







# RAAF Radschool Association Magazine

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	<p>Sadly, in the few months since our last issue, we have once again lost some very good mates.</p> <p><a href="#">See Page 2</a></p>	<p>Allan George sent us a bunch of photos he'd taken while at Appy Land at Laverton back in 1965. They will bring back memories for sure.</p> <p><a href="#">See Page 3</a></p>	
	<p>Sam suggests some free programs which will help keep your computer running like a Swiss clock..</p> <p><a href="#">See page 4</a></p>	<p>Ted reminds us to register with your local Chemist so you don't miss our on the PBS Safety Net and discusses the problems faced by blokes involved in fuel tank reseals</p> <p><a href="#">See page 6</a></p>	
	<p>Ken Hunt takes us back to Ballarat in the 50's when he was there as a Nasho.</p> <p><a href="#">See page 7</a></p>	<p>Frank tosses a red herring or two into the old sideband debate - to be or not to be!!</p> <p><a href="#">See page 9</a></p>	



Kev Carroll tells us about his fascinating career as an Erk and then a Sir in the RAAF, and of what has kept him motivated since his discharge.

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John Broughton takes a trip in the new caravan but unfortunately Mr Murphy went along too.

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There's a couple of blokes doing it tough at the moment - let's hope they have a speedy recovery.

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This is where you have your say. We look forward to getting your letters - so please keep them coming.

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We're sorry this edition is a bit late, it was meant to be finished and available prior to Christmas, and a few of the stories will reflect that, but unfortunately, the delay couldn't be helped. Yours had an unforeseen stay in Greenslopes hospital in November and then needed a few days to get over things, and then the Christmas break was upon us, and things ground to a halt as friends and family took over our spare time. But everything is now back to normal, we've now got some time on our hands, and we've managed to finish the RAM - and we hope you enjoy it.

While we make every effort to ensure that there are no spelling mistakes and that all the links and navigation is correct on the site, mistakes sometimes sneak past our huge team of proof readers. If you see any errors, no matter how small or trivial, please let us know so we can fix them and kick some back side...

James "Scotty" Palmer, who in the RAAF from 1968 to 1974 and who now lives back in Scotland, is looking for a bunch of his old mates.

[See page 18](#)

Ken Hunt recently went through the RAAF Museum at Point Cook and he has sent us some photos. You can see them and read what he has to say on [page 19](#)

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# IN MEMORANDUM

Steve Hartigan advises us that **Rick Wetterall**, who was a loadmaster with 9 Sqn on both the Iroquois and Blackhawk helicopters, was one of the drivers of the Tilt Train that crashed recently in North Queensland.



On the 27<sup>th</sup> November, a Tilt Train heading north from Brisbane to Cairns, collided with a semi-trailer at the Bruce Highway level crossing at Conn, 20 kilometres south of Cardwell in North Queensland.

Both drivers of the train were killed.

Steve said he will pass on any more information when and if it comes to hand.

Steve also advises the following sad news:

- **Mônseñior John Granall MBE** passed away on Tuesday morning (30<sup>th</sup> December, 2008) after a fairly short illness (Leukaemia and Cancer). There are many troops from Vung Tau (1970) and Australian bases who would have had association with John.

His funeral will be held on Tuesday 6th January at 1100 Hrs at the Sacred Heart Church Wallerawang, NSW, (out near Lithgow) then for internment at Pipers Flat Catholic Cemetery, followed by official speeches and eulogy at the Portland RSL Club. Medals to be worn.

- **Trevor Burgess**, a helicopter pilot of considerable renown, who was with 9Sqn in Vietnam from May 1971 to Dec 1971 and more importantly, was a bloody good bloke, has succumbed to a protracted battle and passed away on the 23 Dec 08.

Trevor was a RAAF direct entry graduate of No 73 Pilots' Course and No 12 Iroquois Conversion Course. I was fortunate to be a fellow course member of his and to accompany him on tours in both 5 & 9 Sqns, including his tour of South Vietnam in 1971. Post RAAF he had a long and distinguished career as a civilian helo pilot. Trevor's funeral was held in Adelaide, on the 29 Dec 08.

Mick Gwin's daughter Tania had advised us that **Mick Gwin** had terminal cancer and had been admitted to the Redcliffe (Brisbane) Palliative care hospital. Unfortunately, Mick passed away and we've been advised that there will not be a funeral service, instead, Mick will be cremated. There will be a memorial service in honour of Mick on a date to be advised.

Neil hunter advises us of the passing of **Don McConville** on Saturday 13<sup>th</sup> December. Don will be remembered by many as the person who taught the KW26 and other equipment in Hangar 35 at Laverton in the 60s and early 70s. Don's funeral was a Requiem Mass at St Peter's Church, East Keilor, Vic on Thursday 18 December.

