowcases on the pillows.



## The Wedgetail.

The US Air Force (USAF) has selected the Boeing E-7A Wedgetail to become its next-generation airborne command and control aircraft. While this news may seem a world away to the average Australian, there is actually a direct link to the Royal Australian Air Force (RAAF), as the E-7A was originally developed in response to the RAAF's "Project Wedgetail" requirement for a new Airborne Early Warning and Control (AEW&C) aircraft.

The Wedgetail was the first of a new generation of large digital AEW&C aircraft and was designed from the ground up to meet Australia's needs. Not long after Australia committed to the aircraft's development, South Korea and Turkey also joined the program with four aircraft each, while the UK ordered five in 2018.

Because of its advanced design, the Wedgetail program was delayed by about three years. The first aircraft flew in 2002 and was to have been delivered by 2006, but integration issues with the radar and the aircraft's sophisticated electronic warfare system saw that schedule slip a couple of times to 2009. The first two RAAF E-7As were built by Boeing in Seattle in the US, while the four others were converted from standard "green" 737 airframes at Boeing Defence Australia's facility at RAAF Amberley in Queensland.

The E-7A is based on a commercial Boeing 737-700 airframe, but features a large and distinct "surfboard" radar on its rear fuselage as well as several other modifications. The radar is a fixed multi-mode electronically scanned array (MESA) unit that was developed by Northrop Grumman and, instead of spinning like conventional radar antennae, has thousands of individual transmit/review (T/R) nodes. Whereas conventional radars refreshed every few seconds as the antenna spins, the fixed MESA allows for continuous 360-degree monitoring of all parts of the airspace around the aircraft and can even divert power to specific parts of the antenna to electronically focus on, or "stare", at certain segments of airspace if required.



Rather than the 160 or so passenger seats a standard 737-700 airliner carries, the Wedgetail has about 10 side-facing consoles at which airborne radar and electronic warfare officers monitor the airspace and surface out to 300 km or beyond. The interior also has a large bank of computers, a galley and a crew rest area for long-endurance missions.

Externally, numerous antennae are added for communications, electronic self-protection, infrared self-protection and datalinks. The engines each have an additional generator so sufficient electrical power can be produced for the MESA and computers and an air-to-air refuelling receptacle has been added above the cockpit for long-endurance missions.



The RAAF has six E-7As in service with No 2 Squadron based at Williamstown.

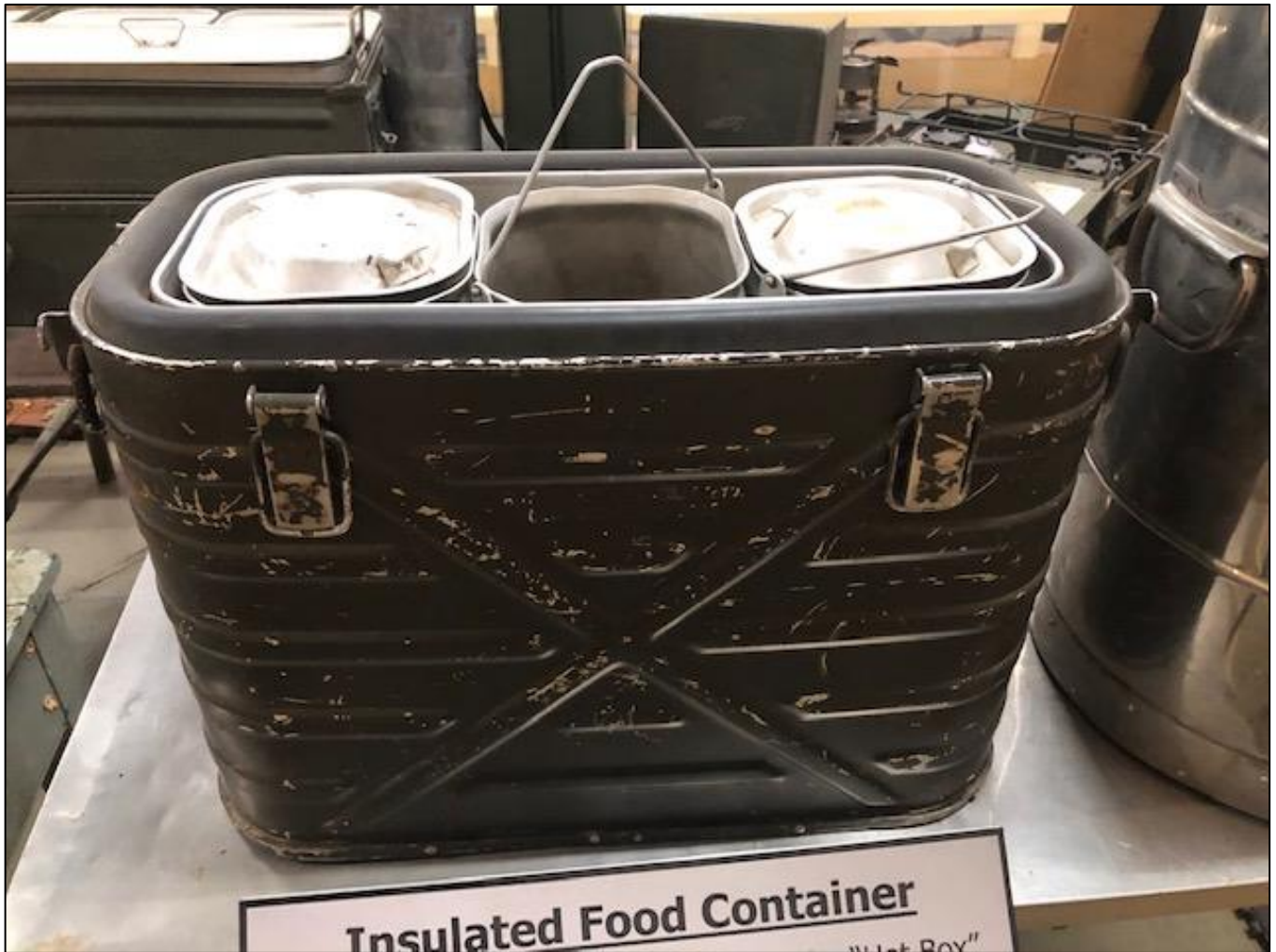
The USAF currently flies about 20 ageing Boeing E-3G Sentry AWACS aircraft, which are based on the 1950s-era Boeing 707 airliner, the youngest of which was built in the early 1980s. Despite numerous electronic upgrades over the years, the E-3Gs are difficult and expensive to support as no commercial 707s remain in operation. Spare parts are therefore rare and the fleet has an availability rate of less than 60 per cent. They are also much larger and use four older-generation engines than the smaller and lighter twin-engined 737-based E-7A. By comparison, the 737 airliner is in widespread service worldwide and is still in production and spares are expected to be available for decades to come.

As the RAAF began to incorporate its six E-7As into service, it started deploying them on major overseas exercises with US and other allied forces and then in 2014 to the Middle East as an element of Australia's Operation Okra commitment to the fight against ISIS. It was then that the US began to sit up and take notice of the capabilities offered by the E-7A and, after reports began filtering back from exercise partners and exchange officers, the US Congress took interest. In February 2023, the USAF awarded Boeing a \$US1.2 billion (\$A1.85bn) contract to begin development of its first two E-7As, with the first aircraft to be ready for operations in 2027 and an eventual requirement for 26 aircraft. USAF leadership has described the Wedgetail as a "proven capability", one that can be developed and introduced into service relatively quickly compared with a "clean-sheet" design.





## Insulated Food Container.



Remember these?

Seen at the [Army museum at Bandiana](#), near Albury Wodonga, the "Hot Box" was Introduced into service in the 1960's and was used to transport hot and cold meals to troops in the field. Insulated food containers were phased out of service during the late 1990's.

## Service station takeover: [OTR](#) expansion set to wipe out Coles Express

You might not be seeing this Shell sign around for too much longer. Viva Energy's acquisition of a major South Australian service station chain gives consumers the first glimpse of what's in store for Coles Express.



Viva Energy announced it will acquire OTR Group from Peregrine Corporation for \$1.15 billion. This comes after Viva Energy, which already ran Shell-branded servos, bought Coles Express service stations for \$300 million last year. At the time of the Coles Express acquisition, it was announced the 710 nationwide stores would be rebranded after the deal is completed.

The OTR sale gives a clearer picture of what that rebrand will look like.

When Coles Group is no longer pulling the strings behind Coles Express stores following their transition to Viva Energy in this year's second quarter, the latter will look to distance itself from the supermarket brand. A major part of that will be rebranding the stores. In a recent announcement, Scott Wyatt, Viva Energy CEO and managing director, said OTR will become the company's flagship convenience brand and will replace the Coles Express brand over time.



It is understood only Coles Express stores with a 'suitable footprint' will be rebranded under the OTR banner; others will be rebranded under a yet-to-be-announced sub-brand. It is currently unclear if Coles will continue supplying products for its former Coles Express service stations following the rebrand, if not, it will be a significant departure from the precedent set by Woolworths, which continues to supply its products to Ampol and Caltex following the sale of its 540 fuel convenience sites to EG Group in 2019.

### Focus shifts from fuel.

OTR is a major South Australian – and migrant – success story, which began in 1984 when Fathi (Fred) Shahin bought a single Adelaide petrol station after fleeing with his family from civil unrest in the Middle East. Today, the OTR Convenient Retail network comprises 205 stores under the OTR brand, including 174 integrated fuel and convenience stores and 31 stand-alone stores. More than 90 of those stores incorporate quick service restaurants (QSRs) such as Hungry Jack's, Subway and Guzman y Gomez, many of which include drive-throughs.

OTR also has a growth pipeline of 90 sites, largely outside of South Australia, which will be developed into new OTR stores over the next few years. This will aid Viva Energy's goal to be Australia's leading convenience retailer by establishing more than 1000 stores.

Viva Energy's service stations will shift from fuel to retail. The move has a good basis; OTR generates more than \$3 billion in annual revenue, with more than 70 per cent of earnings coming from non-fuel sources. As their stores increasingly become retail destinations, they expect convenience earnings will grow and reduce their dependency on traditional fuels.

After completing its acquisition of OTR, Viva Energy plans to acquire Liberty Convenience, according to the company's recent ASX release.





Big changes coming in the fuel game.

For most people when you lose your khakis you've lost your pants.  
When you're from NZ and lose your khakis you can't start your car.

## Balancing dots...

When you look at a brand new tyre, you may have seen a little red or yellow dot on the sidewall. Most people probably just assume it's an ink mark applied for some internal tyre company reason. Actually, those dots are extremely helpful when you are fitting a brand new set of tyres. The dot is applied to the lightest part of the new tyre.

When fitting a new tyre, you normally align this dot with the valve stem and/or tyre pressure monitor. By doing this, it makes balancing the tyre far easier and you can apply fewer wheel weights to offset the balance.



I was asked what I look for in a relationship, apparently "A way out" wasn't the right answer.

## A Field Guide to WD-40



There's a lot more to lubrication than a shot from a spray can that you keep in the kitchen drawer.

WD-40. For many people, the name means lubrication. A hinge squeaks or a bolt sticks in its hole, you give it a shot from the familiar spray can. The lubricant is as close to ubiquitous as these materials can be. All over this country, it's stashed in kitchen drawers, car boots, on garage



shelves, in tool boxes, on workbenches and in maintenance carts on factory floors. It's sold nearly everywhere: hardware stores, farm-supply stores and in supermarkets.

We have nothing more than anecdotal evidence to make this claim, but aside from engine oil, it may be the most widely used lubricant. The company states something like 2,000 uses for its flagship spray, everything from silencing squeaky hinges to freeing a python wrapped around the undercarriage of a bus. Police even used it once to grease down a naked burglar who got stuck as he squirmed his way into a building via an air conditioning duct.



This is the WD-40 which its label identifies simply as "Multi-use Product." Not oil. Not corrosion inhibitor. Not penetrant. Below that disarmingly simple title, the can text reads, "stops squeaks, removes and protects, loosens rusted parts, frees sticky mechanisms, drives out moisture."

The most well known version of WD-40 is the flagship product that launched the company. Now simply called "Multi-Use Product", it's good for basic lubricating, cleaning and rust protection. It's not suited for many other jobs, such as chain lubrication, where it can actually remove the specialized lubricant used on chains.



As good as WD-40 is, it can't do everything. No lubricant can. That is the basis of this story. There's a lot more to lubrication than a shot from a spray can that you keep in the kitchen cabinet.

Aside from the most familiar form of WD-40, there are a lot of other products that excel at specific jobs and there are many variations of WD-40 other than the ubiquitous multi-use version.

### A History Lesson.

WD-40 Multi-Use Product is the familiar go-to spray. It's flanked by the variations formulated for difficult lubrication jobs, such as lubricating roller chain, a formulation that ejects as a liquid but converts to a gel to cling to vertical surfaces and fast-moving parts. Other products, such as contact cleaner is safe to use on electrical components while the silicone formulation is intended to lubricate and protect plastics and rubber. Here, the complexities of lubrication are reduced to simplicity: read the can to get a sense of what the product is good for.





The now iconic brand takes its name from its formulation. WD-40 stands for Water-Displacement 40, a thin-film lubricant that displaces moisture and was perfected on the 40th attempt. Three employees of the Rocket Chemical Company in San Diego formulated the blend in 1953 and it soon found large scale commercial success as a corrosion protection coating applied to the skin of Atlas missiles.

The flagship formulation is a blend of high-quality, light-body lubricating oils propelled out of the can with CO<sub>2</sub>. The company added a light fragrance in 1961 and that's about as close as it ever came to doing anything strange with it. Its formulation is so closely guarded that it was never patented and the MSDS that describes it is barely helpful for identifying the contents in the can. The company stores the formula not in its headquarters in San Diego, but in a bank vault nearby.



A long list of commercial successes followed those humble beginnings, leading the company to where it is today, a publicly-traded entity with stock trading in the vicinity of \$171.50 per share. It's a small but commercially important cog in the lubrication industry, a market worth nearly \$19 billion annually.

That gigantic lubrication market and the brand's strong acceptance among users explains why the company makes more than its most familiar lubricant. Its catalogue lists 22 products each available in a range of sizes and applicator types. In all, these various formulations encompass general spray lubricant, industrial grease, bike chain lube, roller chain lubrication, rust removers and a variety of cleaners. It's all related: cleaning, lubrication and corrosion protection.

## Understanding Lubrication

Lubrication is notoriously complicated. Parts in motion relative to one another make physical contact causing sharp microscopic pieces of material to be broken off. These jagged particles tumble around, further increasing the friction between the parts, increasing heat and accelerating surface damage. In turn, this causes more particles to break free and the damage cycle repeats itself and is magnified until one or both parts fail. Lost in history, people discovered that placing tallow or wax between the parts helped them interact with less damage.

It seems that early on in WD-40's history people understood one thing about it: It's easy. Something needs lubrication? Grab the spray can and hose it down. What's more, it's even pleasant. It doesn't stink. Nothing smells offensive when you're done. Not you. Not the part. Plus, it's easy to find. The can's graphics make it jump out in a cluttered workshop. And, it's easy to buy. When the can runs out, pick up another one at the grocery store—or seemingly at any store. Maybe it's a little too easy, leading people to use the standard product when they should be using something else. Therein lies a problem.



Lubrication is a highly specific business. While the WD-40 Multi-Use Product is viewed as a 'one-can wonder' it does have specialized needs for specific pain points. To do the job properly there are three things you should know:

### **Start with a clean surface**

It can be tempting to pull out a spray can and get to work but cleaning a surface before lubricating is important because contaminants can degrade lubrication, making it less effective. Dirt, rust and particles of loose paint are all abrasive substances. If you want lubrication to perform at an optimal level, you need to remove these. Clean first, then lubricate.



### **Surface type matters:**

A multi-purpose lubricant works well on metal surfaces but materials such as plastics and rubber require special lubricants with compatible additives.

### **Specifications are important**

Everyone loves the idea of a 'one-can wonder' but not all lubricants are the same. Select the lubricant based on the surface material, the kind of load you expect the lubricant to see, temperature, humidity and even the position of the parts in service, such as whether the lubricant will be applied on vertical surfaces, horizontal surfaces, or whether the lubricant will have to cling to the bottom of a horizontal surface. All of this matters.

### **Lubrication Additives**

Most lubricants consist of a base oil and additives that improve its performance. Perhaps no other aspect of lubrication is as tricky as selecting a lubricant based on these additives. People shopping for lubrication will notice the addition of silicone, PTFE (Poly Tetra Fluoro Ethylene; Teflon is one form of this), molybdenum disulphide and molybdenum diacyl dithio carbamate (either of them are simply called "moly"), copper, white lithium, zinc and graphite. Additives play any number of roles in a lubricant, they can thicken it so it clings to vertical surfaces while helping it withstand exposure to the elements (white lithium). Other additives, such as silicone, lubricate plastics and rubber while not dissolving them. The addition of "moly" helps to lubricate metal-to-metal surfaces where there is extreme pressure and heat. The addition of copper to a lubricant helps threaded parts turn freely while resisting galling, a phenomenon where metal particles are broken loose only to reattach themselves to an adjacent surface in a process known as cold welding.



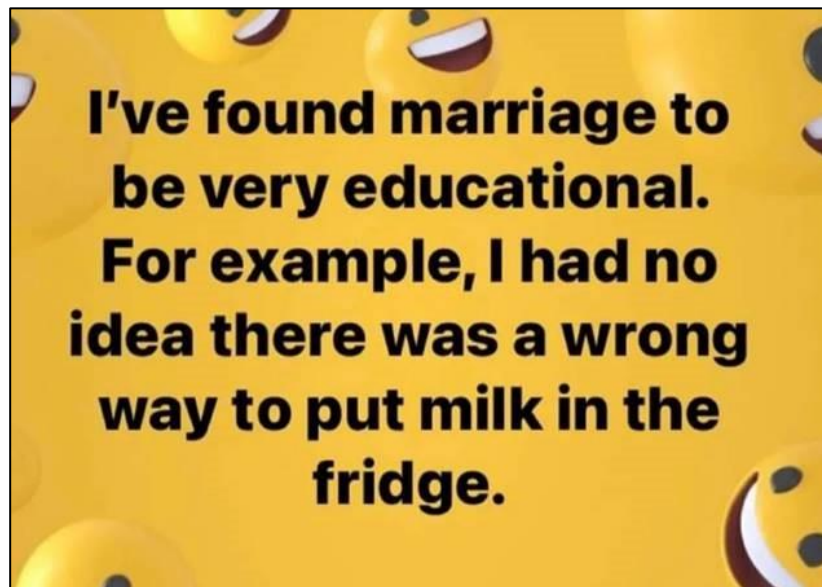


White lithium is an additive to grease, lubricating oils and (in this case) specialized spray lubricants. The material thickens the lubricant, helping it stay in place and acts as an agent to hold and release lubricant as needed. It's a heavy-duty product used in exterior and interior metal-to-metal applications, such as on a garage door cable.

Some of these additives are solids that interact physically with the surface, other additives are chemicals. A good way to think of solid additives is that they are like molecular ball bearings, or in some cases platelets, that contribute to the free movement of parts relative to one another. Chemical additives may improve the lubricant's performance in other ways, such as helping to fight corrosion or increasing fire resistance.



As a group, lubricating oils that contain additives are considered "high performance" relative to lubricants that lack them. Sure, you may pay more for these formulations, but the performance benefits they provide are worth it.





**Vely Inteleting - but stoopid!!**



## ANZAC Day.

ANZAC Day is a national day of remembrance in Australia and New Zealand that broadly commemorates all Australians and New Zealanders "who served and died in all wars, conflicts and peacekeeping operations" and "the contribution and suffering of all those who have served"

Every year on the 25th of April, hundreds of thousands of Australians and New Zealanders around the world gather at dawn on ANZAC Day which is a time for the community to come together to remember and recognise the service and sacrifice of members of the Australian Defence Force. Originally a commemoration of the landing of Australian and New Zealand forces at Gallipoli in modern-day Turkey in 1915, ANZAC Day is a public expression of gratitude and reflection which resonates to the present day.



### History of ANZAC Day

ANZAC is an acronym and stands for Australian New Zealand Army Corps, the name given to the body of troops raised by the two countries to aid the British Empire in the Great War. Throughout the war Australian and New Zealand troops, or 'Diggers' and 'Kiwis', would live, fight and die alongside each other creating a bond between the two nations that still exists today. ANZAC Day is inextricably linked with the landings at Gallipoli in the Dardanelles Strait on the 25th April 1915. On this day ANZAC troops were committed to their first major action of the war and though the campaign would ultimately prove a bloody failure and leave more than 8,000 Australians and 2,700 New Zealanders dead, it marked the beginning of the ANZAC legend.

This legend was poignantly put into words by Sir William Deane, Governor-General of Australia on ANZAC Day 1999: "ANZAC is not merely about loss. It is about courage and endurance and duty and love of country and mateship and good humour and the survival of a sense of self-worth and decency in the face of dreadful odds".

In 1915, the 13<sup>th</sup> October was the first day to be referred to as ANZAC Day. This observance was to take the place of the Eight-Hour Day holiday and occurred in Adelaide. The first 'ANZAC Day' was more of a patriotic holiday that aimed to raise awareness of the soldiers' efforts and to raise funds, rather than the serious commemoration it became. A year later, the first anniversary of the event was observed by England, Australia, and New Zealand, as well as the troops in Egypt. In the same year, April 25 was officially declared as 'ANZAC Day' by George Pearce, the acting Australian Prime Minister. By the mid-1920s, ANZAC Day had become a national public holiday.





RTFV-35Sqn (Wallaby Airlines) forming up ready for the march. With the banner, L-R: Bill DeBoer, Trev Benneworth, Narelle Grigoriou.





Mercy Maher, who is with [Everymans](#), got up early and set up a very welcome van on the lawn at QV Square and provided free coffee to one and all.

ANZAC Day 2023 in Brisbane was a lot drier than 2022 when about 10 metres of rain dampened the parade, but it did rain. Most, including RTFV-35 Sqn (Wallaby Airlines) got through before the heavens opened, but not everyone made it. No sooner had Wallaby Airlines left the road when Hewey dumped a savage 2 minute storm on the faithful. The Navy's marching band was within sight of the finish line when they copped it. Down it came and all those very expensive instruments got a thorough soaking, as did the blokes in their immaculate whites playing them, but professional to the end, they continued to march and make music until fall out.

After the march, Wallaby Airlines past and Wallaby Airlines present (35Sqn Amberley) headed for Fridays on the River for a few ales and a good old get together – but they were in for a bit of a shock. Although having made arrangements with the Restaurant months in advance, when they arrived at around midday they were told there was to be no alcohol served until 1.00pm. "We don't have the required licence" they said and not only that, the interior of the restaurant had been gutted for improvements and was off limits which meant everyone was restricted to the outside area – which Hewey had only recently given a good bath. Most left for the Pig and Whistle down-stairs which did have the required licence. Then when 1.00pm finally did arrive, due to the lack of staff, it was a case of line up and wait with some getting their first drink at 1.25pm and although each paying \$30 on entry, which was supposed to entitle them to snack food, when it did arrive it was miserly and second rate.

It was not a good performance – we were certainly spoiled at the Jade Buddha.





Wallaby Airlines – outdoors on the wet furniture at Fridays.











In contrast to the Friday's fiasco, 2 Sqn personnel held their get together at Bistro Jacque which is above Central Station. 2Sqn were given a secluded area in the restaurant, food was excellent and drinks were easily available from the large bar.



Lyn and Mike Rogers.





WngCdr Warren Haynes, the CO of 2 Sqn in Williamtown, presented the 2Sqn Association with a wonderful plaque, click the pic for a better view<sup>22</sup>.



L-R: Lloyd Brown – President 2 Sqn Association, Warren Haynes, CO 2 Sqn Williamtown.



AirCdr John (DSO) and Adrienne Whitehead. John, as spritely as ever and just a couple of months off 90, was the CO of 2 Sqn in Phan Rang from Nov 1968 to Nov 1969.





Darren Lindsay, Arthur Rennick, Peter Tucker,



Dave Smith, Peter Murphy. These 2 blokes flew the Canberra that dropped 2 Sqn's last bomb in Vietnam – see our earlier story [HERE](#).





Michele Murphy with her two lovely young daughters, Michaela (left) and Amelia.



Sandy Appleton, Rod "Neddy" Nedwich.





Margot Stevens, Dianne Pickering, Kirsty Bilton.



Peter and Sabina Murphy.

Click [HERE](#) to see the ABC's broadcast of the RAAF contingent in the Brisbane ANZAC Day March.





Brad Crombie and Phil Lillibridge, enjoying a quiet get together and a few drinks after the Brisbane March.

### ANZAC Day Canberra



37 Sqn J Model Herc – this great pic was taken by Bruce Comber from Mt Ainslie, click the pic for a closeup.





## 2 Sqn Association Canberra.



Their new Banner.



L-R: Peter Ekins, Bob Howe, Lance Halvorson, Al Pearson





L-R: Background, Peter Ekins, Al Pearson, **Holding banner** Tyler Cooper, Lance Halvorson





## ANZAC Day Edinburgh, Scotland.



L-R: James “Scotty” Potter, LtCol Colin Morrison, don’t know, at Edinburgh Castle. We thought we’d include [THIS](#) to remind Scotty what he’s missing by moving back to old cold and wet Scotland.

## Scotland’s links with Australia

### WALTZING MATILDA.

Written By Banjo Paterson in 1895

“Bango” was born Andrew Barton Paterson on a property near Orange in NSW in 1864. His father was Andrew Bogle Patterson who was from Lanarkshire in the UK and his mother was Australian born Rose Isabella Barton. After school he became a solicitor and started writing short stories, essays and poems and submitted some to the Bulletin magazine. He submitted these works under the pseudonym of “The Bango” – the name of his favourite horse. The publication of “The man from Snowy River” in the Bulletin made “The Bango” a household name.

