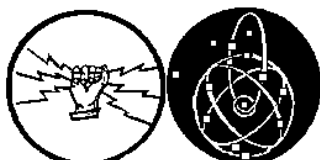


Ballarat Reunion

The RAAF Ballarat reunion, held in March this year, was a brilliant success due to the untiring and imaginative efforts of Doreen Marsh, Jim Owens, Ken Wells, and Phil Marsh. Whilst numbers varied with each event, and a number of prospective reunionists had to pull out at the last moment, usually due to illness of themselves or partners, the number that went to the reunion was exceptional.



The major event was, as usual, the dinner on Saturday night at which 185 actually turned up. The memorial service at the [Prisoner of War memorial](#) (which is near currently dry [Lake Wendouree](#) and the Botanic gardens, for those who haven't been back recently) was also a moving event. MC'd by Bernie Pollett, the day was perfect and the Air Force Cadets did a great job as the [catafalque](#) party. The service was followed by a light lunch at the RSL and the visit to the old Base was a journey back in time.



Some of the 'Ballarat brides' at the Civic Reception



Left: Bernard Robinson, Jack Pluck and Bob Fretwell

Doreen Marsh had a connection to the Airport manager which enabled access to both museums and refreshments were provided by the airport. Those interested can see more photographs of the event [HERE](#). In the “Search” box type “RAAF Ballarat reunion”.

Brisbane reunion 2009??

We’ve been getting quite a bit of mail suggesting we ‘have a go’ at organizing another reunion, perhaps, early in 2009. We’d like to hear from you – would you be interested in attending another reunion in Brisbane or even on the Gold Coast, perhaps around the Anzac Day long weekend in 2009. Please let us know.....Click [HERE](#) for a questionnaire.

We’ll let you know the results from the questionnaire in our next edition and if there is sufficient interest, we’ll start to make some enquiries re site, activities, costings etc etc.

Below are some photos from the 2001 reunion.



Left: L-R Wayne Smith, Richard Grief, Geoff Renshaw (deceased) Col Aston and Graeme (Brad Pitt) Benthein.

Right: Graeme Benthein and Mick Reynolds







Above: John Harris and Terry Houston



The Evolution of maths teaching

Allan George saw Ted Mac's reflections on the difference in schooling from the 60's to now. He reckons the same thing is happening in the way maths is being taught.

1. Teaching Maths in 1970

A logger sells a truckload of timber for \$100.
His cost of production is $\frac{4}{5}$ of the price.
What is his profit?

2. Teaching Maths in 1980

A logger sells a truckload of timber for \$100.
His cost of production is $\frac{4}{5}$ of the price, or \$80.
What is his profit?

3. Teaching Maths in 1990

A logger sells a truckload of timber for \$100.
His cost of production is \$80.
Did he make a profit?

4. Teaching Maths in 2000

A logger sells a truckload of timber for \$100.
His cost of production is \$80 and his profit is \$20.
Your assignment: Underline the number 20.

5. Teaching Maths in 2008

A logger cuts down a beautiful forest because he is selfish and inconsiderate and cares nothing for the habitat of animals or the preservation of our woodlands.

He does this so he can make a profit of \$20.

What do you think of this way of making a living?

Topic for class participation after answering the question: How did the birds and possums feel as the logger cut down their homes? (There are no wrong answers.)

A raisin dropped in a glass of fresh champagne will bounce up and down continuously from the bottom of the glass to the top. (Try it!!)

Ex Service Women's Association

Joy Hutchinson (nee McAuley) would like all ex service girls to know that the Nambucca Valley Ex-Service Women's Association is holding a luncheon to celebrate their 30th anniversary, and all Ex-Service Women are invited. The event will be held at the Nambucca Heads RSL on Wednesday the 17th September.