Ernie Gimm advised us earlier that **Peter Winyard** was not well - he had been diagnosed with cancer of the lungs, liver and kidney – and had been on chemo, but it was suspended following a family conference with the hospital staff. Ernie says that Peter was diagnosed with the cancer during his annual medical check-up. Unfortunately, **Peter** passed away on Sunday 4th January 2009. Ernie says most would remember Peter as the WOff I/C Radio Workshops at Frognall before he was commissioned. He spent some time at MTU/Laverton where he held the position of BRADO in 1976 and eventually retired as a SqnLdr RadO. In retirement, Peter and his wife Kitty lived in North Rockhampton. Peter's funeral was held on Thursday 8th January 2009, he is now out of pain and at rest.



## **Christmas.**

**T'WAS THE NIGHT BEFORE CHRISTMAS,  
HE LIVED ALL ALONE,  
IN A ONE BEDROOM HOUSE,  
MADE OF PLASTER AND STONE.**

**I HAD COME DOWN THE CHIMNEY,  
WITH PRESENTS TO GIVE,  
AND TO SEE JUST WHO,  
IN THIS HOME, DID LIVE.**

**I LOOKED ALL ABOUT,  
A STRANGE SIGHT I DID SEE,  
NO TINSEL, NO PRESENTS,  
NOT EVEN A TREE.**

**NO STOCKING BY MANTLE,  
JUST BOOTS FILLED WITH SAND,  
ON THE WALL HUNG PICTURES,  
OF FAR DISTANT LANDS.**

**WITH MEDALS AND BADGES,  
AWARDS OF ALL KINDS,  
A SOBER THOUGHT,  
CAME THROUGH MY MIND.**

**FOR THIS HOUSE WAS DIFFERENT,  
IT WAS DARK AND DREARY,  
I FOUND THE HOME OF A SOLDIER,  
ONCE I COULD SEE CLEARLY.**

**THE SOLDIER LAY SLEEPING,  
SILENT, ALONE,  
CURLED UP ON THE FLOOR,  
IN THIS ONE BEDROOM HOME.**

**THE FACE WAS SO GENTLE,  
THE ROOM IN DISORDER,  
NOT HOW I PICTURED,  
AN AUSTRALIAN SOLDIER.**

**WAS THIS THE HERO,  
OF WHOM I'D JUST READ?  
CURLED UP ON A PONCHO,  
THE FLOOR FOR A BED?**

**I REALIZED THE FAMILIES,  
THAT I SAW THIS NIGHT,  
OWED THEIR LIVES TO THESE SOLDIERS,  
WHO WERE WILLING TO FIGHT.**

**SOON ROUND THE WORLD,  
THE CHILDREN WOULD PLAY,  
AND GROWNUPS WOULD CELEBRATE,**

**A BRIGHT CHRISTMAS DAY.**

**THEY ALL ENJOYED FREEDOM,  
EACH MONTH OF THE YEAR,  
BECAUSE OF THE SOLDIERS,  
LIKE THE ONE LYING HERE.**

**I COULDN'T HELP WONDER,  
HOW MANY LAY ALONE,  
ON A COLD CHRISTMAS EVE,  
IN A LAND FAR FROM HOME.**

**THE VERY THOUGHT BROUGHT,  
A TEAR TO MY EYE,  
I DROPPED TO MY KNEES,  
AND STARTED TO CRY.**

**THE SOLDIER AWAKENED,  
AND I HEARD A ROUGH VOICE,  
"SANTA DON'T CRY,  
THIS LIFE IS MY CHOICE;**

**I FIGHT FOR FREEDOM,  
I DON'T ASK FOR MORE,  
MY LIFE IS MY GOD,  
MY COUNTRY, MY CORPS."**

**THE SOLDIER ROLLED OVER,  
AND DRIFTED TO SLEEP,  
I COULDN'T CONTROL IT,  
I CONTINUED TO WEEP.**

**I KEPT WATCH FOR HOURS,  
SO SILENT AND STILL,  
AND WE BOTH SHIVERED,  
FROM THE COLD NIGHT'S CHILL.**

**I DID NOT WANT TO LEAVE,  
ON THAT COLD, DARK, NIGHT,  
THIS GUARDIAN OF HONOR,  
SO WILLING TO FIGHT.**

**THEN THE SOLDIER ROLLED OVER,  
WITH A VOICE SOFT AND PURE,  
WHISPERED, "CARRY ON SANTA,  
IT'S CHRISTMAS DAY, ALL IS SECURE."**

**ONE LOOK AT MY WATCH,  
AND I KNEW HE WAS RIGHT.  
"MERRY CHRISTMAS MY FRIEND,  
AND TO ALL A GOOD NIGHT."**

**Col Price sent us this!!!!**

He says this poem was written by an Australian Peacekeeping Soldier stationed overseas and that it should be passed on to others – we think he's right!!