In 1895, he headed north to Dagworth station near Winton, Queensland where he met with a Christina Macpherson, a friend of his fiancé, who had recently attended a race at Warrnambool in Victoria. She had heard a band playing a tune there, which became stuck in her head and replayed it for Paterson. The melody, which was from a Scottish song, also resonated with him and propelled him to write “Waltzing Matilda”<sup>l</sup> While there has been much debate about what inspired the words, the song became one of his most widely known and sung ballads.

So – the tune was originally Scottish - but who was the Swagman and what was his name???





Commonwealth War Graves at Arbroath in Scotland.







Lt Col Colin Morrison Australian Defence Force at Edinburgh Castle.



FitLt Dan Lingens, (NZAF) his wife and children



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

### Hiccups explained – and how to get rid of them **YourLifeChoices**

A hiccup is a short and involuntary contraction of the diaphragm muscle. When this muscle contracts, the opening between the vocal chords snaps shut to stop the inflow of air. This sudden closing causes the hiccup sound.

This contraction is caused by an irritation of the nerves that extend between the neck and the chest. The medical term for hiccups is singultus which derives from the Latin word singult which means “to catch ones breath while sobbing”.

There are a number of potential causes for this contraction:

- chewing gum
- swallowing air
- smoking
- eating or drinking too much or too fast
- anxiety or over-excitement
- some medications that cause acid reflux as a side-effect
- damage to the phrenic or vagus nerve





- swelling or infection of the liver
- eating chillis
- alcohol
- noxious fumes.

Hiccups can occur at any time, even babies in the womb have been seen to be hiccuping. Although hiccups will normally go away by themselves with no ongoing side-effects, a number of home remedies for hiccups do actually work. You can drink a glass of water quickly, hold your breath, pull hard on your tongue or even have someone scare you.

You could also try the [Valsalva manoeuvre](#). Originally designed to slow a racing heartbeat, the Valsalva manoeuvre has also been shown to stop hiccups. To start, take a big breath and then hold your nose and close your mouth. While still keeping your mouth and nose closed, push out your breath and hold for 15-16 seconds. Open your nose or mouth and breathe out.

While hiccups normally aren't a reason for concern, if they become persistent, frequent, interrupt your ability to eat or sleep, cause you to throw up or feel severe pain, last more than three hours or make you feel as though you can't breathe, you should seek medical attention.



## 15 popular home remedies and whether or not they actually work

Some of our favorite remedies really do work, but others seem to just be harnessing the placebo effect. Here are some:





### Epsom salt baths

Epsom salts, or magnesium sulfate (no relation to table salt) are also known as “bath salts” because they are often dissolved in a warm bath to soothe sore muscles. There’s no evidence that your body absorbs any of the minerals through your skin, though, so don’t think of these baths as medicinal. That said, warm baths can feel good on sore muscles and scented bath salts are a great way to make a relaxing experience more pleasant.



### Baking soda for heartburn

If you have heartburn or “indigestion,” an alkaline substance like baking soda can sometimes help to relieve your symptoms but baking soda is not the best choice. It can make you feel even more uncomfortable because of the way it expands in your stomach and it’s not appropriate if you’re trying to avoid sodium in your diet (its scientific formula is sodium bicarbonate). Better to grab a different type of antacid, like Gaviscon or Tums or Mylanta.



### Vitamin C for colds

If you chug orange juice or take vitamin C pills when you have a cold, you’re not alone but the idea that vitamin C boosts your immunity never had very strong evidence behind it and it hasn’t stood up very well to scientific studies. People who regularly take vitamin C may have slightly shorter colds than people who don’t, by just a few hours, but even in that case, starting to take vitamin C after you get sick doesn’t seem to help.



### Warm milk for sleep

The US Sleep Foundation says that warm milk “may” help you sleep and that’s about the strongest recommendation you’ll find. People tend to find a cup of warm milk soothing, but the usual explanation, that the [tryptophan](#) in the milk makes you sleepy, doesn’t add up. There isn’t that much tryptophan in milk and there’s no easy way for it to get into a place where it can send sleepy messages to your brain. Another theory holds that warm milk’s power is all in its association in our mind: We think it will make us sleepy, so it gets us in a sleepy mood.





### Witch hazel for hemorrhoids

Witch hazel is a plant, but you probably know it from the liquid extract you can buy at the chemist. Witch hazel is an astringent, meaning it dries out and temporarily tightens skin or other tissues. There isn't much evidence on witch hazel for hemorrhoids, but what there is suggests it may reduce itching, pain and bleeding. To use it, put some witch hazel on a cotton pad or a piece of toilet paper and pat it on. You can also buy wipes or pads that are already treated with witch hazel.



### Ginger beer for nausea.

When you feel like you're going to throw up, ginger beer can be a comforting thing to drink. But does it actually help nausea? There is some evidence that ginger root may help with nausea from pregnancy or after anesthesia but it doesn't seem to help nearly as much with the nausea that comes from illness. Some ginger beer may not contain real ginger root at all, or the dose might be very small so if ginger beer helps you feel better when you're sick, chances are it's more about the comfort and familiarity and placebo effect—which means you're free to drink a different beverage if you prefer.



### Feed a cold, starve a fever.

This is an archaic idea, from the era when body fluids and functions were categorized as to whether they are "hot" or "cold." Fevers are hot and blood was considered to hold heat, so bloodletting was part of how you would treat a fever. The idea of "starving" a fever was inspired by the same idea: Remove your body's fuel and the fire won't burn as hot. On the other hand, if you're leaking mucus from your nose, you have a "cold" and the treatments would be entirely different.



We know now that colds are caused by viruses and that a fever is one way our body may respond to an infection (by a virus or otherwise). You can have a "cold" and a fever at the same time. You also can't bring down a fever by fasting, even if you wanted to. So whichever you have, eat normally (if you can) to provide your body with the nutrients it needs.

### Cranberry juice for Urinary Tract Infection (UTIs)

Cranberry juice is rumoured to be able to prevent or even treat urinary tract infections. So is the rumour true?





Studies have not found that cranberry juice can treat a UTI, so if you're already feeling the burn, go to your doctor care rather than the grocery store. As for prevention, the jury is still out.

The American College of Obstetricians and Gynecologists' top tips for UTI prevention are even simpler, stay hydrated, pee when you feel the urge and wash the skin around your anus and genital area. (Peeing after sex does not make the list, either.)



### Ice for a bruise.

If you just whacked your shin on something and are pretty sure it's going to bruise, ice can help to keep the swelling down and reduce the eventual size of the bruise.



### Chamomile tea to help you sleep.

As famous as chamomile tea is for helping people get to sleep, one chamomile-containing blend is even sold as Sleepytime Tea, the evidence is minimal. One 2019 review of six studies found that chamomile improved sleep quality, but didn't help people with insomnia to get more sleep. If you find it relaxing, enjoy; but if it doesn't seem to be working...it's probably not.



### Cucumber slices for puffy eyes.

Cucumber slices over the eyes are an iconic beauty treatment, but there isn't any clinical evidence supporting this practice with cucumbers specifically.



Cucumbers contain plenty of nutritious chemical compounds, like vitamin C, but is there enough of them to do anything when applied topically? That's pretty unlikely.

Instead, it seems that what we're doing when we put cucumbers on our eyes is that we're applying something cool and wet, which can feel good and may very slightly reduce puffiness temporarily, but if you don't want to waste a cucumber, you can just use a cool gel pack or wet washcloth.



### **Aloe for burns.**

Aloe-containing lotions can be soothing on a burn and it's not uncommon to keep an aloe plant around so you can break off a leaf when you burn yourself in the kitchen, but is the aloe really doing anything special?



Studies have been inconclusive. It seems like aloe may be a good substitute for other burn ointments in places where those other ointments aren't easily available. Aloe provides a moist covering to the wound, which helps healing. The American Academy of Family Physicians says the best treatment for a minor burn is to run it under cool water for 20 minutes. After that, you can apply "aloe vera cream or antibiotic ointment." If the burn is deep, if it blisters, or if it is in a sensitive area of the body like the genitals or face, seek medical help.

### **Sex to relieve menstrual cramps.**

There's lots of anecdotal evidence that sex can relieve cramps, which means that people have tried it and said it works, but if you're looking for studies to support the idea, there doesn't seem to be anything out there. Doctors have often gone on the record saying that endorphins or oxytocin from an orgasm can potentially relieve cramps, but oxytocin can also increase cramping, meaning you shouldn't expect it to be a guaranteed cure. Sex can sometimes cause cramping all on its own, especially if the cervix is touched during sex.



So this one falls squarely into the "try it and see" category. If sex (partnered or solo) helps your cramps, then great! But if it doesn't, that doesn't mean anything is wrong.





## Testosterone patch could solve low libido problems.

For many, mention of the hormone testosterone triggers thoughts and discussions about men and 'manliness' but falling levels of testosterone during menopause can affect women's libido.



Help is potentially at hand, though, with a clinical trial of a new testosterone patch taking place in the UK this year. The patch will provide a slow release of the hormone and is designed especially for those who

saw no improvement through hormone replacement therapy (HRT). Until now, women in this situation have relied mainly on testosterone creams and gels applied to the skin. Testosterone is also available as a capsule or tablet, but is generally not recommended for women or men, as oral forms can have unwanted effects on blood cholesterol levels.

Testosterone creams and gels, many of them were designed for use by men, come with inherent problems. Chief among these is that application through the skin via a cream makes it difficult to get dosage levels right and, like most other creams and gels, testosterone-based ones can be transferred onto other surfaces or materials, such as clothing. This can happen either during application, or after being applied to the skin.



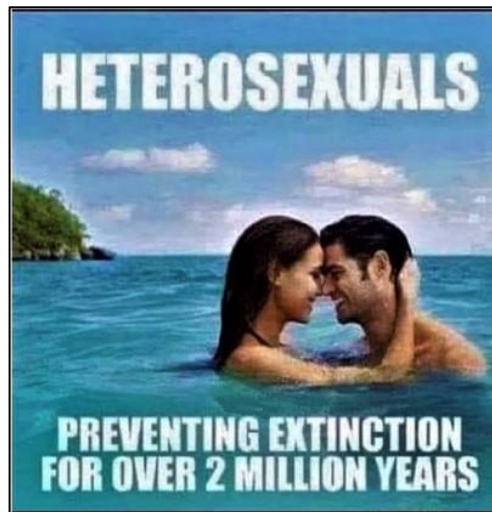
That could all change if the UK trials prove successful.

Leading the way with the trials is the University of Warwick, they hope this will transform life for women suffering from post-menopause issues nationally and indeed globally. It is a very exciting development; the potential of which should improve women's lives. It will offer women more choice.

Is there really a link?

For those whose quality of life has been affected by loss of libido, testosterone patches sound like an ideal solution, however, some doubt remains about a causal link between the two. According to the Australasian Menopausal Society (AMS), the science to date has not provided a definitive answer: Some studies have indicated that there may be an association between low sexual desire and low testosterone, but this has not been a consistent finding in all studies. The [AMS website](#) also points out that "there is no blood level that can be used as a cut-off to 'diagnose' low testosterone in women. On the other hand, the UK's National Institute for Health and Care Excellence has, since 2015, had guidelines recommending testosterone supplementation be considered for menopausal women with low libido if HRT alone is not effective.

The work they're doing at Medherant and at Warwick isn't just theoretical, but instead aimed at a problem women are facing that can drastically affect their everyday lives and jobs. The trials could deliver a product that is much needed and is just not available. With the technology already proven to work, they hope their new patch will remove needless misery from women's daily lives.



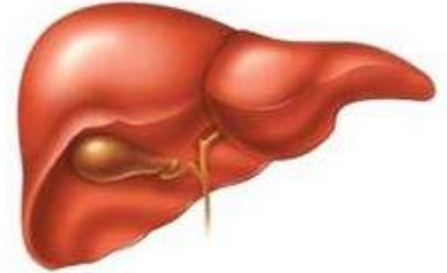
## Your liver and what it does.

1. It makes the bile to help you digest your food.





2. It stores the iron reserves you need as well as a lot of vitamins and other materials. Without it you wouldn't have the strength to carry on.
3. It detoxifies poisonous chemicals that you digest, including alcohol, beer wine and prescribed and over the counter drugs as well as illegal substances.
4. It stores energy, like a battery, by stockpiling sugar (carbohydrates, glucose and fat) until you need it. Without it the sugar level in your blood could fall dramatically and you'd go into a coma.
5. It makes the blood that got you going even before you were born.
6. It manufactures new proteins that your body needs to stay healthy and grow.
7. It removes poisons from the air including exhaust smoke, and chemicals you breath.
8. It makes clotting factors that stop the bleeding when you accidentally prick yourself. Without it you could bleed to death.
9. It helps defend you against germs going into your body all the time. It attacks gold germs, flu bugs and other germs you encounter and knocks them dead – or at least weakens them.
10. Be careful with aerosol sprays. Remember it has to detoxify what you breathe in too, so when you are cleaning with aerosol cleaners, make sure the room is ventilated or wear a mask. That goes double for bug sprays, mildew sprays, paint sprays and all those other chemical sprays you use.



With daylight saving I had to go around and change all my clocks.





## Sleep – why it's so important.



Tossing and turning. Trouble falling asleep. Trouble staying asleep. Insomnia isn't only frustrating; it can also affect your health.

Insomnia is unsatisfying sleep; difficulty getting to sleep; difficulty staying asleep, getting up earlier than you wanted to feel fulfilled. When that starts happening more than three times per week for more than three months, then you could have a chronic insomnia disorder.

People with those kinds of symptoms should be thinking about seeking help for a possible sleep disorder. Another common sleep disorder is obstructive sleep apnea syndrome which is usually associated with loud snoring.

There's health consequences with not getting enough sleep. When we're getting less than about six to six and a half hours of sleep a night, the risk of certain bad health things start to crop up. Hypertension, diabetes, obesity, heart disease and as you get down to very short amounts of sleep, associated with increased risk of death.

There's an interesting video on sleep disorders [HERE](#), you should watch it.

**Legend says, when  
you can't sleep at  
night, it's because  
you're awake in  
someone else's  
dream.**

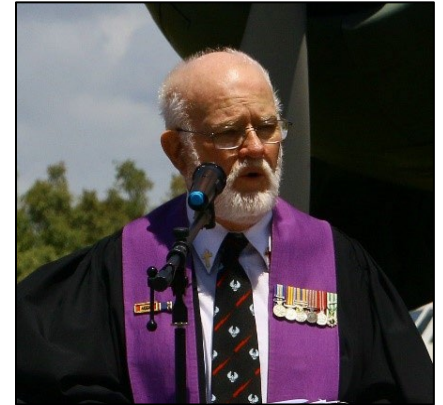
**So if everyone could  
stop dreaming about  
me that'd be great.**



## Arthur's Articles.

### Five years between Hong Kong postings

In my final months in Hong Kong in 1974, I was busily planning my future, balancing what the Air Force held out to me as a career, compared with what opportunities lie ahead of me outside of the Air Force, teaching Vietnamese or Chinese in Private Schools.



Two of my language colleagues had taken their discharge and began working in a Queensland University under Professor Viviani, one teaching Chinese, as he studied in a Tai Wan University after completing his Chinese class at Point Cook and the other was in Vietnam when I was there on my first tour, as a Warrant Officer Linguist at the Australian Embassy in the 'Khach san Caravelle' in Saigon.

They had engaged me to perform some interesting questionnaires to Vietnamese refugees living in Melbourne in the late 1970's and I had enjoyed interviewing these new settlers in Australia and sending their responses to my former colleagues to help improve the system.

I had two hurdles, one was to obtain a place in the Chinese language training program at Australian National University, the other was to create a job for a Vietnamese Linguist in Canberra, which at that time, none was available. Messages and letters flew between Hong Kong, A.N.U. and the RAAF Headquarters in Canberra. Incredibly, these two difficulties fell into place. I was offered a position in Bachelor of Arts (Asian Studies) at A.N.U. and I was posted to RAAF Support Unit Canberra, to commence after my leave in late January 1975.



*Australian National University*

After our leave in Ipswich on our return to Australia in November 1974, having taken a holiday rental at Kirra Beach at the Jumbuk flats, where we had our friends from Hong Kong, Ray and Helen Debnam and then Ray and Lyn Williams visit us. Ray and Helen were on their way back to Canberra from Airlie Beach where they purchased two adjoining blocks of land to one day build their retirement home. Flushed with savings that two and a half years in Hong Kong had grown our bank balance, we were driving in a new 1974 Holden HQ sedan, plus we had purchased a quarter of an acre block of land at Raceview in Ipswich, just behind Thorne's Furniture Factory.



As we had a colour TV in Hong Kong, we purchased a colour TV from Tom Edwards in Ipswich, although colour TV was not yet broadcast in Australia. When it did come, we would be ready for it! After all, we had become used to colour TV.

We purchased a metal trailer to cart all our goods we had left at Mum's place in Silkstone, together with our new colour TV which would only be seen in black and white until colour TV was transmitted. We set off for Canberra in late January, stopping overnight at Quirindi with the first-time problem of parking the HQ Holden and box trailer together away from our unit.

The next day, we ventured on to our pre-arranged motel in Canberra, on the northern outskirts of the Nation's Capital. We would stay in that motel until we found a suitable Temporary Rental Allowance (TRA) abode.

On the Monday, I fronted up at the RAAF Support Unit Canberra, where I was told I would be given a married Quarter in Melba. I was also introduced to my new position in the library, where I would sit doing a dog-body job until my Seiko Bell-Matic watch told me it was time to head out to A.N.U. for either a lesson or a tutorial. Because of my twelve months at Point Cook on the Chinese (Mandarin) course and my two years at the Ministry of Defence Chinese Language School in Hong Kong, I had been exempted from Chinese Classical in Year One and elevated to Chinese Classical in Year Two.



I was to replace an Army guy in the library who owned a home in Brain Street, Page. He offered me his home as a Temporary Rental Allowance (T.R.A.) step until I was given a Married Quarter. My weird brain linked all these matters. University, Brain, 'these are signs!' I told myself.

Raef d'Crespiny was the Chinese language teacher and he had a reputation of being the best available in the business. Also on my course was a young would-be diplomat, Kevin Rudd. Years later when I sat on the QCAT Tribunal at Maroochydore Magistrate's Court, my 'legally-trained' President of the Tribunal for five of the eight years I served with Michael Francis, when I told him I was in the same class at A.N.U. as Kevin Rudd, corrected me and said, "No, Kevin Rudd was in your class!"

Everything was going along smoothly. In next to no time, I should have my degree in BA (Asian Studies), then in a short time after that, I would complete my Bachelor Of Education and I would be free as a bird to chase the elusive language teaching position in a Private School and it would be "Goodbye, Air Force, thanks for giving me these two fine Asian languages to support me and my family!"

That would have been fine except for one thing. John Rossiter's kind offer for me to apply for my commission! In late February, I received my movement orders to fly from Canberra to Sydney where I fronted up at 9 a.m. one Monday morning for my interview with a commissioning panel. If I were successful, I would have to quickly review my future. Teaching an Asian language would be good. Becoming an RAAF Officer would also be good. I will just see what develops.

At the 9 a.m. interview with the selection panel. I was asked the usual questions about myself, then the Panel President asked me, "Tell me, Sergeant, do you drink?" Always the smartie, I quickly replied, "Thank you Sir, but can we get this interview over with first?" There was a slight





titter from the panel. When the interview was over, the President spoke to me outside the interview room, "The others went for you. I did not!" he gruffly spat the words out.

That afternoon, I flew back to Canberra and reported to Annette that I had successfully blown that interview. Now to settle back in to A.N.U. and get these studies out of the way, before I applied for a job in a school which taught Asian languages, which more schools were doing.

My Seiko Bell-Matic went off, sending me from my desk in the library to my tutor lesson at A.N.U. On return to Russell Offices, I called in to the Orderly Room to see if my Married Quarter application had progressed any. We were at the point where we were in negotiations with the out-going tenant about purchasing the carpet tiles in the Married Quarter in Melba.

Just then, the Orderly Room Flight Sergeant came bounding through the Orderly Room with his hand extended. "Congratulations, Sir," he exclaimed. I replied, "Hold it right there. You know something that I do not!" He guffawed and asked that I forget what he had just said. I returned to my desk in the library. At 3 p.m. that afternoon. the Flight Sergeant rang me and advised that the Commanding Officer of the RAAF Unit, Canberra, wanted to see me. The C.O. announced that I was no longer a Sergeant, but a Pilot Officer.

I enquired how this promotion would affect my course at A.N.U. but he advised that after my Officer Training School course, I would be posted to the Melbourne area, so an 'A' Grade posting was created so that I could take my family to Melbourne while I was at O.T.S.

I went down to O.T.S. to begin my basic officer's course. On the Good Friday of that year, I flew back to Canberra and loaded all our chattels and our family into our then two cars, having bought a Mini Minor to scoot to and from A.N.U. Annette drove the Holden which pulled the box trailer and I drove the sweet little Mini. We arrived at Deer Park and moved into our pre-booked motel. There we lived out of suitcases until a few weeks later, my name hit the top of the Officers' Married Quarter waiting list and we were offered a brick Married Quarter in Werribee, still without a posting.



*5 Richmond Crescent, Werribee, with the Fry's vehicles*



Our furniture was stored in Melbourne prior to going to Hong Kong, so, very soon, our furniture and our goods and chattels we had carried from Hong Kong to Ipswich, to Canberra to Deer Park were soon all together again in Richmond Crescent, Werribee, where they would remain for five years.

My O.T.S. course was interesting, punctuated with periods on the drill square. I was introduced to sword drill by the WOD, the late Wally Fawkner. The C.O. of O.T.S. called me up one day and said he had a special task for me. He said he knew I would pass the course, but I would not be Dux, as my sword drill was not as good as the officer chosen to be Dux. He was also withdrawing me from the course to investigate injuries caused to two young Pilot Officer Air Traffic Control trainees who were injured when a car came onto the Laverton-Point Cook road one night, from their right and hit them, causing their car to roll and two passengers in the car were thrown through the rear window and suffered severe injuries.

There were other complexities that were mentioned, the two young officers were in company of two airwomen. He stressed that I was not to investigate the cause of the crash, or make comment on the fraternising issue, but was to strictly examine how the injuries occurred. That was a terrific opportunity for me to sort out, as I have done ever since, to stick to the terms of reference and report only on those things. In the event, I discovered that had the rear seat Pilot Officer did not have his legs clutching a carton of beer, when he was ejected from the vehicle through the rear window, his both legs would not have been broken.

The job done, I returned to the course, I was not the Dux, who carried the sword on our graduation parade, but I came away from my C.O.'s task a much wiser lad and have always learned to read my 'terms of reference' before and during any task I was given.



*Arthur receives his graduation certificate from Officer Training School at Point Cook in June 1975*

After graduation, I was posted to Base Squadron, Point Cook, as Admin 1 with several secondary appointments, chief of which was that of OiC Base Police, where I spent most of my time. I was also Welfare Officer, OiC Gymnasium, where my SNCOiC was Foster Bibron. I used to follow Foster in the ring before he joined the RAAF as a Physical Training Instructor and soon rose to the rank of Sergeant. He was a perfect gentleman and how he ever suffered the beltings he received in the ring towards the end of his pugilistic career, I never knew.

I was also OiC Electronic Data Processing which was in a small office in the Base Store on the other side of the tarmac, opposite the School of Languages and which I always thought should be part of the Store. While this task took my interest, it was well above my knowledge of





computers at the time, but it took a bicycle ride across 'the strip' so I did enjoy the exercise I received as I spent time at the E.D.P. section. Last of all, I was OIC of the Maritime Section. This section saw an aging crash boat berthed at the Point Cook pier 'just in case' any Flying Training School student pilot mistook the water of Port Philip Bay for the runway! Warrant Officer Constable had managed that section very well for many years.



I had a few highlights at Base Squadron. One which sweeps my memory was that after the Remembrance Day 1975

dismissal of the Prime Minister by the Governor General, the Governor-General made his first public appearance at the Graduation of the Academy Course at Point Cook. As OIC Base Police, I was responsible for his safety while on the base. I had to co-ordinate RAAF Police, Victoria Police and Australian Federal Police to guarantee his safety for rightly or wrongly, his actions had caused a great division in the Australian community.

Base squadron's Commanding Officer was Wing Commander Alan Bishop, a Hercules pilot and previous Chinese course graduate and Commanding Officer of the Hong Kong detachment of Base Squadron Butterworth. The G-G had commenced his inspection of the graduating class from Alan's office. I watched him walk out to the parade ground from my office, next door to the C.O. I can still see him bobbing along with his top hat managing the bobbing and his hands both pointing downwards and not moving, with his coat tails finishing off the 'vice-regal' identity.

After his inspection of the graduating class, he addressed the graduates which I could not hear, then he returned to the C.O.'s office and thence departed. As his entourage passed through the front gate, a Corporal policeman phoned me to advise his departure. As I stood up, my knees turned to jelly as if I could not stand. I mused, "Thank goodness that no one tried to take out the G-G out on my watch!"

Boxing Day 1975 was a turning point in my life. I was called to the back of the Officer's Mess, as I had been Orderly Officer that day. I was told that members of one of my sections had been stealing equipment and other property from several places on the base. My informant even suggested other spots where the miscreants had boasted they would strike next. Knowing Provost Unit was on stand down which was where I would normally pass this information, I reported to my C.O. who decided that our Base Squadron officers, not on leave, must protect the stated targets until Provost Unit re-opened after Christmas.

Trusted members placed me and one other officer each night in those places overnight in the hopes of capturing the miscreants red handed, until Provost Unit returned. No one was captured,



but my superiors in Provost Unit were most displeased that we had not called on them earlier. They took over the case and truck loads of goods were brought back to the base. This resulted in three RAAF members facing a Court Martial in early March.