You can obtain more info [HERE](#)

The Mighty Quad

AND!!! – don't think we're finished with the old Quad just yet, Gil Lunn, who lives up at beautiful Bribie Island (about 60 north of Brisbane) says:-

I read with great interest the recent articles in RAM's on the AN/CPN-4 and the QUAD Radar. As a RadTechG I was associated with both of these radar systems during my time in the RAAF.

Following completion of No 10 RadTechG Conversion course (which included QUAD training) at Radschool in early 1962, I was posted to BSQN Williamtown where I was assigned to the AN/CPN-4. A six months training period at East Sale followed and I returned to Williamtown where I stayed until I was posted to BSQN Butterworth in August 1964. There were four AN/CPN-4s in service and over the years I subsequently worked on all four, at Williamtown (62-64), East Sale (62), Butterworth (64-66) and Amberley (70-72).

During the period 1963 to 1964 the American manufacturer GILFILAN carried out extensive modifications to upgrade them all to AN/MPN-11 standard, although they retained the AN/CPN-4 title. As part of the upgrade program they were moved around and one was eventually located at Pearce (1964 I think) and the one from East Sale was removed. I also had a short attachment to Radschool in 1969 to assist in CPN-4 training.



My last contact with the AN/CPN-4 was in 1979 when I was with 114MCRU. As part of an exercise, three CPN-4s were delivered to Amberley and cannibalised to make one system with the Precision Radar (3cm) equipment removed and with only the Search Radar (10cm) and communications systems operational. It was deployed (by the NAVY) to an island in Shoalwater Bay and used as a gap filler radar.

During my time at Williamtown, as well as maintaining the CPN-4, in 1963 I was also involved in the final development of a mobile QUAD mounted on a trailer, together with an operations cabin and a DUETZ generator - all painted green, which could be packed up and deployed wherever in a C130. The mobile system was called an AF/TPN-801. I accompanied the AF/TPN-801 on its first deployment to East Sale in Aug 1963 before it was handed over to ATTU.

From Butterworth I was posted to 1AD (what a shock!). During 1968 and 1969, as part of my duties there, as a Sergeant, I led a small team of RadTechGs and fitters who carried out an overhaul program on all of the QUAD Radars in service, including the AF/TPN-801. The overhaul was to the outdoor Radar Head only, not to the indoor Indicator equipment. We started the program with a brand new unit, an [AN/FPN-36](#), most of the earlier models were AN/FPN-33. In that period we travelled to every QUAD site with a refurbished system and removed the

existing equipment and installed and aligned the replacement unit which was then checked for correct calibration by ARDU. We then returned with the removed gear to 1AD for overhaul. The above photo is of the AF/TPN-801 radar head trailer outside Hanger 88 at Laverton after refurbishment in 1968.



No 10 GCA Conversion Course

East Sale, Aug 1962

Rear L to R

Jack Ellis, Gil Lunn, Ian McDonald

Front L to R

Bob Greeney, FSGT Joe Chamberlain
(instructor), Mick Henry (MTFITT
instructor)


Retirement Planning

- If you had purchased \$1,000.00 of Nortel stock one year ago, it would now be worth \$49.00.
- With Enron, you would have had \$16.50 left of the original \$1,000.00.
- With WorldCom, you would have had less than \$5.00 left.
- If you had purchased \$1,000 of Delta Air Lines stock you would have \$49.00 left.

But, if you had purchased \$1,000.00 worth of beer/wine one year ago, drank all the beer/wine, then turned in the cans/bottles for the recycling REFUND, you would have had \$64.00.

Based on the above, the best current investment advice is to “Drink heavily and recycle”.

(Don't say we don't pass on all the good stuff here.....tb)



She told me we couldn't afford beer anymore and that I would have to quit.


Then I caught her spending \$65 for makeup.

I asked her how come I had to give up stuff and she didn't.

She said she needed the makeup to look pretty for me.

I told her that was what the beer was for.

I don't think she's coming back..



We are responsible for what we do – unless we are celebrities