## **Radschool Staff – we name more names!!**



Here's that photo again, it first appeared in Vol 24 with only a few names, and now we've nearly got them all.

Chris Caterer gave us Trevor Brougham, Kevin Ward and John Dallimore and Bruce Hart said that the bloke in the middle row, 3rd in from the right is Peter Fraser, not Jon Wye and the bloke who is in the front row, 5th from right is (John ?) Dallymore - may have been CO at the time but definitely became CO of Radschool at one time. (Sept86 to Jan90 - tb).

Nev Ford gave us F-R 6th from left - Nick Ward, now working as an engineer at Boeing Australia in Brisbane and F-R 7th from left is Andrew Elverston currently a GPCAPT in Canberra. Kevin Cragg says the bloke in the back row second from the right is Cpl Noel Gree, a Rad Tech G from Newcastle. Kev says he worked with Noel on the Surad Head at Willy 79-8? A real gentleman.

We still don't know who the girls are, but, now we have:

**Back Row L-R:** ?? ??, ?? ??, ?? ??, Ray Blake, Peter Coleman, Noel Green, ?? ??,  
**Middle Row L-R:** ?? ??, ?? ??, Alan Plummer, ?? ??, Peter Fraser, ?? ??, Trevor Forbes,  
**Front Row L-R:** ?? ??, Graham Brownrigg, Dickie Bird, Trevor Brougham (EDO), Nick Ward (EDO), John Dallimore, Andrew Elverston, Jim Lander, Bugs Rose, ?? ??,

**Eddie Young** completed a radio serviceman course in December 1947 learning the servicing techniques of air borne gear e.g APX 2, Loran, radio compass etc. He was posted to 82 Wing at Amberley which was loaded with Lincolns which at that time had no radar. He said they learned to service the 5043 Marconi transceiver and the battery intercom which was the limit of their electronic installation. He sent us this photo (right) which he reckons is of a piece of equipment that took up a lot of their time trying to keep it working and is a bit of gear not a lot of us would have worked on, let alone know what it is. It is the APX2 IFF set that was fitted to the Catalina.



After completing his tech (G) course (1 RTG) he was posted to Base Squadron Canberra for 3 weeks and thence to 86 wing at Richmond to work on the intricate electronic equipment fitted to the DC3's.

No 1 Rad. Tech (G) course graduated on the 5<sup>th</sup> May 1950. All blokes on the course were previously Radio servicemen who had spent up to 18 months at various units prior to returning to Ballarat mid 1949 for the tech conversion.

Eddie reckons someone had not bothered to advise the general hand in charge of postings what the (G) or (A) meant in the mustering title.