Each arrested member was suitably punished. I sat on every Court Martial including these three. In all, the three courts martial went from one day until the next, at 3 p.m. except for an hour's break at 5 a.m. on the second day, when the panel members were changed.

During that time, the film, "Mrs Fraser's Island" was being filmed off the pier at Point Cook. The film's directors gave Alan Bishop several passes to see the film. He gave me two of those passes for all the demanding work and sleepless nights I had endured in bringing these three cases to fruition.

As I climbed the stairs at the theatre, those many months caught up with me and I took a bad turn. I spent several months in hospital, 6 RAAF at Laverton and Heidelberg, then back to 6 RAAF, to recuperate. At the end of my recuperation period, firstly, my job was split up and shared by three officers and I was posted to No. 1 Flying Training School as the Air Force Law lecturer, where I spent three years, but was still called on every time there was a Court Martial at Point Cook.

Most times I was the Officer Assisting the Prosecuting Officer, other times, I was the Officer assisting the Defending Officer. A lawyer, Chris Tankey, never worked with me, but was always on the 'other side.' When I left the Air Force, he told me his brother, Jim, sadly now deceased, was a Medical Doctor in the town I retired to. Jim was my GP for many years and like his brother, a thorough gentleman.

I spent three very pleasant years at 1 FTS, I served under two Wing Commander Commanding Officers, Lowrey and Mike McDonald. I had a great rapport with the student pilots, yet I never saw many of them in life after 1 FTS. One who failed Pilots Course, went on to be an Air Commodore Education Officer. Another who did not make the grade as a pilot, retired as a Group Captain, IntelO.



The Cadets had their own mess at Point Cook, as well as their own Dining-In nights. At one Dining-In night, I sat near an RAAF cadet who hailed from Rhodesia. I suggested to him that if Harold Hawkins, who was born in Toowoomba, could rise to the head of the Rhodesian Air Force, then he, who was born in Rhodesia, could surely rise to the head of the Australian Air Force. Encouraged by several more drinks throughout the night, this young man rose to his feet, was goaded to climb on to the table and boldly told his classmates that he was going to be the head of the RAAF. And no, he never did!

I had another cadet at Point Cook who gained my appreciation but not a great pass mark for my topics, for while I was lecturing, he drew a caricature of me, flying a CT4 (plastic parrot), while waving an Air Force Law Manual (MAFL) out of the cockpit. I never heard of him again, but Cadet Collins has gone down in history as being a very capable caricature artist.

From 1 FTS, I was posted back into Support Command, where I became RAAFLO (RAAF Liaison Officer) to Department of Defence (Melbourne). I had a small unit of up to thirty airmen who had various jobs in Defence. To maintain our RAAF identity, we socialised on every available occasion. One night just before Christmas in 1978, we celebrated Christmas at a theatre





restaurant in Hawthorn. Several other groups were there. The compere enquired if each table group were celebrating a Christmas party. Most were. When the compere announced the RAAF table, he asked if we were celebrating a Christmas party. In hindsight, I should have said, "Yes." But my staff goaded me into giving a ridiculous reply. I foolishly stood up and spoke. "No. We have had our avgas reduced so much, that we can only fly one day a year. We are celebrating tonight because tomorrow is that day!" The next day, I really regretted what I said, for the news brought the story of a night-time helicopter crash which took the life of that unit's C.O. and his co-pilot, one of my finest students during my time at 1 FTS.

***Created by Cadet Collins while listening to Arthur's lectures!***

While I was at Defence Melbourne, I first met Steve Larkin, then a Flying Officer. Steve, with whom we have been friends ever since and I served a few more tours with him and his wife, Siepie. They married in Werribee while we were at Defence Melbourne and I had the honour of driving them in the wedding car.



***Siepie arrives at her wedding to Steve Larkin***



***Steve and Siepie. Later in his RAAF career, Steve became the Commanding Officer, Australian Joint Forces Unit, Hong Kong.***

While at Defence Melbourne, I had a visitor from Canberra who sounded me out about going to Kuala Lumpur where my family would be housed in KL, our children schooled in KL, while I would fly out to Pulau Tengah on a Monday morning and return on Friday afternoon and join the



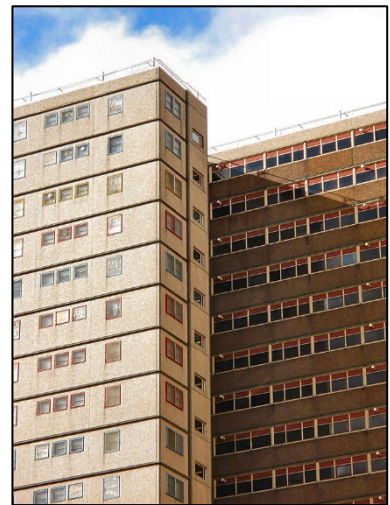
Australian Army detachment of Vietnamese Linguists helping DFAT sort out the hopeful Vietnamese refugees desiring to settle in Australia. I agreed and the paperwork for my inventory to KL started.

A few months later, with the uplift day for KL imminent, I had another visitor from Canberra and this guy said, "There is a vacancy coming up in Hong Kong for a bloke with your skills. We know you are ear-marked for Pulau Tengah, but how would you feel about another run at Hong Kong?" I replied, "Forget KL." There and then, my life took another incredible turn – for the better.

While living in Werribee, the Chaplain at Point Cook had been Rodger Boerth who I had served with in Vung Tau in 1971. We would visit the high-rise flats in Richmond, assisting the Vietnamese refugees and distributing furniture through the great works of the congregation of the Hyde Street, Footscray Uniting Church to gift furniture to the new arrivals.

Rodger Boerth, always the comedian, used to say that we travel together because he cannot speak Vietnamese or Chinese, but Arthur can. Rodger did all the thinking and talking because Arthur cannot think!" Years later, I met a Vietnamese comedian on a cruise ship who said his grandmother brought him up in the Elizabeth Street, Richmond, flats and his grandmother told him about the two RAAF Chaplains, (Rodger was, I was not) who used to visit to look after the refugees. That was Hung Le, but he announced himself as "Hung lo."

Another odd memory comes to light, thinking about the Richmond flats. Rodger and I attended a family one night, which we thought was a husband, wife and four beautiful children. She asked if she could speak to me personally. She then told me that she wanted me to tell the man we thought was her husband to take off and take the kids with him. She admitted that in Pulau Tengah, the two had met and decided to tell DFAT that they were husband and wife, then selected four children that looked like them and the six of them tricked the Australians into coming to Australia. Now her real husband has been released from an 'Education centre' and she wants to bring him to Australia, so False Husband Number 2 must go, along with their so-called children. Rodger and I pondered the problem for a second and produced the decision, "you tell him to take off. You place the children. You tell the government you want your first husband to emigrate here."



The inventory was in. We just had to change the destination. Soon we were closing our life off in Werribee, as we had in 1972, preparing for another adventure in Hong Kong. Not another word was mentioned about KL. That will remain a mystery. But who was to guarantee a flight out of Pulau Tengah to Kuala Lumpur every Friday night? Or what had KL social life in comparison to that which we had enjoyed in Hong Kong? Hong Kong, here we come again, the family all five years older!

### **Impressive Items from my Air Force Career.**

During my second tour of Hong Kong, I had the privilege to be the President of the Officers' Mess Committee (PMC) for the combined Army, Navy and Air Force Mess. Being a small group, we





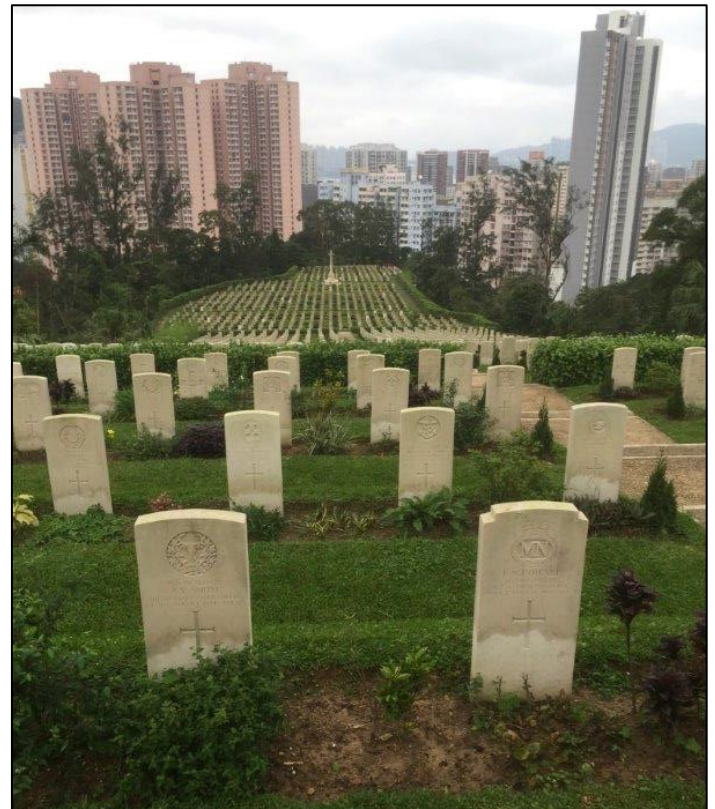
did not own our own building, so we hired the Hong Kong military mess known as 'The Ninety and Nine.' At every mess dining-in night, after toasting Her Majesty, Queen Elizabeth II, we would offer a toast to 'The Ninety and Nine.' On reflection, I thought it time to tell the brave story of 'The Ninety and Nine' through the pages of the RAM.

It was Christmas Day 1941. The Japanese Imperial Army crossed from the mainland of Hong Kong to Hong Kong Island, landing at Lye Yue Mun, a British military post where readers of this column would remember that in 1972, I attended the British Ministry of Defence Chinese language School. Thirty-one years after that dreadful battle of Hong Kong, (see [HERE](#)) I had a connection with that infamous place. The battle was fierce and unforgiving, however, ninety-nine British soldiers crawled out of Lye Yue Mun undeterred, with the aim of crawling and moving undetected to Stanley Fort, a larger British military post at Stanley on the southern side of Hong Kong Island to warn that establishment that the Japanese Imperial Army had attacked and overran the Barracks at Lye Yue Mun and to prepare for their ultimate arrival at Stanley some ten miles from Lye Yue Mun.

The bravery of their walk / crawl from Lye Yue Mun to Stanley is still remembered up until at least the 30th of June 1997, in the Hong Kong Volunteers Officers' Mess, not only by the naming of the Mess, but in this simple practice of toasting the Ninety and Nine after toasting the monarch of the British Colony.

***The Chai Wan War Cemetery on Eastern Hong Kong Island today, where many British and Australian troops are buried, following the Japanese attack on 25<sup>th</sup> of December 1941***

As a small unit, we usually had mixed Officers / Sergeants mixed dining-in nights, when the PMC and CMC (Chairman of the Sergeants mess committee.) and their ladies, greeted all attendees. In this environment, many guests who were not in the Australian military were initiated into the subtleties of the military dining-in night.



When the head table which included the PMC, the CMC and their ladies accompanied the official guests out of the dining-room, the Mister Vice; would take the chair and govern over a riotous evening of frivolity and hilarity, from dreamed up 'roasts' to utter nonsense with liberal 'fines', mainly of bottles of alcohol for those who were ridiculed and held in contempt of this 'kangaroo court'.

As I sipped my coffee with the invited guests, I remember feigning to be back in the dining room where I usually sat when not as the PMC and enjoying that I was then missing out on of jocular banter, but curious as to the cause of the hilarity I was listening to from outside the dining room.



Here is to the Ninety-and-Nine. Long may their heroic deeds of that Christmas Day eighty-one years ago, be remembered forever!

**Paddy goes on a  
First Aid course, the  
instructor asks,  
"What would you do  
if your child  
swallowed the front  
door key?" Paddy  
said, "Climb through  
the window!!!"**





## Gallipoli Barracks, Brisbane - Open Day!

Gallipoli Barracks Open Day, 20 May 2023, was a must do for the family.

The Gallipoli Barracks Army members are continually thankful for the support of the Brisbane community and their open day was an opportunity for them to express their appreciation. There were rides, stalls and food vendors for families to enjoy, with capability demonstrations showing the various job roles and equipment they use.

The event was also supported by music from the Australian Army Band Brisbane and if a career in the Army is something you're considering, there was plenty of information at the open day to guide you in the right direction.

This was an alcohol-free event and as there was no parking available on the Barracks, preferred method of travel was via train to Gaythorne Station and although the event was free, tickets were required and were available online.

About 18,000 people from south-east Queensland registered to attend.







Units from across Gallipoli Barracks delighted the crowds with dynamic and static displays demonstrating Army's capabilities. Navy and Air Force also took part with a C-27J Spartan from 35 Sqn at Amberley conducting a fly-past which proved to be a crowd favourite.



A simulated section attack from 8th/9th Battalion, The Royal Australian Regiment (8/9RAR) and Military Police dog demonstration by the 1st Military Police Battalion were also major drawcards.



Lieutenant Nishant Khisty, 8/9RAR, said it was great to see the audience enjoying the attack display. "It got a really good reception," he said. "I think the crowd got really stuck into it and there were plenty of cheers when we secured the enemy position, so that was great to see. It would've been an interesting experience for the soldiers doing it in front of so many people, but they're all professionals and they treated it like a normal section attack."

The departure of an Army MRH-90 Taipan late in the day also drew a huge crowd, as did the 2nd Combat Engineer Regiment explosive-device search demonstration.





The opportunity to get a close look at, or in some cases inside, military equipment was a feature of the day for many. People queued up for their turn to get up close and inside.



Boxers, ASLAVs, M1 Abrams, Bushmaster PMVs, and M113AS4 armoured personnel carriers were on show, which captured the attention of people considering a career in Defence.

Sergeant Megan Polatos, of Headquarters Australian Army Cadets, said it was a huge day for cadets in attendance, and she hoped the opportunity to get a closer look at equipment and speak





to soldiers would be an educational experience. “They can put everything they are learning in cadets into perspective and think about how that would work in the Australian Defence Force or in a different career later in life. They absolutely loved it and got involved by getting on the equipment and asking a lot of questions, so it was great.”

Kedron Wavell RSL Sub-Branch was tasked with providing the barbecue lunch for the crowd – a job that kept them busy for most of the day.







One item of interest was the Army's RQ-7B Shadow 200 drone. This drone, which was developed by the US Army, is used by the armed forces of many countries for reconnaissance, surveillance, target acquisition and battle damage assessment. It is launched from a trailer-mounted pneumatic catapult and is recovered with the aid of arresting gear similar to jets on an aircraft carrier. Its gimbal-mounted, digitally stabilized, liquid nitrogen cooled electro-optical/infrared (EO/IR) camera relays video in real time via a C-band line-of-sight data link to the ground control station.



It uses a Wankel style engine for propulsion, has a top speed of 200kph and a range of 100km. It can see targets up to 125 kilometres away from the brigade tactical operations centre and recognize tactical vehicles up to 8,000 feet above the ground at more than 3.5 kilometres slant range, day or night.

Click [HERE](#) to see it launched.





The event ended with fireworks and a performance by the Australian Army Band, with songs including Running Up That Hill by Kate Bush and Dance Monkey by Tones and I.

A great day – thanks Army!

Telling a woman to calm down works as well as baptizing a cat.

## RAAF and evacuations from Vietnam in 1975.

The Royal Australian Air Force (RAAF) played a significant role in humanitarian efforts during the final days of the Vietnam War in 1975.



As the situation in South Vietnam deteriorated rapidly, with the North Vietnamese Army advancing towards Saigon, the RAAF helped evacuate Australian citizens and other foreign nationals from the country.

The RAAF deployed a fleet of C-130 Hercules transport planes to Saigon, which was used to fly out refugees and evacuees to safety. These planes also transported essential medical supplies, food, and water to those in need.





One notable mission carried out by the RAAF was Operation Babylift, which began on 4 April 1975. This was a massive effort to evacuate orphaned Vietnamese children and bring them to safety in Australia and other countries. The RAAF contributed several of its C-130 transport planes to the mission, flying in and out of Saigon under extremely challenging conditions.

Despite facing significant risks, the RAAF personnel involved in these humanitarian efforts worked tirelessly to ensure that as many people as possible were evacuated safely. The RAAF's efforts in Vietnam in 1975 have been recognised as an important chapter in the organisation's history, demonstrating the vital role that military forces can play in providing humanitarian assistance during times of crisis.

### Planning and first evacuations



Wearing civilian clothes, Wing Commander John Mitchell briefs Detachment S's Hercules crews in the Embassy Hotel's ground-floor restaurant on 6 April 1975.

In his book *Vietnam*, Paul Ham related the story of Flying Officer Geoff Rose's return to 'routine operations' after a period of heavy work during the post-Cyclone Tracy relief effort. Back at home and expecting visitors for the 1975 Easter long weekend, Rose answered a knock on his door to find instead his squadron's navigator, Peter Gerstle, standing there with urgent news. According to Ham, Gerstle said:



*“Can’t tell you where, Geoff ... but pack your bags ... and come to the squadron – ASAP!”*

Later that day, Rose was airborne, flying in a Hercules from Richmond at the foot of the Blue Mountains to Butterworth on Malaysia’s west coast. The story of how Rose and his fellow airmen found themselves en route to Malaya began on 29 March 1975.

Facing a humanitarian crisis and imminent defeat in a war that, in one form or another, had lasted decades, the South Vietnamese Government urgently asked Australia for help. Having taken its combat troops out of Vietnam several years before, Australia responded by despatching 8 Hercules from Richmond and 2 Dakotas from Butterworth. On the ground at Butterworth, Wing Commander John Mitchell briefed his aircrews, now part of what the Air Force called ‘Headquarters Richmond, Detachment S’. The news was grim. A North Vietnamese offensive was making rapid headway. South Vietnam was on the brink.

Over a couple of days, first Da Nang, then Nha Trang and Can Ranh Bay, fell to the communists. With the ground deteriorating quickly, 2 RAAF Hercules flew into the chaos at Phan Rang to ferry refugees to Can Tho. On the tarmac, one of the aircraft was mobbed. When a salvo of rockets landed a few hundred metres away, a panicked guard, firing into the air, put his bullets through the Hercules’ tail. Nevertheless, the Australians evacuated some 1,500 refugees to Can Tho that day.



### **Operation Babylift**

South Vietnam’s population was moving all at once. As their forebears had done in times of war, they fled an approaching enemy, seeking safety to the south and hoping for a way out.





Thousands of orphans were caught in the mad rush of people vying for a means of escape. The children were far too young to appreciate the gravity of the situation. Some had been chosen for adoption in Australia, while others had homes waiting for them in the United States.

In early April 1975, the United States and Australia began evacuating the Vietnamese children in a series of flights known as Operation Babylift. On 4 April, 2 days after the United States announced Babylift, 2 Australian Hercules crews stood on the tarmac of Saigon's Tan Son Nhut Airport chatting with a giant American Galaxy crew. After all their passengers were on board, the Americans took off, followed by the first Hercules. On the Australian plane, loaded with babies – the older ones 5 to a litter and the smallest infants in cardboard boxes on the floor, all with water bottles between their lips to ease the pain of changing air pressure – all went well, and they headed west to Bangkok.



AUSTRALIAN WAR MEMORIAL

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But on Galaxy, disaster struck. With 243 children, their escorts, medical staff and aircrew on board, the plane's cargo door blew off soon after take-off. The pilots tried to return to the runway, but 2 km from the airport, the stricken aircraft hit the ground, bounced over the Saigon River and exploded. There were few survivors. The dead included 143 babies and 2 Adelaide women, Lee Makk and Margaret Moses, who had volunteered to help with the children.

A few hours later, the 2 Hercules landed at Bangkok's Don Muang Airport and disembarked 194 children and the 3 doctors and 20 nurses who had tended the infants. Other RAAF Hercules brought some 80 Australian civilians, mostly embassy officials and their families, out of Saigon.



### Life in a dangerous city.

In the South Vietnamese capital of Saigon, 100 or so Australian RAAF personnel of Detachment S lived in the relative haven of the Embassy Hotel, just 150 m from the Presidential Palace. Around them, social order was collapsing. On 8 April, an Australian crew waiting to land at Tan Son Nhut noticed a South Vietnamese F-5 flying low over Saigon and wondered what the pilot was doing. At the same time, on the ground, the RAAF contingent's senior officer, Group Captain Lyall Klaffer (right), was walking between the Embassy Hotel and the Caravelle Hotel, which was home to the Australian Embassy, when he heard machine guns and the roar of a low flying jet. He looked up in time to see 2 high explosive bombs dropping from the aircraft onto the Presidential Palace.



At the Embassy Hotel, broken glass showered Australian aircrew as they were eating breakfast. The jet's pilot is believed to have landed his plane on a North Vietnamese airfield. At around the same time, some of the RAAF personnel were threatened at gunpoint by a South Vietnamese officer who made it clear that if he couldn't get out of Vietnam, neither could anyone else. The risk of sabotage seemed all too real and in any case, the enemy was drawing nearer. On 14 April, shells ignited the Bien Hoa airbase's bomb storage area in a massive explosion just 30 km from Saigon.

No longer safe in South Vietnam's capital, the Australians decamped for Bangkok where they took up residence in the Sheraton and Montien hotels, flying into Tan Son Nhut each day to carry out operations and returning to Bangkok in the evening.

### The end in Vietnam.

More orphans were flown out on 17 April, ending that part of the operation but the Australian airmen remained to carry out airlifts coordinated by the United States Aid Organisation. The Australians were joined by a detachment of Royal New Zealand Air Force personnel flying Bristol Freighters and later C-130s. Together, as they flew emergency food, medical and other relief supplies to some 40,000 refugees now crowded into a former POW camp at An Thoi on Phu Quoc island, they witnessed the Vietnam War's dying days in all its bloody confusion.



Rockets hit the airfield, and some RAAF personnel saw 30 mutinous South Vietnamese marines executed. Don Muang Airport, a combined civilian-military airport to the north of Bangkok, was a hive of activity as humanitarian agencies stockpiled relief supplies for transport to Saigon. Working on the civilian side of the airport in the stifling Bangkok heat, in the sweltering cargo bays of their aircraft, the Australian crews started exhibiting signs of heat exhaustion. Soon they were moved to the military side of the airport, where better facilities eased their task a little.

On Anzac Day 1975, the last 3 RAAF flights landed in Saigon. The war was entering its final days. Just before 7 o'clock that evening, the Australian Ambassador Geoffrey Price and the last



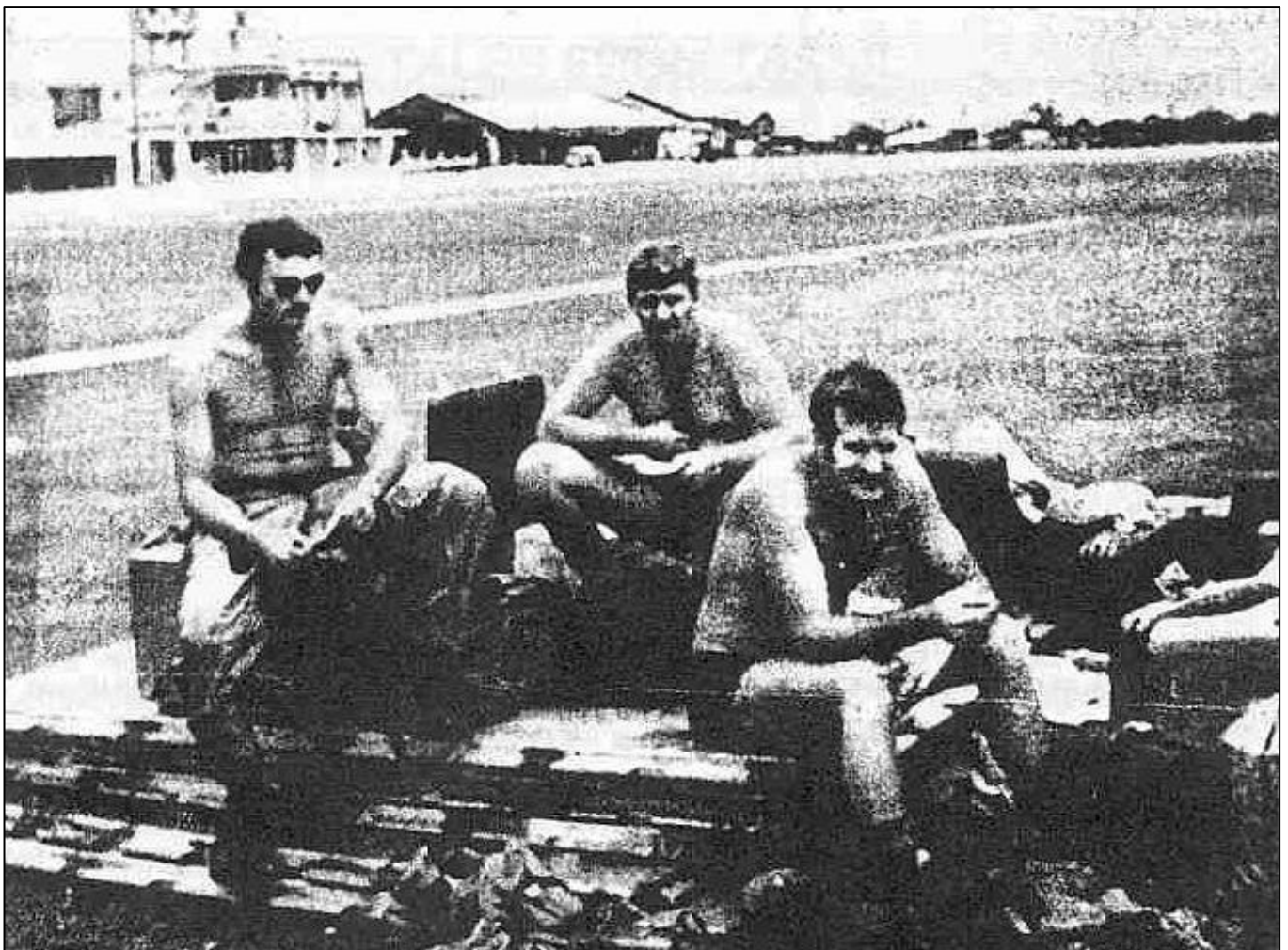


10 of his Australian staff members were brought out of South Vietnam, along with 15 Vietnamese refugees and 9 Australian journalists. Earlier flights carried out a small group of orphans and 34 Vietnamese nuns.