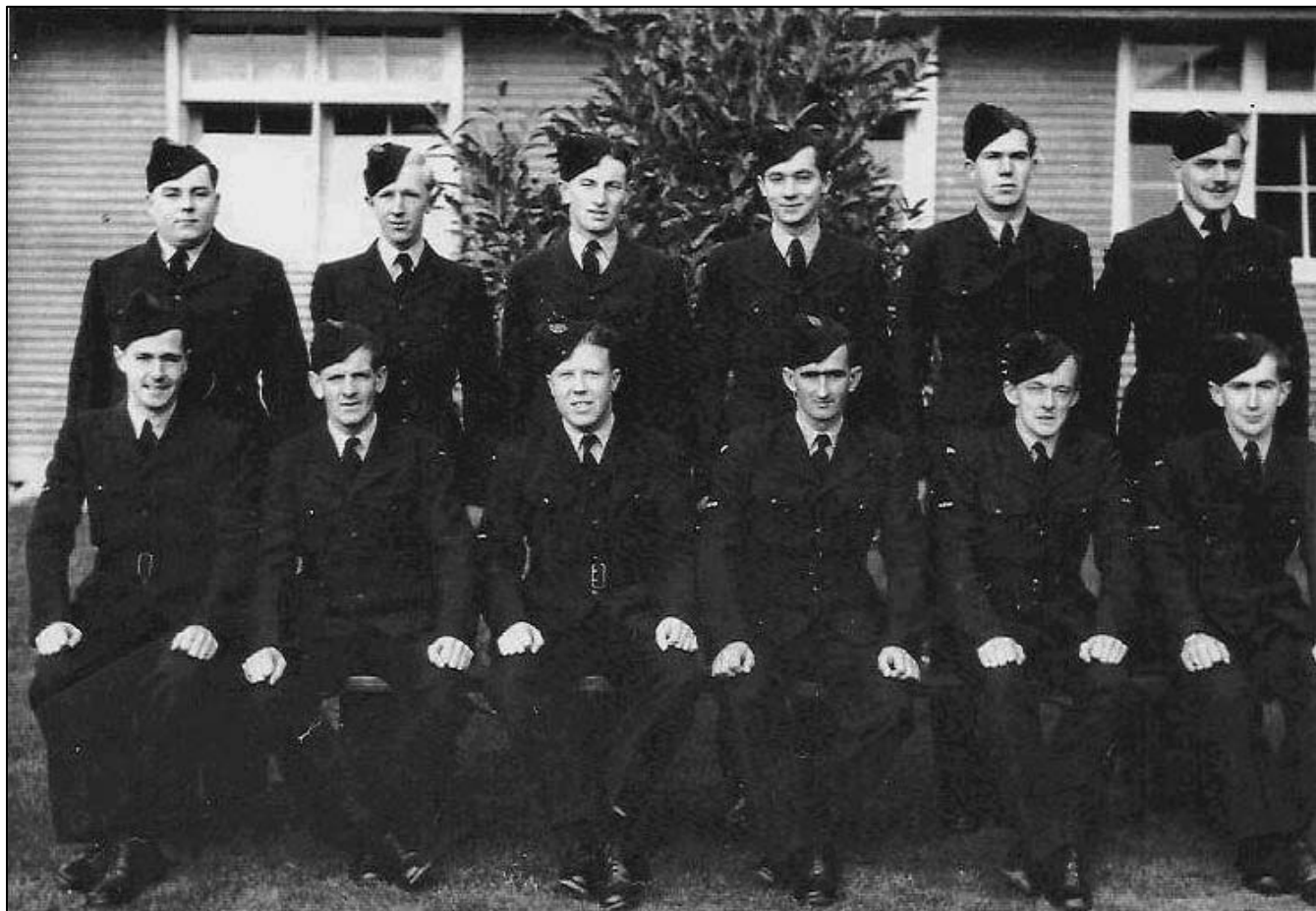
Three men died on Christmas Eve and were met by Saint Peter at the pearly gates. 'In honour of this holy season' Saint Peter said, 'You must each possess something that symbolizes Christmas to get into heaven.'

The first man fumbled through his pockets and pulled out a cigarette lighter. He flicked it on. 'It represents a candle', he said. 'You may pass through the pearly gates' Saint Peter said. The second man reached into his pocket and pulled out a set of keys. He shook them and said, 'They're bells.' 'Bless you', Saint Peter said 'You may pass through the pearly gates'.

The third man started searching desperately through his pockets and finally pulled out a pair of women's panties. St. Peter looked at the man with a raised eyebrow and asked, 'And just what do those symbolize?' The man replied, 'These are Carol's'.

*And So The Christmas Season Begins.....*

**No. 1 RTC (G)**



**Back L-R:** Keith (Tubby) Cameron, Snow Terry, Ray Pitcher, Eddie Young, John Blythman, Jack Humphries

**Front L-R:** Basil Lofthouse, Jack Chard, Harry Andrews, Bren Thompson, Jim Carr, Alan Barty

Eddie doesn't think many of the graduates in the above photo are still around, but he's pleased to say that he is - having celebrated his 80th birthday last May and he's still involved in running his own business.





This is a bunch of 19 Appies – at Laverton, back in 1965. They are top to bottom:

Phil Laird, Allan George, Arnie Vereschildt,  
Tony Neave and Kevin Smith.

The photo was taken from the hallway in their hut 450, when the blokes were 15 or 16 year olds. Back then the rooms had no doors on them – perhaps so the Appies couldn't lock themselves in?

## 18 RMT Revisited



We heard from **Robin Haynes** who is currently living in Thailand, he says he was in the 18 RMT photo and is in the front row, 7th from the left. We asked him if he could remember the incident and he replied “No, sorry, I can not remember much about the incident only that there was a bit of a stink for a while about something, perhaps now I know why.”

So, now we have:

**Back Row:** No names

**Middle row:** Greg Black, ??, Arthur Woods, ??, ??, ??, ??, Alan Talbot, ??

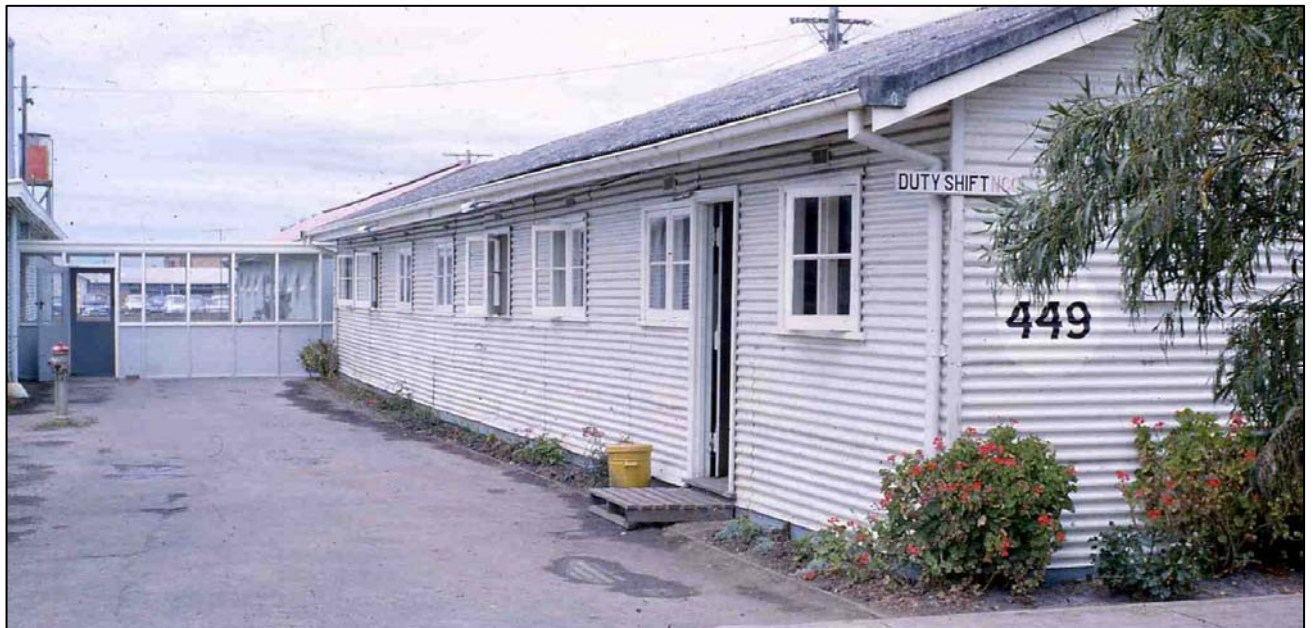
**Front Row:** ??, ??, ??, ??, ??, ??, Robin Haynes, ??, ??, ???



**Allan George** sent us the following photos which were taken during his stay at Appyland back in the 60's. They are sure to bring back a lot of memories.....



Appyland, April 1965.



Appyland Duty NCO Hut.



Appyland, April 1965





Appyland Hut 451





The mighty FJ's ruled in the late 60's



Laverton Oval, opposite Appyland. 1965.



Paul Hewitt's room at Appyland back in 1965.



Notice the thickness of the mattress on the bed, they must have been just so comfortable. I'm pretty sure the "Thicks" had 'slightly' better foams, perhaps we had 4 inch as against the "Brat's" 2 inch.

And bed rolls, tell that to blokes who joined up yesterday and they just wouldn't believe you.

But, I bet we look back at our time with fonder memories than they will.....



## **REOA Members at their Mid Year Lunch**



On the 9 July 2008, some 31 REOA members visited the Officers' Mess at Victoria Barracks in Melbourne. The lunch was conducted very much like a formal dining-in night in very traditional surrounds with the dark wood and table settings. Based on the feed back received, it appears to have been very well received by those who attended.

Following lunch, the blokes were split into three groups.

With a guide allocated to each group, they were escorted on a shortened formal tour of the Victoria Barracks complex including the old war rooms. For many of them this brought back fond memories of time spent here under the old HQSC structure.

Lunch at the Victoria Barracks Officers' Mess provided a welcome opportunity to partake of good food and refreshments and bring back memories for a large number of the blokes... And, even more importantly, to catch up with friendships which had developed over the many years service in the RAAF.

The REOA website is <http://mc2.vicnet.net.au/home/raafreoa/web/index.html>

When four of Santa's elves got sick, the trainee elves did not produce toys as fast as the regular ones, and Santa began to feel the Pre-Christmas pressure.

Then Mrs Claus told Santa her Mother was coming to visit, which stressed Santa even more.

When he went to harness the reindeer, he found that three of them were about to give birth and two others had jumped the fence and were out, Heaven knows where.

Then when he began to load the sleigh, one of the floorboards cracked, the toy bag fell to the ground and all the toys were scattered.

Frustrated, Santa went in the house for a cup of apple cider and a shot of rum. When he went to the cupboard, he discovered the elves had drank all the cider and hidden the rum. In his frustration, he accidentally dropped the cider jug, and it broke into hundreds of little glass pieces all over the kitchen floor. He went to get the broom and found the mice had eaten all the straw off the end of the broom.

Just then the doorbell rang, and an irritated Santa marched to the door, yanked it open, and there stood a little angel with a great big Christmas tree.