Left behind were some 130 Vietnamese who had the approval to be flown out, along with another 30 former employees of the Australian Embassy. Loyal staff who had served Australia for years were left to their fate.

### Last to leave

The last Australian military personnel to leave Vietnam, 13 years after the first had arrived, were 4 Air Defence Guards:



Sergeant [John Hansen](#)

Corporal [Ian Dainer](#)

Leading Aircraftman [Trevor Nye](#)

Leading Aircraftman [Mick Sheean](#).



Left behind when the last evacuation aircraft took off from Tan Son Nhut, they had neither support, supplies nor means of communication. Carrying a pistol and 4 rounds of ammunition each, they had no idea how long it might be before rescue came. Meanwhile, the din of gunfire and rocket explosions around the airport grew louder and the North Vietnamese drew nearer. Of more immediate concern, perhaps, was the threat from South Vietnamese personnel facing imminent defeat and a deeply uncertain future.

None of the 4 RAAF personnel could be sure that these soldiers, feeling deserted by their allies, nearly all of whom had now fled the communist onslaught, would not turn on them in these final desperate hours. Fortunately, a Hercules had been detailed to circle off South Vietnam's coast to collect anyone who had been left behind. The relief felt by the 4 Australians when the RAAF transport came into view can only be imagined.

More than 200 people – air and ground crew, equipment and administration personnel, nurses and other medical staff – flew on operations during the RAAF's final involvement in the Vietnam War. Some flew into the Laotian capital, Vientiane. Like Cambodia, Laos had been dragged into the war only to share in a crushing defeat.

By the end of April 1975, the 3 countries which had compromised the territory of the former French Indochina – Vietnam, Laos and Cambodia – were under communist control.

When I get a headache I take two aspirin and keep away from children just like the bottle says.





## Possum Park

Possum Park, which once was a secret RAAF Base, is located about three hundred and sixty kilometres west of Brisbane near the little rural locality of Kowguran (Population 41). It is about twenty kilometres north of Miles.

Approval to construct the Base (to store explosives) at Kowguran in Queensland was given in September 1942. This unit was to have an establishment of three officers, four sergeants and above and 61 Corporals and below. The estimated cost of constructing the buildings and facilities was \$79,180. (About \$1.5M today).

3CR (3 Central Reserve) was subsequently formed on the 18th August 1943 to manage the establishment. Rations were obtained locally from the town of Miles and an entitlement of 3/- (about \$6.30 today) per day per member was allowed to purchase food locally. In September 1943 a new telephone line was strung from Miles to provide communications with the outside world, then days later in September the first furniture arrived, although this only consisted of chairs and a few tables. Towards the end of September, the unit's power supply was completed and the lights were turned on for the first time that night.



During World War two, the Base was well guarded by a select group of Australian Airmen and was the largest bomb and ammunition dump on the Brisbane Line, our last line of defence in the event of a much-feared Japanese invasion. The two and a half thousand tons of high explosive bombs and ammunition were all hidden in twenty well protected underground bunkers.

The first stocks of explosives arrived at the railway siding early in October and were off-loaded and stored. The storage facility consisted of approximately 20 reinforced concrete and underground bomb storage buildings, spaced around a heavily wooded site. Each storage bunker was about 15 metres long and covered by at least 4 metres of earth. The bunkers were dispersed around a heavily wooded hill and a 5 metre wide ring road connected the bunkers to the railway siding.





With the onset of summer, the inadequacies of the flat roofed type buildings used as living quarters rapidly became apparent. The Commanding Officer's report for November 1943 reported temperatures of 1100F (430C) indoors and 1060F (410C) in the shade. (Global warming?) The Officers' and Sergeants' Messes were registering the highest temps owing to their locations and during January 1944 some steps were taken to reduce temps by lining the worst affected buildings.

*The ring road, with one bunker on the left.*



Although never used to supply explosives during the war, the site was eventually decommissioned in 1956.

The 135 hectare site was purchased by David and Julie Hinds in 1985 and turned into Possum Park, a local holiday destination. A number of the underground bunkers were converted into self-contained underground motel units. Very effective original ventilation and the insulation of the site is still utilised. Elsewhere on the property, above ground "Troop train" railway carriages are offered as extra accommodation. Tent sites are also available. The old RAAF parade ground on the top of the hill is now used as the caravan camping area. A small museum known as the "Brisbane Line" room displays weapons, uniforms and other memorabilia from the Second World War.

Early in April 2023, a group of 20 Scootavillians rode out to Possum Park to spend and enjoy the weekend in the bush surroundings. It was an excuse for those with bikes to enjoy another ride, to enjoy each other's company and to just get together again and Kedron Wavell RSL Sub-Branch were, once again, kind enough to lend us their mini-bus to carry those without a bike. Everyone met up and overnighed at a friend's place near Walloon (near Amberley) on Friday the 31<sup>st</sup> March and set off early Saturday morning 1<sup>st</sup> April, overnighing Saturday and Sunday at the Park where owners of the property David and Julie Hinds made us most welcome. Unfortunately, the two nights passed far too quickly and it was back on the bikes and into the bus and back to Brisbane on the Monday.

Early evenings were spent around a camp fire where a few coldies were demolished, many lies were told and where we learned the history of the area from long time caretaker John, and while those of us who professed not knowing how to cook, sat and enjoyed the fire, the few who foolishly disregarded the first law of service life, volunteered for KP duty and prepared the evening meal.







Hard at it preparing the evening meal are L-R: Cathy Yang - Executive Chef, Mark Willis – gofor and Sue Trimmer – snag roller.



After a hard hour or so at the fire pit, the troops sat down to enjoy a hearty meal.





The Scootaville science of eating and drinking ruled the roost.

Some of the troops who lived through the weekend were:



Aunty Joy MacPherson.





John Broughton. Whoever said "Age shall not weary them" obviously never got old!



Ros Curren. "If it's wet and it's cold, I'll drink it".





Jillian O'Toole, Marg Reeves.



Marie Hensen. "I'm with you Ros".





Jan Hill.



Arthur Reeves – “The old bloke!”.





Jan Eccles.



Aerial view of the complex.





Some of the bunkers.







Interior of one of the, as yet, un-modified bunkers.



One of the refurbished bunkers.





Interior – being underground, they maintain a very comfortable temperature all year round.

As well as the bunkers, there is a large communal living/sleeping donga where all those who didn't snore were allowed to bunk down.







Some of the train carriages that used to transport the troops to and from the Base – now converted into comfortable “living” accommodation.



The Rec-room in one of the carriages.





For those that would rather more modern accommodation facilities, there are a number of more modern “rooms” available.



The little Kedron Wavell RSL Sub-Branch mini-bus outside the bigger communal living/sleeping donga. This block will sleep 10 comfortably. Mess area on the right.





The ex-TAA Vickers Viscount.

This aircraft is being converted into sleeping quarters and will soon be available for overnight stays.

The Vickers Viscount 756 was Vickers' first real passenger airliner built after WW2 and was very popular; it sold all over the world to major airlines including TAA, which is where this particular aircraft hails from. It had basically been sitting in an industrial lot in Toowoomba for 40 years when it was bought in 2013. It needed a lot of work and David and his crew spent the last three years panel beating, building wings and painting it in its original TAA livery and finally were given the tick of approval by a lot of ex-TAA pilots and flight attendants, which pleased them.

In fact, the only tick of approval the Hinds' didn't receive was for insurance, being told their beautiful old bird wouldn't be covered by insurance unless it was covered by a hangar.

Which was when the old WWII Lysaght hangar David and wife Julie had purchased 20 years ago in a clearance sale was called back into duty and the Lysaght Toowoomba branch was called on for assistance. They started researching the hangar to see how it should go together and found out that these igloo structures had been built just prior to World War II at Port Kembla in a partnership between The American Rolling Mill Company and Lysaght.

Their hangar was a heap of rusty junk when they bought it, so it took a bit of time and a lot of thinking on the part of their chronologically challenged team of volunteer workers to get the frame ready to go as the hangar is 30.5 metres long and 10.4 metres high. The entire frame had to be sandblasted and straightened then rustproofed and painted silver.





Having decided to erect the Lysaght hangar, and to do it authentically, David and Julie naturally turned to Lysaght for the sheeting required to clad the hangar. There is approximately 700sqm of sheeting required and they decided to use Lysaght Custom Blue steel as this is a more ductile corrugated roof and wall cladding, very suitable for curving into concave and convex shapes. The sheeting was pre-curved to achieve the required radius for the hangar.

It was certainly a very cleverly thought out prefabricated building; with the footings in, it all just bolts together, so the boys worked along and put the arches up, then the cross-bracing and the horizontal bracing – it all just fell into place.

With a full day to spare the troops cranked up the bikes and the mini-bus and headed into Miles for some pub grub but a word of warning, if you're in Miles on a Monday and are looking for lunch, even though there are 3 pubs in the Main St, and we think all owned by the same person, only one serves lunch. We found that out after ordering and paying in one of the wrong ones. After getting our money back, it was a short walk down the street to pub number 3 and lunch was served.



Then, all too quickly, it was all over, time to pack up and head for home.

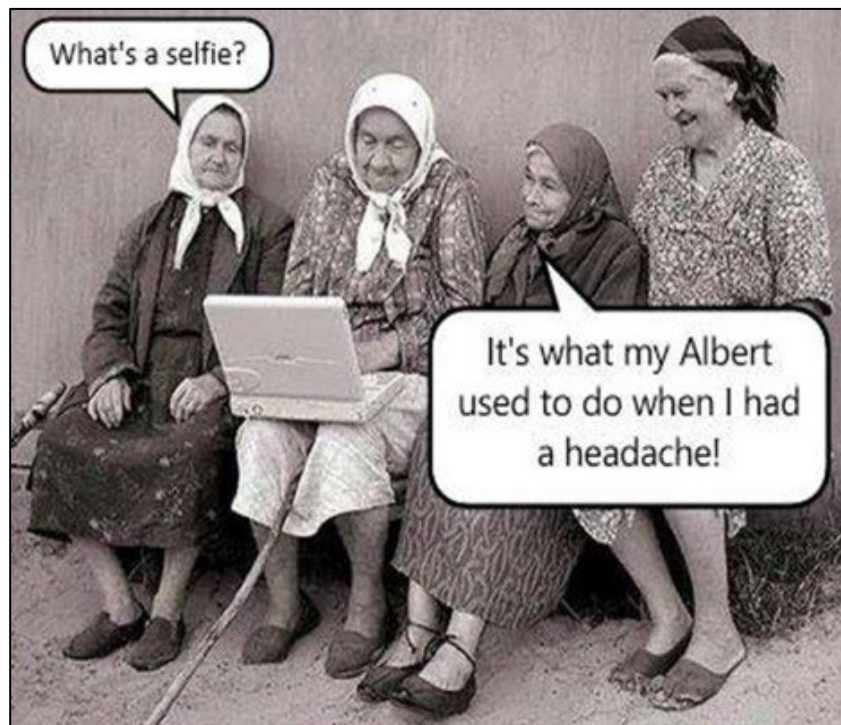
If you've got a few days to spare and want a break with a difference, you'd be well advised to head west and stay a while. See [HERE](#).

Click [HERE](#) to see an interview with Julie.





On the way home it was decided to break the ride and enjoy a breather at Toowoomba's Picnic Point. The view from there is fantastic – as also is the food.





## Queensland Air Museum's first aeroplane.

### Canberra Mk 20 A84-225 50 years on

Ron Cuskelly  
QAM Historian and founding member

The Queensland Air Museum can trace its roots back to 15 September 1970 when Brian Eggleton, the Brisbane manager of the global travel agency Thomas Cook, hosted a meeting at his Clayfield, Brisbane residence with a view to forming a local chapter of the Aviation Historical Society of Australia (AHSA). Attendees were already members of the federal AHSA so the outcome was a foregone conclusion.



Probably nobody at this meeting anticipated the events that would be set in train, but for the time being, the members were content to hold regular monthly meetings with guest speakers, film screenings and aircraft slideshows while fostering the recording of aviation history in the Society's journal. The turning point was the publication in the Brisbane Courier-Mail of a notice that the Department of Supply was calling tenders for the purchase and removal of seventeen Canberra aircraft from RAAF Base Amberley with a closing date of 3 July 1973.



This was a crossroads for the small group of approximately forty members. Was it enough to record history or should they also physically preserve history? Clearly it was “put up or shut up” time.

Initially, the group operated under the cumbersome handle of the Aviation Historical Society of Australia Limited (Queensland Branch) Aviation Museum Group. Therefore, it’s hardly surprising that the group later embraced the minimalist approach by adopting the name Queensland Air Museum. It seems that even the word “aviation” was considered too lengthy! Henceforth, this narrative will refer to the group as QAM although this name was not formally adopted until May 1974.

Wisely realising that they were not yet prepared for ownership of an aeroplane, it was decided to submit a nominal tender of one dollar for any one of the aircraft with the intention of “keeping their name on the books” for when the next batch of Canberras came up. Not unexpectedly, this tender was declined, however, the Department of Supply did come back with an invitation to make a best offer for Canberra A84-223. After due consideration of their financial circumstances, it was determined that their best offer would be \$255. This too was declined. By November of 1973, the disposal of the seventeen Canberras was coming to a conclusion and communications from the Department of Supply were now elevated to the urgency of a telegram with an invitation to tender for Canberra A84-225 in the amount of \$1,360 (\$14,000 in today’s money). It is understood that this amount was determined by a withdrawn tender from private collector Les Arthur of Toowoomba.



Probably as a result of a quick ring around, three members agreed to make the funds available as loans and the deal was done. On 21 November 1973 the fledgling museum became the owners of Canberra A84-225 — and the obligation to remove it from the base within twenty-eight days. To assist with the dismantling, the RAAF had assigned an NCO as an adviser although it is suspected that his main task was to ensure that nobody died. The gentleman’s name was Overall, a fact that is etched into the memory of those present because he had an embroidered patch on his overalls attesting to the fact that his name was indeed Overall. One of the volunteers plotted to turn up the next day wearing a shirt labelled “Shirt”!





One crucial piece of advice to come from the RAAF was that QAM consider a previously untried method of transporting a Canberra. It was suggested that they remove the forward and rear fuselage at the existing transport joints and load the entire wing, with centre section, engines and extended main undercarriage, lengthwise on a semi-trailer. This eliminated the need to remove the engines and separate the wings from the fuselage. This necessitated cutting a small access panel at each wing root so that one of the wing bolts could be removed and replaced with a lifting shackle.



Probably because all the other Canberras had to be trucked greater distances, it is believed that only A84-225 was transported in such a way. It must have been successful because the process was later repeated on no fewer than three occasions as the museum roamed south-east Queensland in search of a home. However, they weren't to know this in 1973!

It is claimed that A84-225 was one of the first Canberras to be retired when wing cracks were discovered, but as these cracks emerged across the fleet, aircraft remained in service with cracks worse than those on A84-225. Towards the end of its RAAF service, A84-225 was placarded to the effect that the airframe was limited to +2G except in an emergency. This probably led to the aeroplane being relegated to target towing duties in which role it was marked with orange bands around the fuselage fore and aft. The aircraft retained these markings when it was finally retired in January 1971.

Clearly the aeroplane had been used as a source of parts for when it was sold there were no seats or instruments fitted. The undercarriage actuators had also been removed and replaced with non-folding jury struts. In an attempt to preserve the cockpit canopy in open storage, the RAAF had coated it with a black latex material. This was to become a significant problem for QAM as the latex was apparently applied too thinly and it had separated into thousands of small



black dots making it impossible to peel it off as intended. Tests revealed that the substance would yield to methanol but in the end it came down to a painstaking process of laboriously and carefully removing each dot with a scraper.

One inclusion on the aeroplane that was not required by the new owners was a substantial quantity of jet fuel. With the assistance of their RAAF minders, this miraculously disappeared overnight to be used by a local farmer as weed killer.



Other miracles ensued. During one work party to dismantle the aircraft, the volunteers were presented with a cardboard box marked "A84-225". This was found to contain all the missing instruments. On another occasion, the volunteers arrived on site to find that the aircraft was now fitted with two ejection seats. These seats soon came to the attention of an inspecting officer who remarked; "I thought these aircraft were sold without seats. I shall have to investigate this." QAM heard no more about it so evidently the seats had been bestowed by a higher authority.

With the dismantling progressing satisfactorily, there remained one problem. Where to put it? QAM's founders weren't totally naïve as they did have a contingency offer from one of the members to store the aircraft on his farm at Boonah but this was not the prominent display venue QAM had in mind. It had been hoped that the Canberra could be displayed at an airport but the owners of Australia's airports were well into cost recovery mode and aspiring aviation museums were deemed unworthy of special financial consideration. Accordingly, QAM President, Richard Hitchins, approached Alan Underwood who was the aviation writer at Brisbane's Courier-Mail, as a result of which the 29 December 1973 edition screamed a banner headline immediately under the paper's masthead; A Bomber with nowhere to go.





Although presented to the public as the museum's embarrassment, the publicity did produce immediate results with several offers of sites. At this time the Hunter family, who once held the waste collection contract for Brisbane, were developing a museum of horse-drawn vehicles on their property in the southern Brisbane suburb of Kuraby and they offered a prominent position at their Pioneer Valley Park with exposure to a main road. This offer was gratefully accepted. With the deadline for removing the aircraft from Amberley approaching, came the rain. History records this rain as the "Australia Day Floods". Much of Brisbane was flooded and roads between Amberley and Brisbane were cut. Indeed the floodwaters came close to the disused taxiway on which A84-225 was parked.

Following an appeal to Canberra (the one in ACT) an extension to 12 February was granted. To arrange road transport, QAM had gone cap in hand to heavy haulage specialists Brambles and they generously offered to assist. To save on the cost of positioning a crane to Amberley they had also gone cap in hand to the RAAF and it was agreed that their resident LeTourneau crash crane could be used to load the trucks. This diesel/electric behemoth was designed to lift, or push, disabled aircraft off runways. An onboard diesel engine coupled to a generator supplied electrical power to a motor in each wheel and to every other service — including the brakes. It was nervously hoped that the beast would have the finesse to lift an aeroplane destined for a museum. Indeed it lifted the Canberra with ease but while the aircraft was lowered to the ground to adjust the slings, the generator expired with a mighty bang and a shower of sparks. Clearly its day was done.



With daylight fading, the legendary Brambles foreman, Rex Murphy, rang head office in Brisbane to summon their latest crane which they reverently referred to as Tojo. In due course Tojo arrived on site having negotiated peak hour traffic only to be confronted with an unanticipated degree of difficulty. Gaining access to the Canberra was complicated by the presence of the expired LeTourneau crane which couldn't even be towed out of the way because the electric brakes could not be released. Nevertheless, loading proceeded without further difficulty in the dark and the aircraft was ready to depart for Kuraby at first light on 13 February.



The rest of the operation went without a hitch and A84-225 was eventually reassembled at Kuraby and made presentable for the inauguration of the Queensland Air Museum on 2 June 1974 with Air Commodore C.H. Spurgeon officiating — in yet another torrential downpour!

Sadly, Pioneer Valley Park fell on hard times and in 1977 QAM was forced to move the Canberra again, this time to a disused orchard at Lower Nudgee near Brisbane's Eagle Farm Airport. In 1980, QAM's wish to be on an airport almost came true however, rather than moving to an airport, an airport was moving to QAM! The Lower Nudgee site was in the middle of the planned floodway for the new Brisbane Airport. No doubt QAM was a considerable inconvenience for the government so they relented and allowed QAM to move its aircraft (by now four in number) on to a remote corner of Eagle Farm airport. Sadly this was not the triumph that it may have appeared to be. While it was the biggest airport in the state, there was no optimism for a long-term future in an arrangement ominously described as "permissive occupancy of a temporary holding area". Clearly the writing was on the wall.



While located on Brisbane Airport, A84-225 again made the front page of the newspapers in January 1983 when it was struck by a homemade projectile which was intended as a demonstration of what an extortionist was threatening to do to a TAA airliner. Having worn out its welcome at Brisbane Airport, QAM continued its campaign for a permanent site, ultimately accepting an invitation to relocate to Caloundra Aerodrome on the Sunshine Coast in 1986. This was a spectacular leap of faith for QAM's founders to move the museum 100km away from their base but even then, Caloundra was emerging as a tourism hub. Thus QAM has moved Canberra A84-225 on no fewer than four occasions, all using the same creative method. Given that the aeroplane was never intended to fly again, QAM volunteers didn't bother to replace every bolt when the Canberra was reassembled however, after the fourth move, the novelty was beginning to wear off, so additional bolts were replaced in the hope of making another move less likely. The members' loans which financed the purchase of the Canberra were later converted to donations.

Addendum: As we approach 2024, we are keenly aware of the importance of the QAM 50<sup>th</sup> anniversary milestone. Events and major projects throughout 2024 are in the planning phase, including a gala evening on Saturday, June 1st and a ceremony beneath the wings of A84-225





at 2pm on Sunday 2nd June - the exact time and day of the inauguration of what has grown to become a unique and significant enterprise.


Featured in profile in our logo, A84-225 embodies much of the essence of QAM's story. A commitment has been made to refurbish our Canberra in anticipation of the June 2nd ceremony. Naturally, this will be a costly project, demanding materials and volunteer skills and labour, and any assistance that may be offered in tax-deductible gifts or in kind by those who believe in what we are trying to achieve will be most gratefully received.

Donations may be made through our website ([www.qldair.museum](http://www.qldair.museum)).

As an all-volunteer, not-for-profit incorporation – a people's aviation museum – QAM is proud of its heritage and committed to its future.

Garry Hills  
QAM President  
president@qldair.museum

# G.A.F. CANBERRA MK 20 A84-225




Canberra A84-224 take-off  
Courtesy Temora Aviation Museum

### BACKGROUND


The English Electric Canberra is a British first-generation jet-powered medium bomber that was manufactured during the 1950s. Developed by English Electric during the mid-to-late 1940s in response to a 1944 Air Ministry requirement for a successor to the wartime de Havilland Mosquito fast-bomber, it first flew in May 1949. The Canberra entered service with the Royal Air Force (RAF), the type's first operator, in May 1951. It became the world's first, operational jet-powered bomber. Regarded as perhaps the most outstanding tactical, bomber/reconnaissance aircraft of the Cold War period, the Canberra – named after the Capital of Australia – was produced in 30 marks, including licence production in the USA (B-57) and Australia (Mk. 20/21).

The Canberra had a lengthy service life, serving for more than 50 years with some operators. In June 2006, the RAF retired the last of its Canberras, 57 years after its first flight. 1,352 airframes were built, some under licence, and served with 16 air arms around the world.


Built under licence by the Government Aircraft Factories (GAF) at Fisherman's Bend, Victoria and powered by twin Rolls Royce Avon engines, the first Australian built Canberra flew at Avalon in May 1953. Built to replace the Avro Lincoln bombers, the Canberra flew operationally with 1, 2 and 6 Squadrons, RAAF. Canberras from 25QN saw operational service in Malaya and, from 1967 to 1971, in Vietnam.




A84-225 in OCU Markings, Amberley in QAM




A84-225 over Amberley



Canberra A84-224 over Temora  
Courtesy Temora Aviation Museum



A84-225 at Amberley in 2 SQN Markings  
Richard Hilliers



A84-225 flew in 1955 and initially served with 1SQN and 2SQN at Amberley, QLD, but spent most of its flying career with 11(B) Operational Conversion Unit (OCU). It flew for the last time in 1970 recording 3,395 hours and 15 minutes of flying time and 636 landings. Purchased in 1973, this aircraft was officially unveiled as QAM Exhibit No.1 by Air Commodore Spurgeon [O.C. RAAF Amberley] on 2nd June 1974.

### SPECIFICATIONS: GAF CANBERRA MK.20

**General characteristics**

Type Tactical bomber/reconnaissance

Crew Pilot and Navigator

Engines 2 x 2,949/3,407kg; 6,500/7,500lb RR Avon – initially RA.3, later RA.7 Mk.109

**Dimensions**

Weight Empty 11,521kg 25,400lb

MAUW 22,68kg 50,000lb

Wing Span 19.5m 64ft

Wing Area 89.2m 960.3sq ft

Length 19.96m 65ft 6in

Height 4.75m 15ft 7in

**Performance**

Max Speed 933km/h 580mph


Initial Climb 1,646m/min 5,400ft/min

Service Ceiling 14,628m 48,000ft

Range (Max ferry) 5,841km 3,630 mile

(QAM Research: Don Cameron.)


### UNIT BADGES






1 SQN RAAF    2 SQN RAAF    6 SQN RAAF

11(B)OCU Patch    82 Wing (Amberley)

In January 1983, it was damaged at Brisbane Airport by an extortionist, who fired a home-made projectile at it to show what damage he could do to a TAA airliner. The damage was minimal; a long gash on a bomb-bay door. Finally, in June 1986, it arrived at Caloundra where it was re-painted in the markings of 1SQN, RAAF.



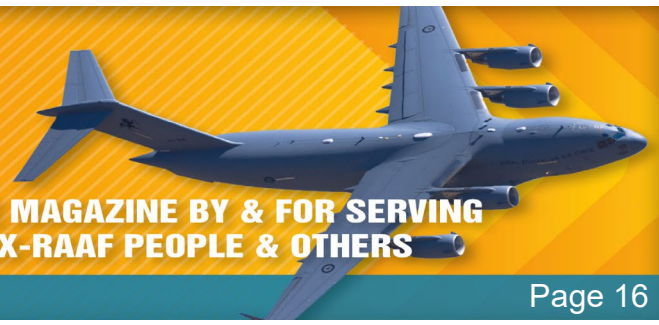
**QUEENSLAND AIR MUSEUM** [www.qam.com.au](http://www.qam.com.au)  Queensland Air Museum  qldairmuseum



QAM Exhibit No. 1 is the centre piece of the Queensland Air Museum logo.

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## John Laming.

Aeroplanes and other stuff.

### Is your Checklist really necessary?

I learned to fly in the Royal Australian Air Force on Tiger Moths and Wirraways. Our instructors were insistent about one thing in particular and that was we had to know all cockpit checks off by heart. Fumble a check and you were in trouble. Tiger Moth drills were simple while the Wirraway checks were more detailed.

After graduation as a RAAF pilot, postings could be to Mustangs, Vampires, Dakotas, Lincolns, or other types. Regardless of which aircraft one flew, the basic Central Flying School (CFS) drill applied, with perhaps a few extra items such as supercharger switches, automatic pilots, bomb door levers and gun safety switches. The perennial CFS (and thus RAAF) before take-off checks – known as Vital Actions — started with harness, hatches, hydraulics, trims, mixture, pitch and so on.

There were no official mnemonics, so those with a memory problem probably invented their own, to be muttered quietly under one's beard, lest the instructor heard. One was expected to learn cockpit checks by rote and half a century later I still use the RAAF basic cockpit drills when flying general aviation aircraft.

I first heard of written checklists back in the mid-1950s as the squadron QFI –known grandly in today's airline parlance as check and training captain. The position called for the training of newly graduated RAAF pilots to fly Lincoln bombers.

Although the Lincoln was a large four engine bomber, similar to the wartime Lancaster, written checklists were not used because cockpit drills were memorized. Before-start checks consisted of a left to right scan around the cockpit, setting up the desired switches and levers, checking various instruments and testing and setting trim controls. The same basic CFS scan applied to the Mustang as to the Lincoln and Dakota (for example), so that a pilot arriving on the squadron



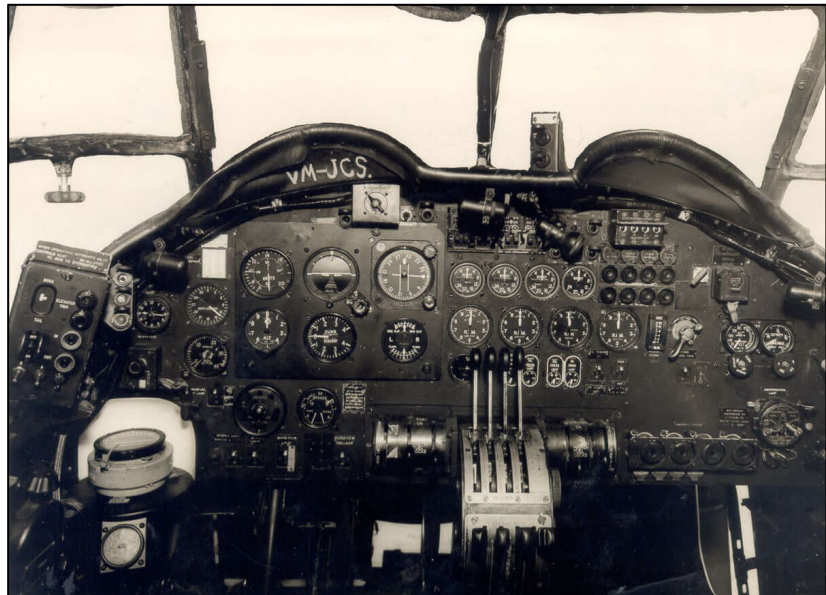


after having flown one of these types previously, would simply modify the basic drill to fit the Lincoln.

The after-starting engines drill also went left to right across the cockpit, except now that the generators and hydraulics were on line, the flaps and other ancillaries could be tested. We didn't need something written on paper to remind us to strap in, adjust rudder pedals, prime the engines and check all clear. At the holding point we remembered the basic pre-run up drills which included temperatures and pressures normal (coolant temperatures especially on liquid cooled Rolls Royce Merlins), mixture rich and all clear behind. Magneto checks completed, the pilot would launch into the well rehearsed Harness, Hatches, Hydraulics pre-take off Vital Actions as per Central Flying School teaching, remembering that with the Lincoln there was one additional vital action and that was to make sure that the rear gunner had centralized his gun turret. If not centralized, the off-set drag would cause the aircraft to swing during take off.

Along came a new Wing Commander to command the squadron. He was a dynamic fellow with a bristling moustache who had flown Beaufighters against the Japanese during the war and survived great hardships, including capture and imprisonment as a Japanese POW. As squadron QFI, it was my task to convert him to the Lincoln. For reasons lost in antiquity he was awarded the nickname of Big Julie – although not to his face, you understand. "Sir", I said to Big Julie as he sat strapped to the left seat, "We start the cockpit check for this aircraft from left to right, so please check that the bomb doors lever is down as the first item." The Wing Commander unclipped his oxygen mask, looked down at me coldly (I was sitting on a small dickey seat at a lower level than he) and said, "Where's the aircraft checklist, Flying Officer?" "Checklist, Sir?" I said blankly. "Checklist? We don't have a checklist! It's all up here, Sir," pointing at my head with a gloved finger. I had forgotten that the man had been flying DC4s in the USAF where written checklists had been all the go.

"This aircraft has four bloody engines, weighs 80,000 pounds all up and has a crew of ten. This squadron is grounded until you get a checklist," replied BJ. We clambered heavily from the hot interior of Lincoln A73-66, down the ladder and waddled across to the crew room. I then spent the rest of the day designing a checklist. I tried to cover every knob, lever and dial in the cockpit with the result that the final result was ridiculously long-winded. The next day a carbon copy-smearred checklist was proudly presented to Big Julie. The squadron flew again, albeit with disgruntled pilots glaring at me in the bar each night. It was soon apparent that my checklist was a monstrosity. After a few trips, the CO was beaten. Sitting strapped in the cockpit in the heat of the equatorial sun while I read his checklist and demanded the correct response had worn him down. "Scrub the checklist, Flying Officer" growled Big Julie, and so with discarded checklists







gathering red-back spiders and dust in the crew room, the squadron happily returned to the familiar CFS mantra of Harness, Hatches and Hydraulics.

The intriguing part was that pilots rarely forgot the rote cockpit checks, but when forced to read from a written checklist, memories quickly faded and items were often skipped or missed because the checklist was too long. With the introduction into Australia of American Cessna and Piper trainers with their associated Pilot Handbooks, printed checklists started to creep into general aviation. I once gave a dual check to a student with 15 hours in his log book. Having both strapped in, the student announced that he had forgotten to bring his checklist and would I mind if he dashed back to his car to get it? "Forget it" I said. "You don't need a checklist for a Cessna 150" and asked him to get the show on the road. There was a moment of silence before the student replied apologetically that, without his checklist, he did not know how to start the engine.

**CESSNA 150 CHECKLIST**

**PRE-FLIGHT INSPECTION**

**CABIN**

1. Document – A.R.R.O.W.
2. Control Lock – REMOVE
3. Ignition Switch – OFF
4. Master Switch – ON
5. Flaps – DOWN
6. Fuel Quantity – CHECK
7. Master Switch – OFF
8. Fuel Valve – ON

**EMPENNAGE**

1. Empennage surface – CHK
2. Horizontal stabilizer – SECURE
3. Elevator – FREE & SECURE
4. Rudder – FREE & SECURE
5. Tail tie-down – DISCONNECT
6. Lights & Antenna – CHK
7. ELT Antenna – CHK

**RIGHT WING**

1. Flap – FREE & SECURE
2. Aileron – FREE & SECURE
3. Lights & Wingtip – CHK
4. Leading edge – CHK
5. Wing tie-down – DISCONNECT
6. Main wheel & tire – CHK
7. Fuel tank sump drain – SAMPLE
8. Fuel quantity – VISUAL CHK
9. Fuel filter cap – SECURE

**NOSE**

1. Engine oil – CHK LEVEL  
MIN 4 qts. MAX 6 qts.
2. Strainer drain – SAMPLE/CHK
3. Prop/Spinner – CHK
4. Air filter – CHK CLEAR
5. Landing light – CHK
6. Nose strut/tire – CHK
7. Static port – CHK OPEN

**LEFT WING**

1. Main wheel & tire – CHK
2. Fuel tank sump drain – SAMPLE
3. Fuel quantity – VISUALLY CHK
4. Fuel filter cap – SECURE
5. Pilot tube cover – REMOVE/CHK
6. Stall warning opening – CHK
7. Fuel tank vent – OPEN
8. Wing tie-down – DISCONNECT
9. Leading edge – CHK
10. Lights/Wingtip – CHK
11. Aileron – FREE & SECURE
12. Flaps – FREE & SECURE

[See POH for details]

**BEFORE STARTING ENGINE**

1. Pre-flight – COMPLETE
2. Passengers briefed, seatbelts, harnesses – ON
3. Fuel shutoff valve – ON
4. Radios – OFF
5. Electrical Equipment – OFF
6. Circuit breakers – CHECK IN
7. Brakes – TEST / SET

**STARTING ENGINE**

1. Mixture – RICH
2. Carb heat – COLD
3. Prime – AS REQUIRED
4. Master switch – ON
5. Beacon Light – ON
6. Throttle – OPEN 1/8"
7. Prop Area – CLEAR
8. Ignition – START
9. Oil Pressure – CHK
10. Radio – ON/SET
11. Transponder – ON /ALT
12. Wing Flaps – UP
13. Mixture – LEAN 1 INCH
14. **READY TO TAXI**

**BEFORE TAKE OFF**

1. Doors – CLOSED/LATCHED
2. Brakes – ON
3. Flight controls – FREE/CORRECT
4. Flight instruments – SET
5. Fuel valve – ON
6. Mixture – RICH
7. Trim – SET FOR TAKEOFF
8. Throttle – 1700 RPM
  - Mags – 150 DROP / 75 DIFF
  - Carb heat – CHK
  - Engine instr. – CHK
  - Ammeter – CHK
  - Suction – CHK
  - Idle – CHK WITH CARB HEAT ON
9. Throttle – BELOW 1000 RPM
10. Radios – SET
11. Transponder – ON ALT
12. Lights – ON
13. Throttle friction lock – ADJ

**NORMAL TAKEOFF**

1. Mixture – RICH
2. Wing flaps – 0°
3. Carb heat – COLD
4. Throttle – FULL OPEN
5. Elevator – ROTATE 50→55 KIAS
6. Climb Speed – 60→70 KIAS

**ENROUTE CLIMB**

1. Airspeed – 65→75 KIAS

**CRUISE**

1. Power – 2000→2700 RPM
2. Elevator – TRIM
3. Mixture – LEAN

**CESSNA 150 CHECKLIST CONT'D**

**BEFORE LANDING**

1. Seats, seatbelts, harnesses – ON
2. Mixture – RICH OR DENSITY ALT
3. Radio – SET
4. Landing Light – ON
5. Carb heat – ON BEFORE CLOSING THROTTLE

**LANDING**

1. Final Approach Airspeed 60 KIAS
2. Flaps – Full
3. Final approach Airspeed –60 KIAS →  
W/ FLAPS DOWN 40 Degrees
4. Touchdown at stall – MAINS FIRST
5. Landing roll – GENTLY LOWER NOSE
6. Braking – MINIMUM REQ'D

**AFTER LANDING**

1. Wing Flaps – UP
2. Carb heat – COLD
3. Lights – STROBES/LANDING OFF
4. Trim – RESET

**SECURING AIRCRAFT**

1. Brakes – ON
2. Mixture – LEAN 1 INCH,
3. 1700 rpm 15 sec.
4. Radios/Transponder – OFF
5. 1000 rpm
6. Mixture – IDLE/CUTOFF
7. Magnetos – OFF KEYS OUT
8. Master switch – OFF
9. Electrical switches – OFF
10. Control lock – INSTALL

**EMERGENCY PROCEDURES**

**ENGINE FAILURE AFTER TAKEOFF**

1. Airspeed – 60 KIAS
2. Mixture – IDLE/CUTOFF
3. Fuel valve – OFF
4. Ignition switch – OFF
5. Doors – OPEN

**ENGINE FAILURE DURING FLIGHT**

1. Airspeed – 60 KIAS
2. Carb heat – ON
3. Primer – IN & LOCKED
4. Fuel valve – ON
5. Mixture – RICH
6. Ignition – BOTH/START

**EMERGENCY LANDING W/O POWER**

1. Airspeed – 80 KIAS [FLAPS UP]  
-55 KIAS [FLAPS DOWN]
2. Mixture – IDLE/CUTOFF
3. Fuel valve – OFF

4. Ignition switch – OFF
5. Wing Flaps – AS REQUIRED
6. Master switch – OFF
7. Doors – OPEN BEFORE TOUCHDOWN
8. Touchdown – TAIL LOW
9. Brakes – APPLY HEAVILY

**ENGINE FIRE ON GROUND**

1. CONTINUE CRANKING TO START ENGINE
2. **Engine Starts – POWER 1700 for few minutes AND THEN SHUT DOWN**
3. **No Start – SHUTDOWN**
  - THROTTLE FULL OPEN
  - MIXTURE IDLE CUTOFF
  - CONTINUE CRANKING

**ENGINE SECURE:**

- MASTER SWITCH OFF
- IGNITION OFF
- FUEL VALVE OFF
- FIRE EXTINGUISH
- INSPECT FOR DAMAGE

**ENGINE FIRE IN FLIGHT**

1. Mixture – IDLE/CUTOFF
2. Fuel valve – OFF
3. Master switch – OFF
4. Cabin heat/air – OFF
5. Airspeed – 85 KIAS OR AS NECESSARY TO EXTINGUISH FIRE
6. Forced landing – EXECUTE

**ELECTRICAL FIRE IN FLIGHT**

1. Master switch – OFF
2. All other switches (except ignition) OFF
3. Vents/cabin air/heat – OFF
4. Fire extinguisher – ACTIVATE

**WHEN FIRE APPEARS OUT**

1. Master switch – ON
2. Circuit breakers – CHK, DON'T RESET
3. Radio & Electric – ON, ONE AT A TIME
4. VENTILATE CABIN

**OVER VOLTAGE LIGHT**

1. Master switch – OFF
2. Master switch – ON
3. Light – OFF, IF ON, TERMINATE FLIGHT

**AMMETER DISCHARGE**

1. Alternator – OFF
2. Electrical load – REDUCE
3. Flight – TERMINATE ASAP

Do you really need this in a Cessna?

I felt sorry for him as he had been taught from his first instructional flight that checklists were A Very Good Thing to be used at all times – even for a walk around inspection. A few days later, I was downwind in a Beech Skipper with a private pilot on a biennial check. He announced the before-landing checks as brakes off and tested, undercarriage down and locked, mixture rich,



master switch on, magneto switches on both, primer locked, pitch control not applicable, harness and hatches secure, fuel and pump on, with more checks to come on final. On completion of the review, we debriefed over coffee and the pilot was asked why he had stated “Gear down and locked” when it was plain to see that the aircraft was a fixed gear type. It turned out that his instructor, following school policy, had told him that one day he would probably convert to a retractable undercarriage type, with a variable pitch propeller thrown in for good measure. It was therefore yet another Good Thing to get into the practice of saying “gear down and locked” before landing.

I offered the view that if a rote check of gear down and locked was made, then logically the after-takeoff check should include gear up and locked, in order to be consistent with the policy that one day he may fly a retractable gear type. More coffee was brought and the discussion turned to the remainder of the flying school downwind checks that he had been taught and their relevance to real life events.

Magneto and Master switches on? One could argue that if the magnetos are off downwind, then a mayday situation is on the cards, therefore, there was no point in checking that item. If the master switch is not on, the fuel gauges will be inoperative, the oil temperature gauge dead, the flaps won't work and the radios and intercom kaput. If the cockpit doors are not closed, then there will have been lots of noise and vibration making it obvious what the problem is. The proliferation of read and do checklists in small general aviation aircraft surprises me, particularly as these are designed to be flown by one pilot.

I recall chatting to the smartly uniformed pilot of a visiting Trinidad. It was an immaculate aircraft with an impressive cockpit layout. While the pilot's checklist was well designed and had lots of

pretty colours, it was lengthy and included such read-out items as Check all clear for starting, taxi clearance received, ATIS received, cruise power set and a host of other reminders consisting of normal airmanship items which need not be included in a checklist. The pilot, whose shoulders were



festooned with gold stripes said that as his flying school was primarily aimed at training airline captains of the future and that everyone knew that airline pilots use checklists, it was considered a Good Thing to use checklists right from the start.

His logic escaped me. I would have thought that any literate person could read a checklist without first practicing for months ahead. Was that checklist really necessary to safely operate a small single engine trainer – or was it part of an airline image policy? Watch a Boeing or Airbus crew carry out the before start drills. What may surprise you is that the challenge and response from the checklist covers only a few essentials – probably only ten percent of the total scanned items. Airline checklists are designed as a crew concept with a challenge and response of specific items after the actions have already taken place. A typical Boeing 737 before take off checklist consists of seven read-out items while the Boeing 767 has only four. In contrast, one sees in general aviation, lengthy parodies of airline checklists foisted upon bemused and bewildered student pilots who really do have the intelligence to learn items by heart if only allowed to do so.





Do you really need a massive checklist to fly a single pilot aircraft? From the time a student first steps into an aircraft, he should not have to rely on a checklist as a crutch. To be ahead of the aircraft, he must know the cockpit checks instinctively and off by heart. It is unfair to have him learn illogical and superfluous drills that are not applicable to his aircraft type. To deliberately call false cockpit drills such as gear down and locked in a fixed undercarriage aircraft, must inevitably instil in the student's mind the concept that it is the correct call out that counts – not the logic behind it.

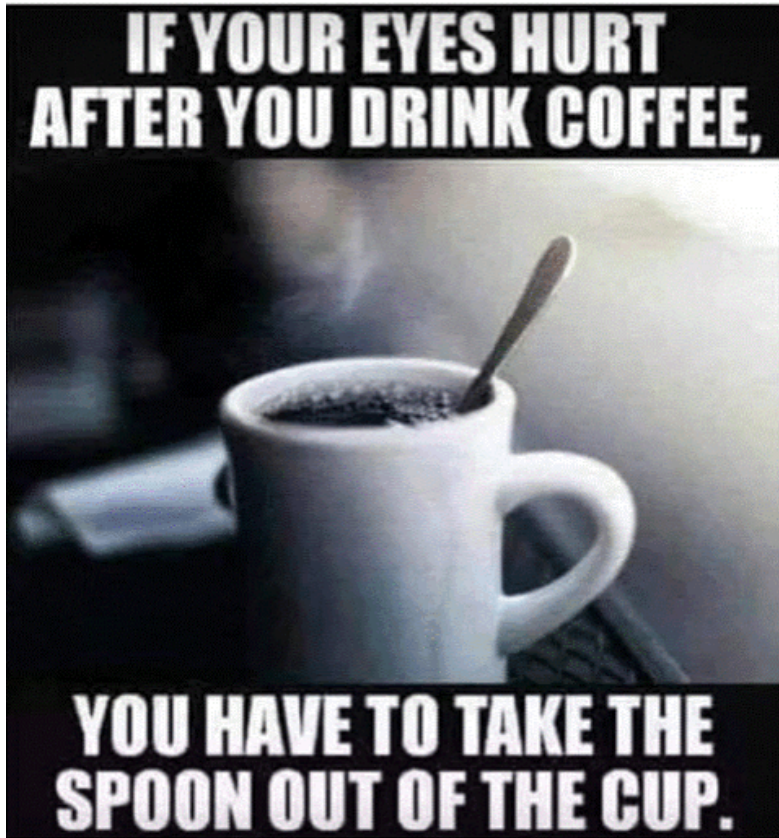
The danger is that in times of stress they may risk reverting to the habit of calling gear down and locked without taking the appropriate action when later operating these special design feature types. The before landing checks on a trainer should be reduced to essentials such as fuel system set for go-around, mixture rich, seats and belts secure. Any person of average intelligence can learn those items by heart without reading from a checklist or inventing a mnemonic.



One great satisfaction of being a flying instructor is the occasional pleasure of hearing a well thought out and logical cockpit drill (sans checklist, of course!).

An unhurried Harness, Hatches, Hydraulics, takes me back in time to the crackle of Merlins and the lovely sound of a Sea Fury at full power.

Checklists are indeed a Good Thing in the big jets, but I sometimes wonder are they really necessary in light aircraft?





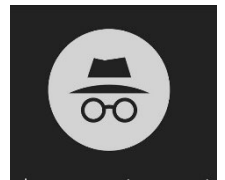
## Browser Security Myths that need busting.

How-To Geek

Misinformation or outdated advice about online security can make you and your personal data vulnerable so let's look at five common browser security myths so you can keep your understanding of browser security and the browser itself up to date together.

### Incognito Mode makes you completely anonymous

The myth that incognito or private browsing mode makes you completely anonymous is a common misconception. [Incognito mode](#) provides privacy by not storing your search history, cookies, or form data, however, this only applies to your particular device and browser.



Your internet service provider (ISP), network administrator and the websites you visit can still track your activities while in this mode, also, if malware lurks on your device, incognito mode won't hide your activities from it. For more robust privacy, you might consider using a VPN or a privacy-focused browser like Tor, though these tools also have limitations that we will discuss later.

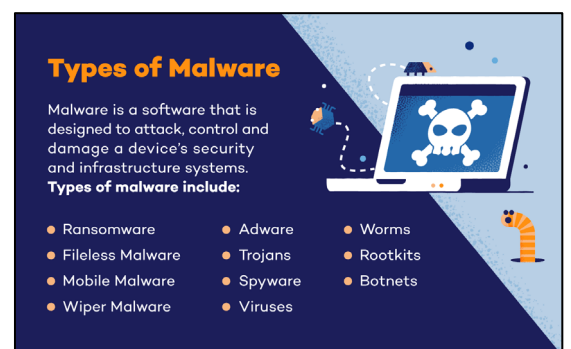
### A secure website (HTTPS) means it's safe to browse.

Most internet users have been taught to trust websites that use HTTPS, indicated by a padlock symbol in the browser's address bar. It's true that HTTPS encrypts your communication with the website, which prevents snoopers from reading the data in transit. However, this does not guarantee that the website itself is safe. HTTPS only ensures secure transmission of data; it does not ensure the integrity of the site's content. Cybercriminals can also use HTTPS on their malicious sites, tricking visitors into thinking these sites are safe. Always ensure the website you're visiting is genuine and reputable, regardless of whether it uses HTTPS.

### Downloading files is the only way to get Malware.

Many people believe that they can only get malware by downloading and running suspicious files. While this is one way to get infected, it's not the only way. Drive-by downloads and malicious advertisements can infect your computer without requiring you to download and run a file manually.

You can also get infected by simply visiting a compromised website, even without clicking on anything. Always keep your browser and its



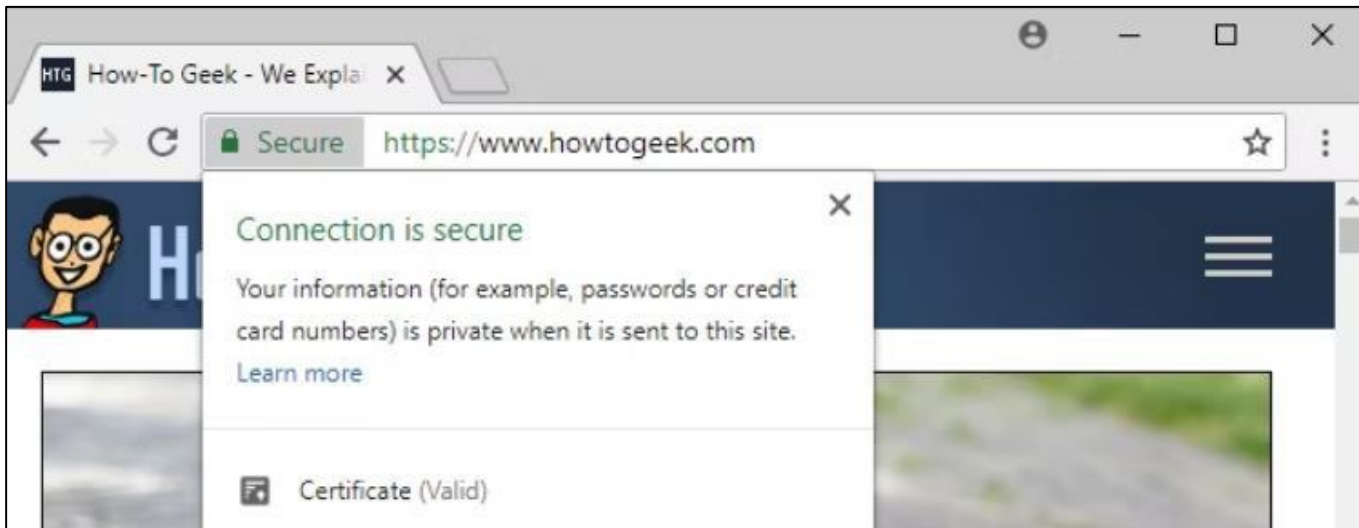


plugins updated to the latest version to guard against known vulnerabilities and consider using a reputable ad blocker to minimize risks.

## HTTPS is almost everywhere. So why isn't the Internet secure now?

Most web traffic online is now sent over an HTTPS connection, making it "secure." In fact, Google now warns that unencrypted HTTP sites are "Not Secure." So why is there still so much malware, phishing, and other dangerous activity online?