The angel said very cheerfully, 'Merry Christmas, Santa. Isn't this a lovely day? I have a beautiful tree for you. Where would you like me to stick it?'

And so began the tradition of the little angel on top of the Christmas tree.



## Computers and Stuff.

Sam Houliston.

### Slow shut down.

If you're running Windows XP on your computer and it takes a long time to shut down, it could be chock-a-block full of junk files. If the "*Windows is shutting down*" message appears on your monitor for ages before the machine eventually goes to bed, when once upon a time you would turn it off and it would be off in about 10 seconds, then it's definitely time you gave it a bit of TLC.

You don't have to be a super computer nerd either as luckily there some very good FREE programs out there that will do it for you. A couple we've mentioned before, one of these is called CCleaner and you can get your copy [HERE](#). CCleaner is a freeware cleaning tool. It removes unused files from your system, allowing Windows to run faster and freeing up valuable hard disk space. It also cleans traces of your online activities such as your Internet history. Additionally, it contains a fully featured registry cleaner. But the best part is that it's very easy to use and it's fast and contains NO Spyware and NO Adware! I would suggest running CCleaner once a week.



People that sell PCs very often will want to sell you an anti-virus product too, they have nothing to gain by telling you that there are excellent free anti-virus products available. So generally they don't. There is a downside to the commercial anti-virus products, there is a risk that you will be tempted to not pay the subscription for the next lot of virus definition updates, or to run with an older version of the installed software if upgrading to a newer version costs extra. And sometimes the commercial products seem to use computer resources inefficiently and slow down your PC excessively. I would suggest you consider replacing a commercial anti-virus with one of the several alternatives out there that do the job better, faster and are FREE, especially if your subscription is approaching renewal time.



One I suggest is AVG and you can get your FREE copy [HERE](#). You can configure AVG to check for updates on a daily basis so you're always up to date, and you can configure it to do a daily scan of your computer and remove any viruses. If your pattern of usage means you're not likely to pick up viruses very often, and want an occasional scan, do what I do and configure a daily scan for 4am. Every now and then leave your PC on overnight and the scan will have finished when you get up in the morning. This stops you from being slowed down by a virus scan when you want to get some work done during the day. Other free anti virus products that seem to be ok are Avast and Avira, although I suggest not using free Avira if you use a classic

email product like Outlook, Outlook Express or Thunderbird since last I heard it didn't scan individual incoming emails. But if you use only webmail it seems like an excellent product. It can be quite inconvenient if your anti-virus decides to quarantine your entire inbox, which technically is a single file.

Another excellent program which will keep your computer running like an Olympic sprinter is "Advanced SystemCare v3". You can get your FREE copy [HERE](#). ASC is very quick, it will



scan all your files and make any repairs in about a minute. It will remove spyware and adware and it prevents spyware, hackers and hijackers from installing malicious items on your computer and slowing it down. It also boosts your system's performance by cleaning out junk files and eliminating corrupt registry entries. (Click [HERE](#) to see how a hard drive searches for data.)

It also has a very good defragmentation (defrag) facility. Fragmentation is caused when ever you create and delete files and folders, install new software, and/or download files from the Internet. Computers do not necessarily save an entire file or folder in a single space on a disk; they're saved in the first available space. After a large portion of a disk has been used, most of the subsequent files and folders are saved in pieces across the drive, a bit here and a bit there.

When you delete files or folders, the empty spaces left behind are filled in randomly as you store new ones. This is how fragmentation occurs. The more fragmented the drive is, the slower the computer will be. Defrag is the process of finding all the bits of a file from various places on your hard drive and rewriting them in the one spot. Once that's done, when that file is needed, your computer does not have to search all over the hard drive for it but can pick it up from the one spot – a regular defrag is vital for optimal system performance.

ASC works on Vista, XP and Windows 2000 and it will improve your system and Internet performance. You can use it daily.

## **Wipe your Hard Drive Clean.**

If you've just upgraded your computer by installing a larger and faster hard drive, you're probably wondering what to do with the old drive. There was probably nothing wrong with the old one, apart from being a bit small for your requirements, so you could install it in one of your kid's machines, or give it to a mate, or just toss it out, but what about all that data that you had on the drive – how can you be sure you've wiped it before giving it away.

Well, unfortunately, the answer is, you can't.....

First off, deleting files, even reformatting the drive, will not get rid of your confidential data. If the person to whom you are giving the HD is your average run-of-the-mill computer user, then there shouldn't be a problem, but if the person knows a bit about computer stuff, then they wouldn't have any problem in recovering your data. Scary isn't it – so what do you do??



There is really only one sure way of destroying the data on your old hard drive, and that is to take a very large sledge hammer to the thing - with a vengeance. So, be warned, if you're a secret KGB sleeper or you're a mule for one of the Columbian cartels, I would suggest giving the old HD a severe biffing then tossing it into a very hot fire.