### "Secure" Sites just have a Secure Connection.



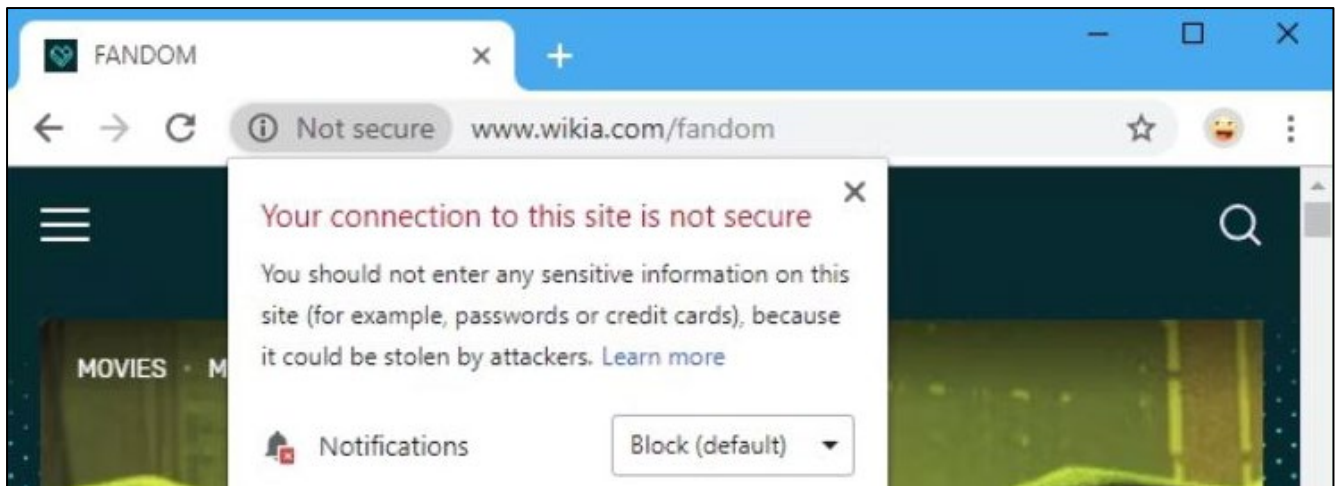
Chrome used to display the word "Secure" and a green padlock in the address bar when you were visiting a website using HTTPS. Modern versions of Chrome simply have a little gray lock icon here, without the word "Secure."

That's partly because HTTPS is now considered the new baseline standard. Everything should be secure by default, so Chrome only warns you that a connection is "Not Secure" when you're accessing a site over an HTTP connection, however, the word "Secure" is also gone because it was a little misleading. It sounds like Chrome is vouching for the contents of the site as if everything on this page is "secure," but that's not true at all. A "secure" HTTPS site could be filled with malware or could be a fake phishing site.

### HTTPS stops Snooping and Tampering.

HTTPS is great, but it doesn't just make everything secure. HTTPS stands for Hypertext Transfer Protocol Secure. It's like the standard HTTP protocol for connecting to websites, but with a layer of secure encryption.

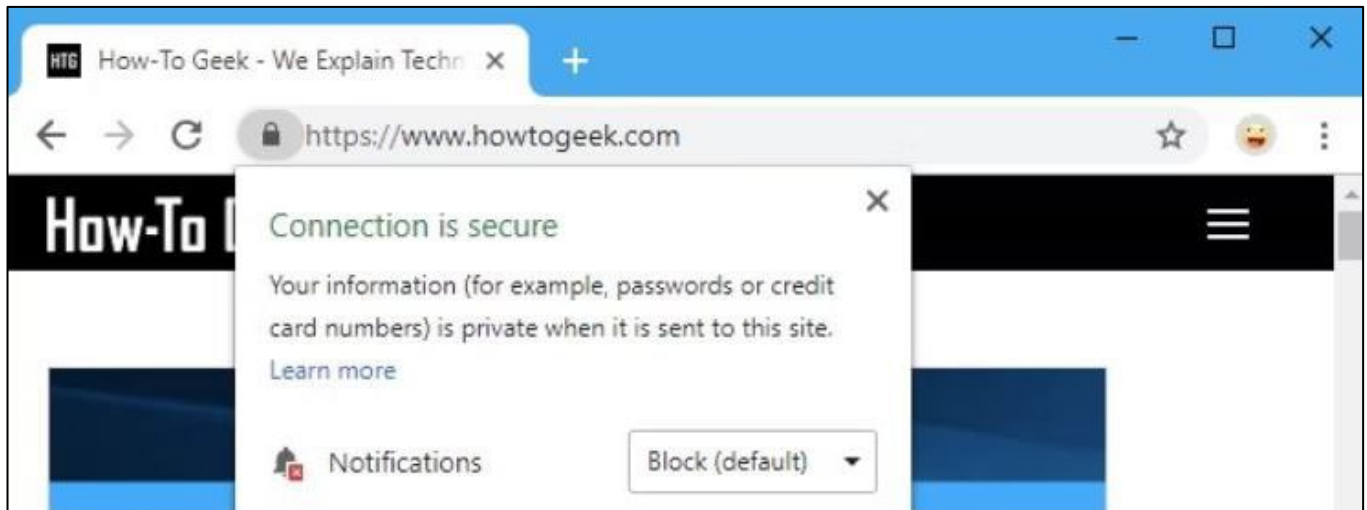




This encryption prevents people from snooping on your data in transit and it stops man-in-the-middle attacks that can modify the website as it's sent to you. For example, no one can snoop on payment details you send to the website.

In short, HTTPS ensures the connection between you and that particular website is secure. No one can eavesdrop or tamper with it. That's it.

### This doesn't really mean a Site is "Secure"



HTTPS is great, and all websites should use it, however, all it means is you're using a secure connection with that particular website. The word "Secure" doesn't say anything about the contents of that website. All it means is the website operator has purchased a certificate and set up encryption to secure the connection.

For example, a dangerous website full of malicious downloads might be delivered via HTTPS. All that means is the website and the files you download are sent over a secure connection, but they might not be secure.



Similarly, a criminal could buy a domain like "bankoamerica.com," get an SSL encryption certificate for it and imitate Bank of America's real website. This would be a phishing site with the "secure" padlock, but all that means is you have a secure connection to that phishing site.

### **HTTPS is still great.**

HTTPS sites aren't really "secure." Websites switching to HTTPS helps solve some problems, but it doesn't end the scourge of malware, phishing, spam, attacks on vulnerable sites, or various other scams online. The shift toward HTTPS is still great for the internet! According to Google's statistics, 80% of web pages loaded in Chrome on Windows are loaded over HTTPS and Chrome users on Windows spend 88% of their browsing time on HTTPS sites.

This transition does make it harder for criminals to eavesdrop on personal data, especially on public Wi-Fi or other public networks. It also greatly minimizes the odds that you'll encounter a man-in-the-middle attack on public Wi-Fi or another network. For example, let's say you're downloading a program's .exe file from a website while you're connected to a public Wi-Fi network. If you're connected with HTTP, the Wi-Fi operator could tamper with the download and send you a different, malicious .exe file. If you're connected with HTTPS, the connection is secure, and no one can tamper with your software download.

That's a huge win! But it's no silver bullet. You still need to use basic online safety practices to protect yourself from malware, spot phishing sites, and avoid other online problems.

## **The Garage Girls and their secret war machine.**

In a suburban Brisbane garage, young women decoded radio transmissions that changed the course of World War II. For the first time, their top-secret work on a panicked Japanese cable about a new type of weapon can be revealed.



Not long after an American atomic bomb exploded over Hiroshima, a horrified Japanese officer radioed back to Imperial Navy headquarters in Tokyo to report what he had witnessed. The tone of the officer's report didn't seem to particularly reflect the constrained emotion one might expect of a buttoned-up Japanese man of war. But that day, the 6<sup>th</sup> August 1945, his extraordinary witness account was intercepted by an Australian signalman stationed near the Philippines.

From there, it passed into the hands of a secret unit of women codebreakers whose work in a garage at the back of a Brisbane mansion (21 Henry St, Ascot) was kept top secret for decades. The never before released cable, declassified for the ABC by the Australian Signals Directorate, was decrypted, revealing the Japanese officer's account of what happened when three B-29s flew over Hiroshima that morning.





It was one of first reports of the apocalyptic destruction that would soon become familiar around the world. “A terrific explosion accompanied by flame and smoke occurred at an altitude of 500 to 600 metres. The concussion was beyond imagination and demolished practically every house in the city,” his cable read. “About 80 per cent of the city was wiped out, destroyed or burnt. Only a portion of the western section escaped the disaster. Casualties have been estimated at 100,000 persons.”



The officer concluded his message with these chilling words: “Please investigate and report any information concerning this new type of bomb.”

### The Garage Girls and their secret war machine

Thousands of kilometres away, Central Bureau was a top-secret intelligence agency hiding in plain sight. It was given a beige name to disguise its thorny work handling the most sensitive military communications and inside were young Australian women who had heeded the call and stepped into a world of interception and intrigue that they could have barely imagined.



Joyce Grace and Joan Eldred at work at the draper C. Winn in Ashfield in 1940.

Joyce Grace was a 19-year-old working in a Sydney haberdashery store in 1943 when she received a letter from the Manpower Directorate, an agency of the Australian government tasked with conscripting civilians to fill labour shortages in the latter half of World War II.



“The letter said that I wasn’t working in an essential industry,” Joyce told the ABC. “And they put it to me that if I left my job, the boss would have to take me back and give me the exact same job that I had when I left him. Joyce was sent for six weeks’ basic military training at Ingleburn Army Camp where she was asked what type of army work took her interest.

“I hadn’t given much thought to what I might do, but anyhow, I said, ‘Well, my father was a naval signalman in the First World War, and he seemed to enjoy the job — I’ll give signals a go’.”

Joyce Grace was dispatched to [Bonegilla](#) near the Victoria-NSW border for a signals course, training in morse code and wireless messaging. It was here that she met lifelong friend Coral Hinds. “My friend Joy,” Coral remembers wistfully. “She was tall, her hair was straight, a no-nonsense person. Joy and I seemed to just migrate together into doing things and look, we’ve been friends all these years.”

Coral left school at 14 and worked in a cake shop and then a grocer’s. Not having a brother old enough to serve in the war, Coral and her younger sister Ruth decided to join up instead. Shortly after turning 18, Coral enlisted in the Australian Women’s Army Service (AWAS). “The boss wasn’t very happy about it. But that didn’t make any difference — I still went,” she said.

After Bonegilla and then a stint in Melbourne for more intense training in communications, Coral and Joyce were put on a train to Brisbane. Their new place of work was at 21 Henry Street, Ascot, in a hot garage at the back of Nyrambla, an impressive 1880s mansion.



The entrance to Nyrambla in Ascot, Brisbane, suburban mansion turned war base. From left, Joyce Grace, Helen Kenny and Betty Paterson approaching the guard.





Nyrambla had been requisitioned by United States General Douglas MacArthur, the Allies' supreme commander in the south-west Pacific, for his headquarters. "That's how I became a Garage Girl," chuckles Joyce.

### Inside the Central Bureau.

Joyce and Coral found themselves working in the cipher unit of Central Bureau, a signals intelligence organisation tasked with decrypting intercepted messages from the Imperial Japanese Army. "Everything was so secret. 'Don't talk about it outside. Don't tell anybody. You can tell them you're in signals, but don't go any further than that'. And we sort of knew that there was something special about it," Joyce says. "You couldn't talk about it," Coral recalls. "See, mum and dad didn't know what I did. I used to just tell people I was in signals. So, you know, it really just gets a way of life."

Working around-the-clock in eight-hour shifts, the Garage Girls used 12 British-made TypeX coding machines to both decode and encrypt highly classified material. The Japanese signals were in Kana, or syllabic characters, which meant that once intercepted messages were decrypted, they still had to be translated into English by Central Bureau linguists. If the TypeX machine was not generating recognisable Japanese syllables, the Garage Girls knew that the rotors in the machine, which were key to decryption, likely needed adjustment. "On the whole, you just got to and plonked away on the TypeX and if it didn't work you stayed there and fiddled around with it until it did work," Coral explains.





“It was our secret machine,” Joyce says of the TypeX.

“You had to set them up, before you could sit down and type, whether you’re going to type for a message to be decoded, or when you’re going to encode a message and the machine did either one of those things.”

### **Love and war.**

Despite spending the war in a repurposed suburban house, for the Garage Girls the experience was far removed from their pre-war lives working in shops or going to school. Some moved away from home for the first time for basic training and enjoyed the camaraderie and shore leave that came with their freedom and of course, for many that led to finding love.

The Garage Girls had developed a technique called “padding”, where messages were lengthened with scraps of irrelevant information to confuse the enemy. “If you had the message too short, it was easy for them to work it out,” Coral explains. “But by putting this padding on ... it just put the enemy off the scent.” It also had the side effect of letting them pass messages to friends and lovers far from home.

Coral met her husband Sandy Hinds at Central Bureau. He was a signaller and was waiting to be sent north to New Guinea. “Meeting Sandy, that was the most important thing in my life,” she says. “I met him in the May, he went away in the June and in the October, the 20<sup>th</sup> October 1944, he asked me to marry him. A faint heart never won a fair lady, somebody said.” Sandy and Coral eventually got married on June 2, 1945.



Sandy Hind's and Coral Osborne wedding in 1945.





But during the war, Coral fell ill during Sandy's deployment and the Garage Girls were keen to tell him how she was faring by using the TypeX machine. When Coral ended up in hospital, Joyce decided to get a message to Sandy in the jungle. "I made it short, but it was just to let Sandy know that Coral was doing alright, she was coming out of hospital. "Well, Sandy got that little message that I sent and he carried it around with him I believe for a long time."

### **Taking down an admiral.**

The work of Central Bureau contributed to one of the big strategic strikes against Japan in April 1943: Operation Vengeance.



Admiral Isoroku Yamamoto, the commander of the Imperial Japanese Navy, was architect of the December 1941 Pearl Harbour attack, making him a top military target for Washington.

An Australian wireless unit picked up Japanese radio signals which, when decrypted, revealed that Yamamoto would be visiting troops in the Solomon Islands and New Guinea. The Japanese cable not only detailed the admiral's itinerary, but also the type of Mitsubishi Betty bombers he and his officers would be flying in, as well as the six Mitsubishi Zero fighters that would be



accompanying them. “They had everything, the whole lot,” Joyce says. “And sure enough, they were waiting for him, our boys, and the Americans, and they got him.” US fighter planes intercepted Yamamoto’s plane over Bougainville, downing it on April 18, 1943. “They shot the big boy down,” Coral says. “Oh, it was quite a thrill.”



The wreckage of Yamamoto’s plane still rusts in the jungle about 9 kilometres from the Panguna copper mine in PNG.

The admiral’s death was a blow to Japanese morale but it would be another two and a half years before the war in the Pacific ended.

### **A chance discovery.**

The Allies had been split over the strategic wisdom of Operation Vengeance; the British believed that in exacting revenge against Yamamoto, the US had risked revealing their joint code-breaking ability which had broader strategic value. Decoding Japanese signals had proven valuable in the war against Germany, insofar as Japanese diplomatic cables from Europe helped inform the Allies of Germany’s evolving military strategy. While the Allies’ ability to decode encrypted Japanese signals had steadily improved, it was aided immeasurably by an Australian sapper’s chance discovery of a steel trunk buried in soggy ground by retreating Japanese troops in January 1944 at Sio in New Guinea.

The trunk contained sodden code books from the Japanese 20th Army division. Dispatched back to Central Bureau, the code books were carefully prised apart, page by page and then dried on clothes lines and heaters. Joyce remembers her friend Helen Kenny, a fellow Garage Girl, helping





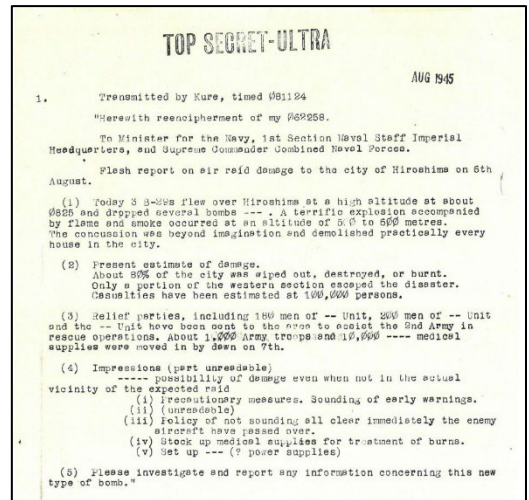
in that delicate operation. (Kenny later had a long and successful career in journalism, including as literary editor for the Sydney Morning Herald.) But with the Japanese code books now photographed and distributed among Allied codebreakers the enemy's signals were terribly compromised, they could be decoded and read by Allied intelligence almost as quickly as the Japanese received it themselves. When a Japanese officer sent his grim cable from the port of Kure, south-east of Hiroshima, to Tokyo headquarters on August 6, 1945, it was able to be decoded almost word-for-word.

### Seeing the message

Joyce and Coral, like the rest of the Garage Girls, did not speak Japanese, so the first time they saw the translated Hiroshima cable was when the ABC showed it to them. (Click it to get a bigger view)

The translated Hiroshima cable was declassified for the ABC documentary Breaking the Code: Cyber Secrets Revealed. Joyce was struck particularly by the cable's last line: Please investigate and report any information concerning this new type of bomb.

"I don't like the sound of it," Joyce says, adding that the first she'd known about the atomic bomb was when she read it in the newspapers. "I was shocked. Horrible. Terrible business." Coral says she too finds the nuclear attack on Hiroshima too confronting to consider. "I know it was dreadful. But if it hadn't been them, it would've been us. I know it sounds dreadful but, I mean, when I think of what they did to our servicemen, the dreadful lives that they ended up with because of their cruelty..."



Coral doesn't quite finish the sentence. Instead, she starts another: "Yes, well, see they tried to kill our boys off in prisoner of war camps and some of them are still paying for it. "I suppose we felt sorry for the Japanese, for the ordinary people, but you know, when you think some of the things that they did to our POWs and things ... it was just a blessing when it was all over."

And, according to the American general at Nyrambla, the work of the Garage Girls significantly shortened hostilities in the Pacific. "Douglas MacArthur, I think it was, that put the news out that we reduced the war time by two years with the work that we had done, so we must have done something special and I feel very proud about it," Joyce Grace says.

### The lesson in war?

"Keep it peaceful," Joyce concludes. "Help to keep it peaceful, if you can. Do whatever you can. War's terrible."

### Recognition.



Joyce Grace received the Australian Intelligence Medal from Governor-General David Hurley in April 2023

Coral Hinds, Joyce Grace and Ailsa Hale, the last surviving Garage Girls, were awarded the Australian Intelligence Medal in January 2023. Coral died on the 10<sup>th</sup> February, 2023, Joyce Grace turned 100 on the 4<sup>th</sup> March 2023. She and Coral Hinds's son Anthony were presented their medals by the Governor-General on the 18<sup>th</sup> April 2023.

The story of the Garage Girls was featured in ABC TV's documentary Breaking the Code: Cyber Secrets Revealed on News Channel, on the 4<sup>th</sup> June and on ABC1 on the 5<sup>th</sup> June.

You can see it here <https://iview.abc.net.au/video/NS2337H001S00>





**Open Arms – Veterans & Families Counselling** provides 24/7 free confidential crisis support for current and ex-serving ADF personnel and their families on 1800 011 046 or the **Open Arms website**. **Safe Zone Support** provides anonymous counselling on 1800 142 072.

## DVA Issues

### Support available for anyone impacted by ongoing OSI investigation

Some (most ?? tb) members of the Veteran and Defence community may be concerned by the ongoing investigation by the Australian Federal Police and the Office of the Special Investigator, which was set up in the wake of the Inspector-General of the Australian Defence Force (IGADF) inquiry.



The findings of the IGADF inquiry are serious and may understandably cause concern or anxiety in the community, especially for Afghanistan Veterans and their families. DVA's focus is to support Veteran's health and wellbeing, so, if you need mental health or medical support, it is strongly recommended that you to get in touch with DVA. DVA is not part of any investigation, their only concern is the wellbeing of Veterans.

To anyone who is serving in the Australian Defence Force (ADF), or has served, or is close to a serving or ex-serving member, please remember - You should be immensely proud of your service, or your loved one's service and there is overwhelming respect in the Australian community for your service and sacrifice.

If you need help, reach out and get the specialist support you need. Support is readily available through DVA and is routinely used by thousands of serving personnel and Veterans every year. Families, particularly children and teenagers, could also be affected and there is support available for them as well. We don't need to know what happened overseas. We just want to make sure you're okay. And help you cope with what you are feeling today.

#### Where to get help

For all current ADF members and their families, the Defence all-hours Support Line is a confidential phone and online service and is available on [1800 628 036](tel:1800628036).



Families of serving personnel can also contact the Defence Family Helpline on 1800 624 608.

All current and ex-serving ADF personnel and their families can access Open Arms – Veterans & Families Counselling. Open Arms is a national mental health service that provides 24-hour free and confidential counselling. It is not part of the Department of Defence. Importantly the Open Arms website provides a range of self-help resources and wellbeing tools. Visit [openarms.gov.au](https://openarms.gov.au) or phone 1800 011 046.

In addition, [Safe Zone Support](https://openarms.gov.au/safe-zone-support) is an anonymous counselling service that has been established to support Veterans and their families impacted by the IGADF Inquiry. Safe Zone Support is staffed by specialist counsellors who have an understanding of military culture and experience and can be accessed at: [openarms.gov.au/safe-zone-support](https://openarms.gov.au/safe-zone-support) or 1800 142 072. Calls to Safe Zone Support are not recorded. Both current members of the ADF and Veterans can access this service any time, day or night.



Family of Veterans or service personnel who are concerned about the impact the arrest or the Inquiry may have on a loved one, can call DVA to seek guidance on the support available. If you are unsure what support is available please contact DVA on 1800 VETERAN (1800 838 372). If you know someone in need, please pass on this important message – DVA is there to help.

### Ex-service and non-government organisations

- Ex-service organisations (ESOs) play a vital and complementary role to DVA by providing mateship, advocacy and welfare support. You can [find ESOs on the DVA website](#).
- There are also a number of excellent non-service related community organisations available, such as Lifeline (call 131 114 for 24/7 crisis support or visit [www.lifeline.org.au](https://www.lifeline.org.au))

Don't think gender matters? Go buy a rooster for eggs and a bull for milk.  
You will soon learn that God knew what he was doing.

## Better access to information for ADF personnel and Veterans

On the 4<sup>th</sup> April, 2023 the Government announced that it has implemented a further five recommendations from the Royal Commission into the Defence and Veteran Suicide Interim Report. Changes have been made to improve access to information and personnel records held





by Defence and DVA, providing serving and ex-serving members of the Australian Defence Force (ADF), Veterans and families a more streamlined experience when seeking access to records.

This includes the establishment of Information Access Units within the two departments, additional education material on information-access processes, how and why redactions occur and updates to both departments' websites. The Information Access Units will serve as a single point of contact within each department for information requests. The units are already working closely together to facilitate requests quickly and seamlessly.

Minister for Veterans' Affairs and Defence Personnel, Matt Keogh, said the initiatives demonstrate commitment to improving access to information for ADF members, Veterans and families. 'The Royal Commission's Interim Report was clear, as was the Veteran and family community, that the information access process wasn't fit for purpose. The Government has been working to address this as quickly as possible,' he said. 'Following a comprehensive co-design process with Defence personnel, Veterans and families, DVA and Defence are implementing a raft of improvements to make sure the system is easier to navigate.'



Along with improving access to information, the Government continues to implement its response to the Royal Commission's other recommendations. This includes engaging 500 new frontline DVA staff to eliminate the compensation claims backlog and the public consultation on a pathway to reform more than a century of Veterans' entitlement legislation, which is currently underway.

For more information about accessing information held by Defence or the Department of Veterans' Affairs, or to provide feedback on new material and/or processes visit their websites.

The Government's full response to the Royal Commission's interim report can be found on the [Royal Commission's website](#).

## DVA help for Veterans and families experiencing family and domestic violence

DVA is here to help if you or a family member experiences family and domestic violence. Our new [family and domestic violence help](#) webpage provides information about the various support services available for those experiencing, or who have experienced, family and domestic violence.



Some of the support services DVA can provide to Veterans and families include counselling, short-term accommodation and payments. Family and domestic violence is any action that is violent, threatening, manipulating or controlling, or that causes a family or household member to feel scared. It can be abuse that is physical, verbal, emotional, sexual or psychological.



For more information on family and domestic violence visit the [family and domestic violence help](#) webpage.

If you or someone else is in danger call triple zero (000).

## The healing power of sport - what are adaptive sports?

Quite often we hear or read about how being active is good for our health and wellbeing. In fact, the [Australian Government has physical activity guidelines](#) that advises how much physical activity we should be doing each week for good health according to our age.



Participating in regular physical activity can help us maintain a healthy body weight, reduce our risk of developing heart disease, cancer, diabetes and other chronic illnesses, reduce stress, improve our sleep and even improve our mood.

Even if you're injured or ill, you can still be active with others in a safe, fun and supportive environment with adaptive sports. Adaptive sports assist Veterans who have been wounded or ill recover and rehabilitate whilst participating in physical activity and sports.

Read the full story on the [DVA website](#).

## There is help available if you are a homeless Veteran.

### DVA

There is support available for you and your family if you are homeless or at risk of becoming homeless. You can go to one of our [Veterans' Access Network offices](#) to talk to someone about your situation. They can:



- refer you to support services in your local area
- connect you with our support services
- provide you with information on any support payments available to you
- provide you with information about Services Australia (Centrelink) payments and services
- connect you to a network of organisations that can assist you.

If you need urgent help, please visit our [Receive urgent help and support](#) page. If life is in danger, call triple zero (000).





For more information, see the [Homelessness Support Services page](#).

### Open Arms.

If you are at risk of homelessness, Open Arms – Veterans & Families Counselling can help put you in touch with crisis support services in your area. In crisis situations, Open Arms can also provide support for crisis accommodation. Its [Crisis Accommodation Program](#) allows someone to pause, be in a safe location and creates a period of time to manage factors contributing to the crisis situation. Any person who is [eligible for Open Arms services](#) can access the program.

For more information about Open Arms, visit its [website](#) or phone 1800 011 046. Open Arms is a confidential service and available 24 hours a day.

### The RSL, RSL Care and RSL LifeCare

Different RSL support organisations operate in different parts of Australia.

#### NSW

Whether you need to access safe and secure long-term accommodation, secure your existing accommodation or transfer to a more stable home environment, the team at RSL LifeCare Veteran Services can work with you to help you live sustainably in your chosen community. RSL LifeCare Veteran Services, the partner charity of RSL NSW, offers a range of homelessness and housing services to Veterans and families including:



- Emergency accommodation
- Financial assistance including help to pay rental bills or bond payments
- Rent Choice Veterans Program, to help obtain a new rental lease and/or secure subsidised rent
- Homelessness assistance, providing access to safe, secure and stable accommodation

Visit the [RSL LifeCare website](#) or call 02 8088 0388. For urgent assistance after hours please call Link2Home Veterans on 1800 326 989

#### Queensland and Tasmania

RSL Queensland provides homelessness and emergency accommodation, partnering with The Salvation Army to assist Veterans in accessing safe and sustainable rentals. Once you're safe, they can help you find appropriate rental accommodation and link you to their holistic range of services such as:

- advocacy – support with DVA claims and appeals
- employment – assistance in securing meaningful employment.



To find out more about these services, visit the [RSL Queensland website](#). RSL Tasmania works with RSL Queensland to provide these Veteran support services within its region.

### South Australia

The Andrew Russell Veteran Living (ARVL) program, a division of RSL Care SA, helps any ex-service person in South Australia who is homeless or at risk of homelessness to access appropriate and affordable housing solutions and practical supports. The emphasis is on helping Veterans to achieve positive accommodation outcomes for themselves. Visit the [ARVL website](#) or phone 0488 137 570.



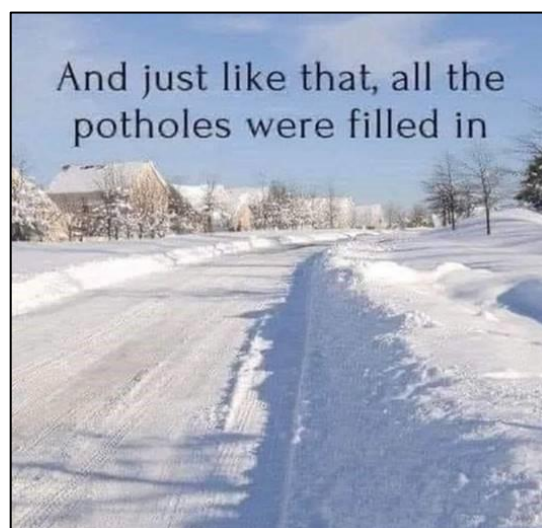
### Victoria

RSL Victoria and its sub-branches provide an access point for Veterans and families in need of housing and accommodation services where and when they need it. RSL in Victoria links individuals and families to service providers through its leadership, partnerships and Veteran support services. For more information about their services visit the [RSL Victoria website](#) or contact 1300 MILVET.

### Western Australia.

RSL Western Australia State Branch helps homeless Veterans to secure safe affordable accommodation through both financial and practical support. Veterans are referred, in the first instance, to the Open Arms Crisis Accommodation Program, with RSLWA providing vouchers for food and other essential items. The Welfare Team continues to work with the Veteran providing assistance in advocacy, financial counselling and employment services if appropriate.

In [THIS VIDEO](#), “Duncan” talks about how he lost his house, his job and his marriage all due to alcohol misuse. Fortunately, he was able to get back on his feet with the help of DVA, Open Arms – Veterans & Families Counselling as well as RSL Care SA (via Andrew Russell Veteran Living).







## Commemorative medallion and certificate of recognition.

The Australian Government has produced a 50th anniversary commemorative medallion and certificate of recognition, honouring the service of Australians who served in the Vietnam War.

On 29 March 2023, Prime Minister Hon Anthony Albanese MP and Minister for Veterans' Affairs Matt Keogh officially announced the medallion, presenting a group of Vietnam Veterans with their commemorative medallion and certificate, at a special ceremony held at Parliament House, acknowledging their service and sacrifice in Vietnam.

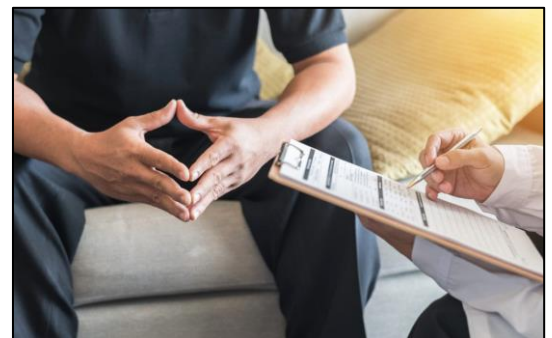
The commemorative medallion and certificate is available to all Australian men and women who served in Vietnam and to the family of Veterans who have since passed away or were tragically killed in action during the Vietnam War.

To apply for the 50th anniversary commemorative medallion and certificate of recognition, please visit [www.dva.gov.au/vietnam50](http://www.dva.gov.au/vietnam50).



## No changes to fully-funded mental health treatment for Veterans

Any Veteran who has completed even one day of full-time service in the Australian Defence Force (ADF) can access fully funded mental health treatment within Australia. Treatment can be accessed for as long as it is needed, at no cost to the Veteran, under Non-Liability Health Care (mental health) (NLHC mental health). Reservists with border protection or disaster relief service or those involved in a serious, service related training accident may also be eligible.



Recent reports have incorrectly claimed that restrictions have been introduced for exercise physiology and other allied health services under NLHC (mental health). DVA assures Veterans, there have been no changes to treatment eligibility for White Card holders accessing care under NLHC (mental health).

DVA continues to provide fully funded mental health treatment to Veterans under NLHC (mental health) arrangements. Accessing treatment early for mental health conditions can lead to improved overall health. Conditions treated through NLHC (mental health) do not need to be related to military service and a claim for compensation is not required to access treatment. However, a Veteran White Card is needed to pay for treatments provided under NLHC (mental



health), so it is important to check with each provider that they will accept a White Card before making an appointment.

Watch [THIS VIDEO](#).

## Receive healthcare while your claim is processed

Accessing timely and quality healthcare can make a big difference to a person's wellbeing. The last thing anyone wants is to wait for treatment while their healthcare claim is being processed. DVA recognises that your health should not wait. The sooner you receive treatment, the sooner you can get better. This is why DVA has implemented the Provisional Access to Medical Treatment (PAMT) program.

The program is available for claims submitted under the Safety, Rehabilitation and Compensation (Defence-related Claims) Act 1988 (DRCA) and the Military Rehabilitation and Compensation Act 2004 (MRCA).

Under PAMT, you can receive treatment for 20 of the most commonly accepted conditions before your claim has been finalised. This means you don't have to wait for us to approve your claim before you can access treatment. To access the PAMT program, you simply need to submit your claim for one or more of the listed conditions before 30 June 2024. You will then be able to get treatment for that condition under the program until either 31 December 2024, or when your claim is determined, whichever occurs first.

For more information on who is eligible to PAMT, which conditions are covered and what happens when your claim is accepted or not, visit the PAMT page on the [DVA website](#).

You can find out more in this new [DVA TV](#) video:

## Accessing evidence-based treatment for posttraumatic stress disorder

Posttraumatic stress disorder (PTSD) is the second most common mental health condition in Australia and rates of PTSD are substantially elevated among Australian Defence Force (ADF) personnel compared with the general population. Effective, evidence-based treatments for PTSD are available, however recent research indicates about half of those suffering with PTSD do not get treatment.



The decision to seek treatment can be a difficult one and there are many reasons why people may struggle to reach out for the help and support they need, including shame, stigma, cost,





uncertainty where to start, or negative beliefs about psychological treatment. If you or your family member are experiencing symptoms relating to their mental health, these tips and resources may assist you in reaching out for effective care.

### Information and resources about mental health conditions and self-care

Understanding and identifying the symptoms of PTSD and other mental health disorders can often be the first step to making sense of what is happening for you or your family member. [The Phoenix Australia website](#) provides information to help you identify the symptoms of different mental health disorders and options for treatment. The website also provides information on practical strategies you can put in place to help you cope with distressing emotions and stay connected with others following exposure to a traumatic event. The Helping Others webpage provides information for family members of individuals affected by trauma on how to support their loved ones following a traumatic event.



### Accessing support.

Reaching out to a professional to discuss your concerns about your mental health can be challenging and knowing where to begin is often difficult. The 'Mental health support services' page of the DVA website ([HERE](#)) outlines options for those who have served with the ADF to receive free mental health care, including how to access care through Open Arms – Veterans & Families Counselling.

If you feel unsure about where to seek help or want to explore your options, your GP can help you determine which treatment option might be best for you and provide you with a Mental Health Treatment Plan to facilitate access. HealthDirect, an Australian Government health information initiative, provides information on choosing the right GP for you, how to start the conversation



about mental health with your GP and what your GP might ask you when you start talking about your mental health.

### How to talk to someone you are concerned about

Often, those around us can be first to recognise when we are struggling with our mental health. If you are concerned about the mental health of someone you care about, you can download an informative booklet which is a comprehensive fact sheet on mental health and wellbeing following military service. You can get it [HERE](#).

## Reporting the death of a Veteran or DVA client

Veterans occupy a special place in our community and the passing of a Veteran is a sad time, particularly for family and friends. For those dealing with the death of a Veteran, or for Veterans nearing end of life, there are a number of important steps to follow.

When a Veteran dies, it is important that DVA is notified in a timely manner. This will ensure entitlements for the Veteran (if they are a DVA client), their surviving partner and dependants are processed quickly. This early notification also reduces the likelihood of incurring an overpayment of benefits.

For Veterans nearing end of life, there are some steps to make it easier for family and loved ones. Getting personal affairs in order and providing important personal information to family members can make it easier for loved ones to manage at a difficult time. DVA's planning ahead kit may help you.



You can download the Planning ahead kit [HERE](#) and a Planning ahead check list [HERE](#).

## Learn about Veteran Support Officers.

Veteran Support Officers (VSOs) are DVA advisers who provide personalised support and guidance to serving ADF members and families.

One of [DVA TV's latest videos](#) provides an insight into their role.







## GPs and White/Gold cards.

In general, DVA pays a rate higher than the equivalent Medicare Benefits Schedule (MBS) fee. The exact percentage varies depending on the service and ranges from 100% for pathology to 145% for out of hospital psychiatric specialist consultations.

For general practitioners (GPs), the fee is 115% of the MBS fee. GPs can also claim a supplementary Veteran Access Payment for services delivered to DVA clients. In return for higher rates, providers are not permitted to charge DVA clients a gap fee.

DVA is aware of some GP clinics advising they will no longer accept DVA Cards. While this is regrettable, it is a business decision for the provider concerned.



There remain many thousands of health care providers in Australia, including GPs who continue to accept the Veteran Card for full payment of their services. In 2021-22, there were nearly 35,000 (34,974) GPs that provided more than 1.2 million (1,217,480) services to 141,130 Veteran Card holders.

If a veteran is having difficulties accessing a health care provider, DVA can assist in a number of ways, including by:

- helping to find a local provider who accepts the Veteran Card
- arranging transport to alternate health care providers where there is a valid clinical need, funding services above the DVA rate

Any veteran who needs assistance should get in contact with DVA on freecall 1800 VETERAN (1800 838 372).

You'd be surprised how quickly employees at Bunnings assist you, after ignoring you for 20 minutes, when you try and start a chainsaw.

## Not my ABC.

For those following Heston Russell's fight with the ABC, Heston wanted to provide you with the latest update on his court case with the ABC.

Heston says:



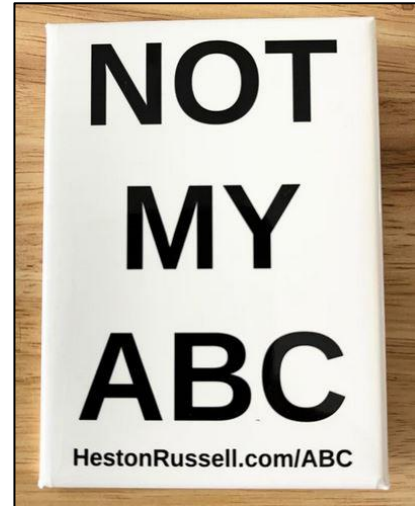
“After months of preparation and legal proceedings, I'm pleased to inform you that the trial date has finally been set for July 28th - in Sydney at the Federal Court of Australia. Justice Lee has scheduled us in for a 5 day trial commencing on July 28th.

You can see the latest media updates on the blog - <https://HestonRussell.com/abc>

This is a crucial step towards achieving justice and holding ABC accountable for their actions. Throughout this entire process, your support has been invaluable and I cannot express my gratitude enough for standing by me. Your belief in truth and integrity is what drives me forward.

While the ABC is able to use taxpayer's money to fund their every action, I've had to get creative. One way you can support is by purchasing a 'NOT MY ABC' badge if you resonate with this.

**You can pre order the "NOT MY ABC" badge through my official online store.**



[CLICK HERE](#)

Thank you once again for standing by me in this battle, it fuels my determination to see this through.”

Yours in service,  
Heston Russell

Wife: You pick dinner.  
Husband: Pizza?  
Wife: No  
Husband: Fish and chips?  
Wife: No  
Husband: Chinese?  
Wife: No  
Husband: What do you want?  
Wife: It's up to you!





*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

### Opinion.

The referendum has been run and lost and we can now all get on with our lives. The whole business was a sick joke from the start brought on by the pony-tailed laté sipping left wing lot. Why should a small group of people enjoy exclusive access to Parliament at the expense of the vast majority just because their forebears once lived here. Does it mean that as most of us are descendants from people who were transported from the UK and dragged halfway around the world to Australia, we've now got the right to a voice in the UK Parliament?

Give me a break.

I think we should have another referendum. I think we should all vote to reverse that Mabo decision of the High Court and make every Australian access to Australia's wealth and assets equally. I think the powers of the Hight Court should be reigned in too – why should we be “controlled” by a body that is un-representative and absolutely no way answerable to any of us – but that's another story.

And what's all this reconciliation business? None of us can be blamed for the “sins” of our fathers so what have we got to be sorry for? I didn't do anything so for what have I got to apologise? There's not an Aborigine alive today that has suffered as a result of what happened when the first fleet landed, so an apology to him/her is a nonsense. Since 1788 I'd say the vast majority have benefited considerably, they have full access to a health system, a welfare system, housing, education, can travel anywhere and everywhere, they have the same rights as everyone else.

I'm glad I'm nearly 80 years old because if they don't reverse all this crap, Australia will be a divided county and it won't be nice living here. Thankfully I'll be dead and won't see it.

And don't get me started on that ridiculous “Welcome to Country” crap!

Geoffrey Blaney wrote brilliantly about this, it's too long to reproduce here but you can read it [HERE](#). It's worth a read.



Bronwyn Bishop also spoke about **The Voice**. I think she absolutely nailed it, see [HERE](#).

## ADF captain's choice to wear female army uniform overhauls gender-diverse policy



When Captain Jesse Noble realised they (*ABC refers to him as they – tb ??*) were gender diverse, it "was kind of like getting hit in the face with a truck. I really associate with both genders," he said. "It's this middle ground of the two."

At 35 years old, they had spent their entire life in the Pentecostal Church. They had a career as a captain in the Australian Army. Their life seemed completely at odds with a genuine expression of their gender identity. "I was very closeted about it," Captain Noble said, "and I thought that I was basically going to tell maybe three people in my whole life."



Despite that, in February 2023, Captain Noble took their heart in their hands and fronted up to their boss at Darwin's First Combat Signals Regiment. "I said, 'Hey, so I'm going to be putting some paperwork up to you,'" they said. "I'm gender diverse. I'm non-binary, and I am going to be opting for the female uniform."

Male dress standards in the army are stringent: hair must be cut shorter than 4 centimetres. No piercing, make-up or fingernail polish is permitted. Captain Noble told their boss the female dress standards provided a greater range of gender expression in terms of who they were as a person. According to army rules, non-binary and intersex people are not entitled to choose their uniforms.

Not knowing how the request would be received, Captain Noble pushed on. "That's a really important step for me," they said. "and I think it's an important step for the army as well."

### Confronting change

It wasn't just the army Captain Noble had to confront. "I was in a relationship that I really cared about," they said "I knew it was going to be really, really challenging." Captain Noble approached their partner: "I don't really know how to go through this with you, but I love you, and I still want to be with you. Can we go on that journey?"

### Rewriting defence policy





Captain Noble's boss gave immediate interim approval to wear the female uniform and the request was then escalated up the chain of command. In April, the forces command issued a new directive stipulating that gender-fluid, non-binary and intersex people could choose the uniform, grooming, physical standards and accommodation that best aligned with their gender identity.

The new policy impacts forces command, which makes up about 85 per cent of Australian Army personnel, and a similar policy is in place across the Royal Australian Air Force.

The navy is yet to adopt the changes, although wider change may be on the horizon.



"Defence is in the process of developing a new policy in relation to supporting transgender, gender-affirming, non-binary and all gender-diverse defence members," an Australian Defence Force spokesperson said. Changes to uniform and gender requirements are taking place across other industries, such as aviation, where Qantas and Jetstar scrapped male and female uniform categories in June 2023. "It should be non-controversial to do something like this," said Lisa Annese, chief executive of Diversity Council Australia, but, she said, creating a genuinely inclusive workplace required broader structural and cultural change."

"Creating inclusive policies for gender diverse people, that's just one aspect of a more complex approach to diversity and inclusion, which focuses on safe workplaces, getting women represented in leadership, on equal pay, workplace flexibility, anti-racism."

### **Decades of fighting for ADF inclusion**



Until 1992, openly gay people were banned from serving in the ADF. When Chief Petty Officer Anita van der Meer was threatened with dismissal for being in a lesbian relationship, she took her case to the Australian Human Rights Commission. That led to then-prime minister Paul Keating lifting the ban on people in same-sex relationships serving in defence forces.

Eighteen years later, in 2010, Captain Bridget Clinch (right) was served a discharge notice when she informed her chain of command she planned to transition. Challenging the decision, Captain Clinch ultimately won the right for transgender and gender-diverse people to serve in the ADF.



### Female fashion every day

In Captain Noble's personal life, their gender expression is fluid, including some masculine elements and a new and joyful exploration of female fashion. In the army, dress standards are not to be mixed; individuals must choose one uniform and stick to it. Even though Captain Noble often wears camouflage in their daily duties, their options have expanded. "I can wear make-up now. My ears are pierced at work. I have longer hair than most male-presenting people do at work. My fingernails are painted," they said.

"I can choose how I present myself."

Captain Noble's relationship ultimately ended but some aspects of their gender journey have been easier than they anticipated. "When I look at how much struggle and challenge queer people before me have gone through in terms of work, it's almost embarrassing how easy it's been," Captain Noble said.

"I guess that's where it's our responsibility to use the platform and the privilege we have to make change for others who may not have the same voice, who may not have had the same opportunities."

*Yep – I'm glad I'm old!!! tb*

## Australia Day

### Facts about Australia Day.

Ray Payne. OAM

Australia Day does not celebrate the arrival of the first fleet or the invasion of anything. Captain Cook did not arrive in Australia on the 26th of January. The Landing of Captain Cook in Sydney happened on the 29th of April 1770 - not on the 26th of January 1770.





The First Fleet arrived in Botany Bay on the 18th of January 1788 but moved to Sydney Cove on the 26<sup>th</sup> January. The 26<sup>th</sup> was chosen as Australia Day for that reason. Captain Cook's landing has been included in some Australia Day celebrations as a reminder of a significant historical event.

Since the extravagant bicentenary celebrations of 1988, when Sydney-siders decided Captain Cook's landing should become the focus of the Australia Day commemoration, the importance of this date for all Australians has begun to fade.



Now, a generation later, it's all but lost.

This is because our politicians and educators have not been doing a good job promoting the day. Our politicians have not been advertising the real reason for Australia Day and our educators have not been teaching our children the importance of the 26th of January to all Australians.

The media, as usual, is happy to twist the truth for the sake of controversy.

In recent years, the media has helped fan the flames of discontent among the Aboriginal community. Many are now so offended by what they see as a celebration of the beginning of the darkest days of Aboriginal history, they want the date changed. Various local Councils are seeking to remove themselves from Australia Day celebrations, even refusing to participate in citizenship ceremonies and calls are going out to have Australia Day on a different day.



The big question is, why has the Government allowed this misconception to continue?

Captain Cook didn't land on the 26th of January so changing the date of any celebration of Captain Cook's landing would not have any impact on Australia Day, but maybe it would clear the way for the truth about Australia Day. Aborigines in this country suffered terribly under the hands of British colonialism. This is as much Australia's history as the landing of the first fleet, and both should be remembered, equally. Both should be taught, side by side, in our schools.

Australians of today abhor what was done under British governance to the Aborigines. We abhor what was done under British governance to the Irish and many other cultures around the world. So, after the horrors of WWII, we decided to fix it.

We became our own people.

On the 26th of January 1949, the Australian nationality came into existence when the Nationality and Citizenship Act 1948 was enacted. That was the day we were first called Australians and allowed to travel with Passports as Australians. Under the Nationality Act 1920 (Cth), all Aborigines and Torres Strait Islanders born after January 1, 1921, gained the status of British subjects. In 1949, therefore, they automatically became Australian citizens under the Nationality and Citizenship Act 1948.

Before that special date, all people living in Australia, including Aborigines born after 1921, were called 'British Subjects' and forced to travel on British Passports and fight in British wars.

We all became Australians on the same day! This is another reason why we celebrate Australia Day on the 26th of January!

This was the day Australians became free to make our own decisions about which wars we would fight and how our citizens would be treated. It was the day Aborigines were declared Australians. Until this date, Aborigines were not protected by law. For the first time since Cook's landing, this new Act gave Aboriginal Australians by inference and precedent the full protection of Australian law.



Because of this Act, the government became free to help Aborigines and since that day much has been done to assist Aboriginal Australians, including saying 'sorry' for the previous atrocities done before this law came into being.

This was a great day for all Australians!

This is why the 26th of January is the day new Australians receive their citizenship. It is a day which celebrates the implementation of the Nationality and Citizenship Act of 1948 - the Act which gave freedom and protection to the first Australians and gives all Australians, old and new, the right to live under the protection of Australian Law, united as one nation.





Now, isn't that cause for celebration?

Education is key! There is a great need for education on the real reason we celebrate Australia Day on the 26th of January. This reason needs to be advertised and taught in schools. We all need to remember this one very special day in Australia's history, when freedom came to all Australians.

What was achieved that day is something for which all Australians can be proud!

We need to remember both the good and the bad in our history, but the emphasis must be the freedom and unity all Australians now have, because of what was done on the 26th of January 1949, to allow all of us to live without fear in a land of peace.



This is how doctors worked until 1816  
and then some idiot invented the stethoscope.

## Net Zero.

Terry McCrann writes about the stupidity of expecting Australia to be net zero in CO<sub>2</sub> emissions by 2050. You can read it [HERE](#).



## Solar Panels?

In July this year, a large solar panel farm in Scottsbluff in the USA was severely damaged by a hail storm. The farm was built in 2019 and supplied 5.2 megawatt to the local grid. That's enough power to service about 3,750 homes. (See [HERE](#))

There were 14,000 panels in the farm and each had a life expectancy of 25 years but now they have become land fill.

Although the panels are supposed to withstand hail, the storm that passed through Scottsbluff was unusually severe and the stones that fell were between 2.5 and 3 inches (7 to 7.5cm) in diameter. The same thing could happen here in Australia.



Although storms like the one that hit Scottsbluff are rare, they can and do happen. Queensland has multiple solar panel farms (see [HERE](#)) most of which began operating in 2018 with many more planned in the near future. As the climate is changing, some day in the future some could be put out of action by the weather – and as most coal fired stations would be shut down, what do we do?

Bit scary really.

## The Common debt of Australia.

Gary Matthews.

About 40 short years ago everyone had Jobs everywhere, in fact Mums used to stay home and families all lived happily just on Dad's wages.

We had Iron Ore and great steel industries, we had shipbuilding, car manufacturing, Holden, Chrysler, Mitsubishi, Nissan, Toyota, Ford even Lightburn made a Zeta, we built TV's, radio's, washing machines, Victa lawnmowers, hills hoists & fine furniture. We built car parts and we even made our own tyres at Bridgestone! We had fishing ports all over Australia from Port Lincoln to Brunswick Heads. We made our own cheap petrol that was refined at Stanvac Oil refinery in SA, Bulimba Refinery in Brisbane. Mortlake Sydney Refinery's from oil brought in from the Bass Strait, North West Shelf and the Timor Sea.



We built aircraft, boats, submarines and battlecruisers, ships, warships. buses. locomotives, diesel-electric trains, as well as the tracks and you can add hundreds more to that list.





And everything was "PROUDLY MADE IN AUSTRALIA"

We had corner stores and milk bars and deli's, and hardware shops all over the city and country. Our rural towns were a hive of activity as they were very strong communities and were linked by a vast rail network that now lies dormant forever all across the country.

Flea Markets everywhere on the weekends. All our food was fresh and local. Our milk and bread were delivered every morning fresh to our doorstep in recyclable glass bottles. We paid our rates to the local council to maintain our streets and remove our rubbish. and we use to dump our extra rubbish free at the local tips.

We had work available as driveway attendants at all our local Service Stations, that was when we had Australian owned Service Stations like GOLDEN FLEECE that even had restaurants owned by H.C. Sleigh... and AMPOL. I even remember good old STANLEY who checked your tyres, checked your oils and washes your windscreen. And at ALL these places you could always find a JOB!!!