However, if, as I suspect, you are a "normal" person, you can make the data on the hard drive difficult to recover by simply "overwriting" the data. For a "normal" person, a simple overwrite is enough. You can do this by copying a bunch of songs onto your HD, then copying and pasting them, then copying the lot and pasting again, etc etc until you get a "disc full" error. Then you just delete everything, resulting in an apparently blank hard drive. Now, if someone goes in to "recover" what was there they will only recover all those songs again.

The CIA or ASIO or Mossad or a Sumpie could get your original data off the HD, but your average Radio Tech couldn't.

Those that still work for the Gov't know that there is a government specification for wiping HD's that contain "Classified data" before sending the old computers off to Board of Survey. Computers that contain "Top Secret" stuff are destroyed as there is NO way the data can be wiped completely clean.

Interestingly, for about 10 years now every new hard drive made has included a "secure erase drive" command, but almost no one knows about it. This command is basically a "destroy yourself" command issued to the drive. "Destroy yourself" means destroy the data, the drive itself is not harmed in any way, however, some computers (in their BIOS) actually block this command, (so you don't accidentally dump all your data), so you might have to tweek the BIOS first.

The Center for Magnetic Recording Research at UCSD (Univ. of Calif. San Diego) produces and makes available a free program that will activate the "Destroy Yourself" command, if you know what you're doing and you want a copy go [HERE](#) – otherwise, my advise, DON'T!!

While attending a marriage seminar on communication, Wally and his wife Sue listened to an instructor declare: "It is essential that husbands and wives know the things that are important to each other". He addressed the men "Do you know your wife's favourite flower?"

Wally leaned over and touched his wife's arm gently and whispered "Self raising", isn't it honey"? And thus began Wally's life of celibacy.

## Searching.

Everyone knows how to search the web and everyone knows there are two main search engines, Google and Yahoo. You can use either one, they both do a very good job, but Yahoo has made available some very handy little hints that are designed to make your searching life a lot easier. Let's say you were looking for a boat. You type in Sea-Ray and click Go and before you know it, you've got thousands of pages on Sea-Ray boats. But, by understanding how the Yahoo search engine works you can limit the results to include only





those pages most relevant to you--saving you the time of looking through thousands and thousands of pages.

## Country

The first and easiest filter to use in a search is to click on whether you want to search the whole Web or just stuff that originated in Australia. Simply click on your selection.

## Keyword.

By default, Yahoo searches for all of the words you type into a search form. If you type Sea-Ray into the search form, Yahoo will return documents that contain the word Sea-Ray. A search for Sea-Ray Sundancer will return documents that contain both words somewhere within the document, but not necessarily together.

## Complete phrase.

To search for words in a specific order, enclose the words in quotation marks. A search for "**Sea-Ray Sundancer**" will return documents that contain the complete phrase Sea-Ray Sundancer. You can combine keyword and phrase searches. To find documents that contain the phrase Sea-Ray Sundancer and also have the word Sydney somewhere in the document, you could search for "**Sea-Ray Sundancer**" **Sydney**.

## OR.

You can change the default behavior of keyword searches by using the capitalized keyword OR between words. A search for **Sea-Ray OR Sydney** will return documents that contain either Sea-Ray or Sydney, but not necessarily both words.



## Exclude words or phrases.

To find documents without a certain word, you can use the minus sign (-) along with the word you want to exclude. If a search for Sea-Ray Sydney returns too many pages for boats at the Spit, you could type **Sea-Ray Sydney -Spit** to exclude any pages with the word Spit from the results.

## Meta Words

These allow you to limit your search to a single web site – say the Australian Government site. If you were looking for information on *Old age pensions* but only wanted information from the Australian Gov't site you would type **Old age pensions:gov.au** into the search box. All of the results will be from sites hosted at the gov.au domain. If you were looking for (say) kids holidays that relate to the Queensland Gov't Department of Education you could type **holidays:qld.edu.au** or if you wanted the school holidays for all the states you would omit the **Qld** from the search and just type **holidays:edu.au**

## Linkdomain

This search looks for any links to a specific domain. If you wanted to know how many pages were linked to the Eastcoastcool.com or the Austradesecure.com sites, which host the RAM, you would type **linkdomain:eastcoastcool.com** or **linkdomain:Austradesecure.com**

## inURL

Use this to find sites that have a specific word within the URL. For instance, if you want to find all the Radschool sites you would type ***inURL:radschool***



## intitle:

Like inurl:, this returns documents that have a specific word in the document title. To find documents with Radschool in the title, use ***intitle:radschool*** You can also use the basic search operators in combination with the search meta words to refine your search. Say you'd like to search for the word Radschool across documents, but you don't want pages from the eastcoastcool.com site; type ***radschool -site:eastcoastcool.com***. Because Yahoo supports very long queries, you could specify a whole list of sites that you don't want information from: ***radschool -site:eastcoastcool.com -site:RAAFMuseum.com.au -site:NAVY.gov.au***.