I remember going to Myers, David Jones and Waltons etc to buy clothes and there was always someone with a tape measure to measure me up and all my NEW clothes fitted perfectly... Today I have to take clothes off the shelves, get them out of the packets, take them to the fitting room and try them on... If they don't fit, put them back and keep trying till you get some that do fit. 2 Hours later take them to the checkout if it is not a self serve checkout. They are scanned and the operator tells me the price... Oh, I say... Can you tell me the second-hand price, please???? These are new she replies... No, they are not! These shirts smell under the armpits... These are not new at all... How many people before me have tried them on??? I don't know what diseases people have. This is a public health issue.

We had public utilities like power stations, water and gas which would employ thousand around the country and it was always so cheap, it would sustain thousands of Industries all over the nation, this was how thousands of jobs were created.

We were all taught respect for others and ourselves at school.

Then the bloody Government started selling out our very souls !!!! It started to corporatise itself and began to compete against private enterprise instead of Governing. Local Councils started to buy up Caravan and Tourist Parks in all the major tourist spots and build shopping hubs and rented them out and at the same time dictate to all others what you can and can not do.....

Then we started going downhill.



All our companies and manufacturers started going offshore or closed down because this new corporate government did deals with other countries under free trade agreements that allowed them to totally wipe out our business and manufacturing by allowing the foreign business to start flooding our once great nation with their cheap crap.



We as Australians used to all watch each other's backs and respect each other and all say G'day with a smile because we were all happy with our freedom and our wonderful democracy. Children could safely go anywhere as long as they were home before dark. Now we just watch each other through security screens and burglar alarms and live in constant fear and stress.

These Foreign Countries were allowed to just march in and start taking over and rape and pillage all our resources. They started driving our farmers off their lands and then sold it to these foreign countries. They cut back funding to our education system and slowed down teaching trade skills to our youth and set up 457 visas to replace our trade workers with poor quality cheap workers from overseas. These things left our once beautiful Country in tatters! Politicians allowed foreign countries to buy our power stations and guaranteed them that they would always make a profit at our expense no matter what.

Now because we have lost so much the Government then realised they don't get much income anymore and have to find new ways to make money so it hits its own people further in the pocket. They invented things like GST, Excise Taxes, Levies by the hundreds on everything. They cut funding to our Emergency Services and forced us to all pay an Emergency Services Levy, they cut funding to our Police and Public housing.

All our Public owned Forests were sold off to foreign ownership.

These new Corporate Government Politicians laughed in our faces and gave themselves MASSIVE pay rises and they all pat themselves on the back knowing that WE are so DUMB and STUPID we would not know what is going on!

Now they tell us we have to tighten our belts and lose what little we have left to pay back the MASSIVE DEBT they left us all in after giving other countries billions in foreign aid setting up their countries at the peril of our own... Everywhere I shop today just about everything is "MADE IN CHINA" and it dawned on me that every time I buy something made in China I am actually funding China to buy up my own country out from under my feet. We are making China so much profit they can now afford to buy us right out which is exactly what they are doing and our Government is helping them do so.





Today I drive the main roads around Adelaide and all I see is the empty buildings that once housed all these great manufacturing companies and when I drive past the Holden Plant at Elizabeth totally empty I begin to literally cry for what has happened to my once great nation.



This overpaid government needs more taxes to live on so they are now going to force our elderly (God bless them, for they were the ones that helped build this Nation in the first place) back into the workforce until they are 70. and tell everyone to go out and get a JOB!! But this is NOT just South Australia, this has happened all over Australia.

All you had to do was sell the milk Australia... not the whole cow! Today every single thing listed above is now gone, gone, gone and just left to decay!!!!

My how this once mighty 100% self-sufficient nation has fallen...

## Lies and more lies.

Ernie Gimm

A history built on dishonesty is worthless, yet much of the current public discourse on Aboriginal culture and history has become based on dishonesty, exaggeration and misrepresentation. Like a person who claims credentials and qualifications he does not possess, a culture which is built upon deception or misrepresentation has little merit and is dishonourable. Many of the assertions being made by individuals who proclaim their Aboriginality are being accepted without challenge, yet to question those claims is condemned as racist. As Franklin D. Roosevelt observed, repetition does not transform a lie into a truth. Here is a brief discussion of some of the most obvious statements which are being used frequently, but which have been widely accepted without scrutiny.

### Nations.

This term is now being used instead of tribe. It is understandable, because the latter has a negative connotation, conveying a sense of primitiveness. The word nation and the term First Nations convey a certain grandeur and a sense of dignity, both having been copied from North America, however, the indigenous people of Australia were never nations in the sense that they comprised large, united communities. Indeed, as William Buckley (who lived for decades with indigenous families in the early 1800s) explained, the families were small in number and constantly quarrelling, the quarrels often erupting into deadly fights.



Unlike the indigenous people of Canada and the US, who mostly lived in large groups of hundreds or thousands, the indigenous Australians lived in small family units, occasionally gathering in larger numbers for trading or ceremonial purposes. The description of indigenous Australians as comprising nations is an example of exaggeration and misrepresentation; it has become the common term, passively accepted without challenge.



**This statement is patently false!!!!.**

All people alive today have inherited their respective cultures from unbroken lines of ancestors and so all of us represent continuous living and evolving cultures. This claim should be re-stated as “the world’s oldest unchanged culture”. Aboriginal culture remained quite static for millennia. Thirty thousand years ago and more, all our forebear Homo sapiens were hunter-gatherers, anthropologists today categorising them as paleolithic or stone-age, wood and stone being their main sources of tools. In time, people in some regions developed technologically and culturally, archaeologists describing evolutionary phases as the iron age, bronze age and so on: consider the wheel, writing, musical instruments, houses, clothing, mathematics and forms of engineering.

In the Middle East stonemasons attained levels of skill and sophistication which still astonish us today. In contrast, indigenous Australians never accomplished any of these things. No written language, woven clothing, nor houses consisting of solid walls, a roof, and a doorway. The didgeridoo is today accepted as a musical instrument, but it is very limited in its scope; it cannot be used to play a tune, being confined to droning and barking sounds. Aboriginal numbering systems remained very simple because there was no need for anything more advanced; anyway, without any form of writing or any writing materials it was not possible to perform complicated arithmetic.

**Sacred sites.**

The word sacred is over-used, often being applied dishonestly to describe particular features of the environment. The word has a general notion of something being spiritual or divine, yet the concept of holiness has little place in indigenous mythology. Certainly there are places that have special importance to local communities, but while they may be of cultural, historical or family interest, in no way can they be categorised as sacred in the religious sense.







To give them special status, they are often described with the over-used term significant. Caves, hills, rivers and rock formations may form parts of song lines, myths and stories, but that does not make them sacred. Similarly, rock engravings and cave art are cultural sites but that does not mean that they should all be considered divine. Too often this term is used to berate non-Aboriginal people who do things that indigenous people may not like.

### **Welcome to country.**

In recent decades it has become fashionable for public ceremonies to commence with “Welcome to country” ceremonies, but this is a modern contrivance and many indigenous groups have no recollections of such rituals. Indeed, some describe these rites as embarrassing nonsense. The use of smoke in ceremonies has a long history, being used by many religious groups even today, but in Australia it has taken on a new role. Non-indigenous Australians imagining that by tolerating it they are being respectful of Aboriginal people and customs. It has become an industry, some “elders” charging large sums to perform, but this is stone-age behaviour, men in loincloths and painted bodies stamping the dusty ground while others rhythmically clack sticks together. Do men and women of Aboriginal heritage want to be seen by the world as a primitive historical curiosity?

### **A technologically advanced culture.**

Some claims have been made (by writers such as Bruce Pascoe) that indigenous people had long understood and applied scientific methodologies. Such a claim is untrue because until very recently they lived as nomadic (or semi-nomadic) hunter-gatherers. Trial-and-error is not really a scientific method. Men fashioned wooden weapons and implements, some constructed rudimentary canoes and stone was used for spear points and grinding stones. Similarly, the claim that the land was cultivated has little merit. Farming is physically demanding but the earliest inhabitants lacked tools capable of any form of large-scale cropping. Women used digging sticks for uprooting tubers and for excavating insect nests (such as those of ants and bees), but a single-pointed stick is of no use for gardening on a larger scale.

Writers such as Bill Gammage (right) have drawn attention to the use of fire as a means of cultivation. Gammage, a thorough and meticulous researcher, provides considerable evidence to show that fire shaped much of Australia’s natural environment. Moreover, there are photographs and films from the early 1900s depicting indigenous men setting fire to grasslands in the tropical northern regions, however, the use of fire to remove old growth and to stimulate new growth cannot be considered evidence of a distinctively Australian form of advanced land management.

So let me get this straight. I go to the supermarket and buy half a kilo of sliced ham wrapped in plastic, a loaf of bread wrapped in plastic, 2 litres of milk in a plastic container, some tomato sauce in a plastic bottle, a dozen bottles of water in plastic bottles - but they won't give me a plastic bag to carry it all home because a plastic bag is bad for the environment?



It has often been stated that indigenous people lived in harmony with the environment, but this is an idealised, rose-coloured view of the traditional lifestyle. While this is true insofar as they did not cause widespread damage to the natural features of the landscape, it was due primarily to the numerically small population and to the absence of suitable tools, especially metal tools, with which to work the land. A few traps for fish and eels remain today, but these are the simplest types of construction and did not require special tools.



### Truth-telling.

The use of this term has been copied mainly from various overseas bodies (such as South Africa's Truth and Reconciliation Commission), but it is not really about people telling the truth; rather it is a term that has become politically weaponised, a means for berating white Australians. In the current discussion it entails non-indigenous people admitting the truth about our past, that the continent had been "invaded" and colonised, and that the original inhabitants had been ill-treated. That most Australians now accept that killings, cruelties and injustices occurred was evidenced by the well-attended "Sorry" marches (across Sydney Harbour Bridge and elsewhere) that accompanied the national apology in 2008.







Additionally, since then a great national effort has been made to elevate the quality of life of indigenous people and to achieve reconciliation by righting past wrongs. The “Closing the Gap” programs are an example. Yet, accompanying this commitment to acknowledging historical truths it is reasonable also to require Aboriginal people to admit a fundamental truth: that theirs was a stone-age culture. Instead of misrepresenting their culture as advanced and comparable with others around the world, it would be honest to accept that at the time of the arrival of British settlers their way of life had continued substantially unchanged since the earliest periods of human migration out of Africa.

As evidence of this I cite two events.

- A. Some older readers will recall the publicity given to an event in 1957 when a very ill ten-year-old boy was rescued by a helicopter pilot who happened to be flying over the Tanami Desert. The boy (now an elderly man who lives with the nickname of Helicopter Tjungurrayi) was then living with a family of about thirty. Continuing in their traditional lifestyle, it was the first time most had encountered a white person. Later, a similar group was dubbed by the media as the “Pintupi Nine”.



- B. In 1984 a family of nine was found to be living in the west of the Northern Territory. They were described as the last people living the traditional way of life. Photos show the nine family members naked but for some hair-string belts, the men carrying spears and boomerangs, the women with wooden dishes and implements. They were nomadic, moving between waterholes and living on bush tucker, goannas and rabbits. They were testament to the traditional, unchanged paleolithic lifestyle of the Aborigines.

The terms and phrases discussed here are just a few that are being repeated in public discussions. They have become accepted without question, and indeed there are many more such claims that need to be scrutinised, such as traditional wisdom, Aborigines as a maritime people and the validity of oral history. These are important issues because increasingly indigenous groups are making allegations, some outrageous, that are supposedly based on historical truths.

All of the claims are for land or money and many are made without any evidence; however, challenges to these claims are swiftly suppressed and branded as racist.



The next time you dislike your life remember it's all about perspective. I have a friend who reads 2-3 books a week, works out twice a day, has no financial worries and has people who want to have sex with him all the time and yet he constantly complains about how much he hates prison.

## Fossil Fuels.

Some people insist we need to stop using fossil fuels and instead generate our energy requirements in a green manner, from air, from sunlight, from hydro or from some other renewable source. But can we? Is it feasible? Have a look [HERE](#) and [HERE](#) then decide for yourself.

**Now that we know the grid is struggling to keep up with energy demands of a few hot days, it seems like the right time to evaluate the plan to plug in 25 million electric cars EVERY single night.**

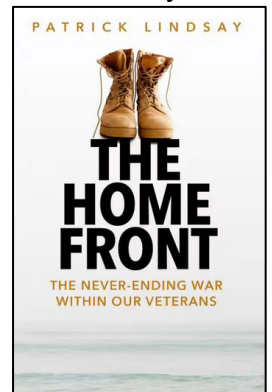




## The Home Front.

Forty-one Australian soldiers died in action over 20 years of fighting in Afghanistan; in that time more than 1400 veterans have taken their own lives. Veterans today are chronically over-represented when it comes to PTSD, depression, homelessness and suicide. Australians rightfully pause on Anzac Day each year to solemnly remember fallen soldiers, but are we forgetting our returned veterans whose personal battles continue every single day, and how did we get to this point?

In this authoritative, compelling and urgent book, bestselling author Patrick Lindsay (The Spirit of the Digger and Fromelles among many) looks at the wide-ranging damage caused by training Australians to be fighting machines and then inadequately supporting them as they re-enter their communities. Featuring moving interviews with veterans and their families as well as a broader analysis of Australian military culture and government responses, Lindsay illustrates both the personal and societal costs of this dereliction of duty.



The Home Front is a fascinating and rousing indictment of the culture of war, the thinking of those who wage it, and the cost to those who experience it.

It costs \$24 and you can get a copy [HERE](#).

## Fluid Gender.

I might be old fashioned but I find this just that little bit different to the norm. See [HERE](#).

## Current TV shows.

Is it any wonder that more and more people are turning off free to air commercial TV and switching to watching YouTube, NetFlix, Stan and other streaming services.

All you have to do is have a look at a current TV guide to see what is on offer to see why. Apart from sport, the news and weather reports, there isn't really a lot that's worth watching. The evening shows on most channels are 'reality' shows, Big Brother, Sydney Housewives, Love Triangle, Love Island, Married at First Sight etc, etc.

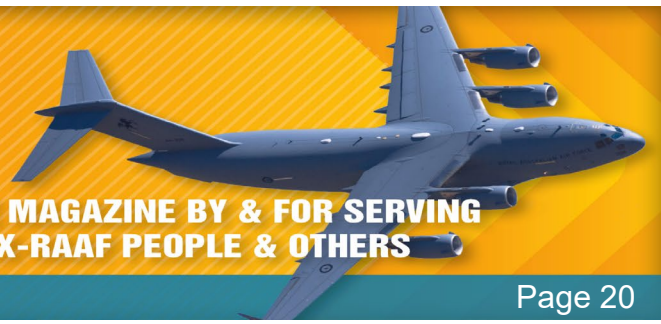


Margaret Pomeranz says it the way most people think. See [HERE](#).



**People who  
wonder whether  
the glass is half  
empty or half full  
miss the point.  
The glass is  
refillable.**





**Open Arms – Veterans & Families Counselling** provides 24/7 free confidential crisis support for current and ex-serving ADF personnel and their families on 1800 011 046 or the [Open Arms website. Safe Zone Support](#) provides anonymous counselling on 1800 142 072.

## New DVA Secretary.

On 15 December, the Prime Minister Anthony Albanese announced the appointment of Ms Alison Frame as the Secretary of the Department of Veterans' Affairs.

Ms Frame comes from the Department of the Prime Minister and Cabinet where she has been in the role of Deputy Secretary, Social Policy. She has been a senior public servant for both the Commonwealth and New South Wales governments in a range of complex service delivery and policy roles. Ms Frame brings significant experience working with stakeholders and leading staff to deliver positive outcomes for the community.

Ms Frame's five-year appointment will commence on 23 January 2023.

Alison Frame



'I congratulate Alison on the appointment and look forward to working with her in this new capacity,' Mr Albanese said.

'I also thank Ms Elizabeth Cosson AM CSC for her service as Secretary of the Department of Veterans' Affairs since May 2018. She has been a passionate advocate for improving services for Veterans and their families.

A changeover to a new Secretary in January 2023 will provide for continuity in the department's leadership during the finalisation of the 2023–24 Budget process, 2023 Anzac Day commemorations and the ongoing response to the recommendations of the Royal Commission into Defence and Veteran Suicide.

Big job! – good luck to her we say. tb.



## Pay Rise.

All ADF personnel will receive a pay rise of 11.2 per cent over three years after the Defence Force Remuneration Tribunal agreed to the latest Workplace Remuneration Arrangement (WRA) on October 3. Under the WRA 2023-26, personnel will receive the increase to their salary and salary-related allowances with no loss of conditions of service.

The increase will be distributed as 4 per cent in year one, 3.8 per cent in year two and 3.4 per cent in year three.

The new arrangement takes effect from the 9<sup>th</sup> November and ADF personnel will see the first 4 per cent increase in their pay on the 23<sup>rd</sup> November. The subsequent pay rises will occur in November 2024 and November 2025.



Chief of the Defence Force General Angus Campbell said he was committed to recognising in salary people’s skills and contribution to capability, particularly as Defence undergoes a period of significant change while it implements the Defence Strategic Review (DSR).

“One of the DSR’s critical priorities is to ensure that we have an integrated force to deliver enhanced combat power. To achieve this, we must retain and grow our workforce,” General Campbell said.

ADF pay scales these days are a lot different to what we enjoyed. The pic at right is from my Pay Book back in June 1971 when the fortnightly pay was \$43.46 with no allowances. And we managed.

EARNINGS AND OTHER CREDITS		No. of		Amount		Progressive Total		Signature of Member making Entry	
From	To	Days	No.						
	Forward		18/2	491	05	491	05		
SNP	24.2.71	PCA 20		51	64	542	69		
SNP	10.3.71	1	21	38	61	581	30		
	24.3.71					38	61	619	91
	7.4.71			38	61	658	52		
Part B		PCA 22	22	33	59	692	11		
SNP	21.4.71	1	22	43	46	735	57		
	5.5.71			43	46	779	03		
	19.5.71			43	46	822	49		
	2.6.71			13	16	865	95		
	Forward			865	95				

Back in August 2022, an LAC on PAA (what ever that is) would earn \$2,768 per fortnight, that’s \$197/day. Though how anyone would know what salary they were due is anyone’s guess, have a look at [THIS](#).

## RTC 1234 Reunion.

Brett Worth got in touch, he said: “I joined in January 1974 and after completing rookies on RTC1234 in Edinburgh, went to Rad School on Course 76. When I was in Rad 5 we moved from





the Nissan Huts to the new Radschool building at Laverton. Our entire RTC 1234 course became Radschool course 76 which I think was unusual at the time.

One of our guys is trying to arrange a 50 year reunion for January next year and I was wondering if you would be able to point me at any resources for tracking them down. We've found about half of the 22 on RTC1234 so far but need all the help we can get.

If there's anything you might be able to suggest it would be greatly appreciated'.

If you were on Rookies Course 1234 and would be interested in getting together with your mates, let us know and we'll put you in touch with Brett.

## Happy 100<sup>th</sup> Birthday Jock.

Jock Young was in Richmond, NSW, on the 12<sup>th</sup> August and helped Jock Cassels celebrate his 100<sup>th</sup> birthday (his actual birthday was the 11<sup>th</sup>). We served with Jock at 38 Sqn in Richmond back in the 1960s when he flew the Caribou and we remember him as a great bloke, always had time for a chat with us lowly LACs – not like a few other pilots.

Jock, who was born in Scotland in 1923, served in two Air Forces and fought in two wars. During WW2 he was captured and held as a POW. After the war he returned to the UK and was discharged from the RAF in 1966. As a civvy in the UK, he saw an advert in the local paper calling for pilots in the RAAF, he applied, was accepted and very soon it was off to Australia.



He was posted to 38Sqn at Richmond, arriving late in 1966, (6 months before me) and began conversion onto the Caribou. In August 1968, with the rank of Flt Lt, he was posted to Vietnam, war number 2.

Jock has managed to combine many lifetimes into his 100 years, a great bloke. You can read the story of his life [HERE](#).

## Help Wanted.

Roger Bailey got in touch, he said: I'm compiling a list of the people I have come across in my life before I forget too many. Some days a name will spring out of nowhere but 5 minutes later I have forgotten the name I just recalled.



Do you, or anybody, recall the name of the Sgt SP from Laverton?. He was there at least in the mid 60s. I remember that he was disliked by 'everybody' and I thought to myself that his wife was probably his only supporter, that is until I remembered that he wasn't married so I imagine the total number of his admirers was zero.



Also, what was the name of the Corporal SP from Laverton that was found guilty via a court martial in 1966 of stealing people's wallets from their room while they were sleeping? His sentence was a classic - he was demoted to an AC General Hand with permanent posting to Laverton. I saw him a few months later and he was weeding the garden outside the canteen. The cops followed him after he took a wallet and saw him throw it on the roof of the adjacent building. When they had a closer look, they found all of the missing wallets but all were missing the money.

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

## 26 Radio Appy Reunion

On the 4<sup>th</sup> march this year, 15 ex Appies and their partners got together in Hobbit for a good old get together. A highlight of the event was the trip north to Oatlands, the home of Callington Whisky.







Oatlands is home of the world class Callington Whiskey Distillery and the Air Force Association (Tas) organised a bus trip up and back to Oatlands so the troops could sample the Distillery's delights.



### 51yrs REUNION of LAVERTON RAAF 26 APPY COURSE

HOBART (26th Largest Island in the World) 4th March 2023



© 2023 Naturalite Studio Warwick Ph 0409897680

*The Attendees*

Back Row LtoR: Lindsay Patterson, Jenny Dittman, Evelyn & Paul Daniels, Anne & Colin Stannard, Wendy & Darian Childs, Ian Champion, Michele Dickeson, Rosemary Crossley, Helen Collins, Stephanie Carrick, Pete Willows  
Middle Row LtoR: Brian Dittman, Peter Harry, Brian Hunt, Karin & Peter Howman, Stephen Dickeson, Graham Crossley, Brian Collins  
Front Row LtoR: Jenny & Rob McKay, Peter & Jill McAndrew, Robyn & Bill James

As Tasmania is the 26<sup>th</sup> largest island on the planet, it was natural that 26RAC had their reunion in its Capital where old and new friendships were renewed, remembering great mates sadly passed.

## The Winfield Cup.

THOSE were the days of great rugby league



## Vietnam.

Peter Roberts, who organises many bike rides in Oz and overseas recently wrote, he said: We had a great ride on RallyIndochina in March/April 2023 and it was more like a 980km motocross than a rally. We had hoped to raised US\$15k to pay for a kindergarten for the Hmong kids, but ended up raising US\$37k. We lost two riders along the way; one with a bad leg injury and the other freaked out over the difficulty of the ride.

Another 75 year old Yank fell off three times with minor injuries, but kept going.

My wife and I and our ex-son-in-law kept our bikes and rode another 1000kms down through central Vietnam after the rally. We came back to Australia totally exhausted.

There are some pics below, and lots more here [Vietnam 2023](#)







How does this work?





Bike Central!







## Captain Reg Saunders.



Reg Saunders was a man known for his charm.



Long before he worked as a public servant in Canberra, he served in two conflicts — World War II and the Korean War. Even in death, he is still known for his ability to bring people together.

"He was able to bridge gaps between people and generations," Australian War Memorial curator Garth O'Connell said. "He was a leader — he believed in actions, not just words."

Captain Saunders was also the first Aboriginal to be commissioned as an officer, but Captain Saunders is unusual in that he was acknowledged for his role as an Aboriginal man to serve in the Australian army in overseas conflicts. Now, the Australian War Memorial has identified more than 60 Aboriginal men who served in the Korean War, 70 years after the Korean Armistice

**A life of service.**



Lieutenants Reg Saunders and Tom Derrick VC congratulate each other on receiving their commissions in November 1944.

As a result of his achievements, Captain Saunders was awarded for his command of the Royal Australian Regiment in Korea. His military career was peppered with extraordinary experiences, including a year he spent on Crete during World War II, hiding behind enemy lines. He also recalled in vivid detail the horrors of Korea, including the time he and another soldier found a baby alone in a house, and risked their lives to take her to a hospital for care.

"It's certainly an experience that you could only have in war," he said in an interview in 1989. "It changed me, it changed my inner me. "I've seen people suffer as no people have suffered before... even little children."

While Captain Saunders did serve Australia in an official sense, he later said he had served country rather than king or queen. As a public servant in the 70s and 80s, he went on to champion the Aboriginal cause, working in the Indigenous affairs sector. He was frank about what had motivated him during his military career. "I don't owe any allegiance to the Queen, they tried to blood destroy me, and my family, my tribe, my people," he said. "I love my country very much, so my loyalty was purely Australian."

### **'Fighting to be recognised'**





Researchers have been investigating the role of Indigenous soldiers in Australian conflicts.

More than 17,000 Australians served during the Korean War, 340 of whom were killed and over 1,216 wounded; 30 became prisoners of war. The armistice, which continues today, was signed at 10am on July 27, 1953.

Australian War Memorial Indigenous Liaison Officer Michael Bell led the research on contributions and service of Aboriginal and Torres Strait Islanders. "I believe these men were fighting for more than their country, they were fighting to be recognised," Mr Bell said. "It was a significant transition period for our people at home and their role in the defence forces overseas." Kelly said the Korean conflict had long been described as the "forgotten war". "Australian battalions fought several significant actions, including the battles of Kapyong and Maryang San, often against overwhelming odds," he said.

"The Korean Armistice Agreement 70 years ago was a time in the world's history when the United Nations was truly able to have an impact." The memorial's curators believe they will uncover more First Nations servicemen that were previously forgotten for their military service. The process of recognising their sacrifice continues the work Captain Saunders did during his lifetime, to highlight the role of Indigenous people in conflict.



Mr Bell said the reaction of the families of those now named had been one of emotion. "The overwhelming reaction has been 'Wonderful, it's about time, we didn't realise that you did want our story'," he said