## Definitions

If you want the definition of a word, say an aeroplane, Type ***define aeroplane*** and Yahoo will provide a brief dictionary definition for the word and a link to the full dictionary entry for that word at Yahoo Reference.

## Encyclopedia.

If you want to know something about a specific topic, say boats, type the word followed by the word Facts, eg: ***boats facts*** and Yahoo will display an excerpt of the Wikipedia entry for that word and a link to the full entry.



## Airport information

Yahoo provides quick links to maps, flight information, and local weather if you type the airport code followed by the word airport. For example, the shortcut for Brisbane Airport is BNE so you would type ***BNE airport***.

## Hotels

If you want info on all the hotels in a particular city, type the city name followed by hotels, eg: ***Tamworth hotels***. You can also look for a specific hotel chain by typing the name of the city followed by the chain--for example, ***Tamworth Comfort Inn***.

## Weather

For a quick look at the current weather for any city, type the name of the city followed by the word weather, eg: ***Launceston weather***. Yahoo will give you the current conditions and the expected high and low temperatures.

The bigger the hat, the smaller the farm.

## Matrix XP??

Science fiction has long been popular with computer geeks: sci-fi films such as Total Recall, Blade Runner and The Matrix glorify the techie life. Supercomputer fantasies are all well and good, but come on! How do the movie folks get that big iron to run so darned smoothly?

What if big Arnie in Total Recall and characters Neo and Morpheus in The Matrix had to deal with the same technological frustrations that plague the rest of us? What would happen if Neo and Morpheus were controlled by a computer that used Microsoft's Windows XP platform.

We reckon it would look like [THIS](#)



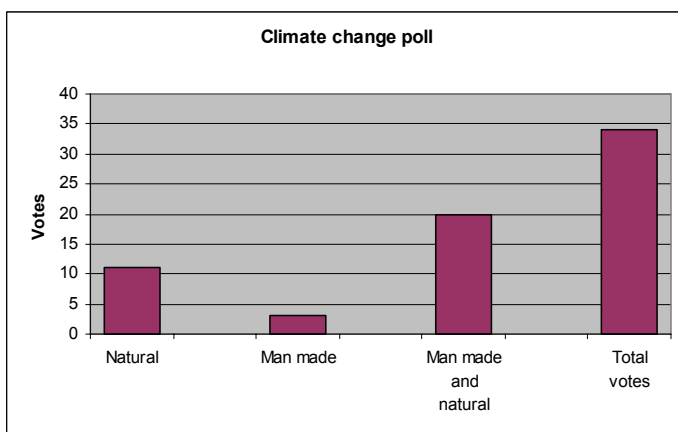
Three boys were heading home from school one day when one started the time-honoured game of paternal one-upmanship. He said, "My dad's way faster than any of yours, he can bowl a 160kph fast ball from one end of the wicket then run down the other end and catch it just after it crosses the stumps!" One of the other boys said, "Oh yeah? Well, my dad can shoot an arrow from his bow and run to the target and hold it up to make sure the arrow hits the bull's eye!" The last boy said, "Your dads don't even come close to being faster than mine. My dad works for the government, and even though he works every day until 4:00 he gets home at 3:30!"

## Climate change survey.

Last edition we ran a survey and asked who thought the 'climate change' phenomenon that is the talk of the town, particularly on the ABC where they've been carefully briefed on one side of the argument, was a naturally occurring event or whether you thought it was caused by man made activity. Here is the result:

**Vol 25**  
Do you believe that mankind is changing the climate.

Natural	Man made	Man made and natural	Total votes
11	3	20	34



The response was not over-whelming with only 34 people registering, however, of those 34, more than half (20 people) thought it was a combination of man's activities and mother nature's normal cyclic activity that was causing the 'climate change', 11 thought it was mother nature acting alone, and only 3 thought it was all the fault of mankind. The numbers are too small to infer anything – but it is interesting to note the small percentage (8.8%) that think man is the cause of the 'so called' problem.

However, not to be deterred by the small number of respondents, we've decided to run another straw poll.

These days, the poor old car seems to be getting its fair share of the blame for everything that goes wrong, their emissions heat up the earth, they cause smog and they are the direct cause of every sickness known to man, they are insatiable consumers of our diminishing energy reserves, they clog up our cities and they crash into things and kill people – yet, who amongst us could do without one.

The purists preach small is pure, engines that is. These purists preach that to really care for our environment we should all be driving cars with 10cc engines and they boast loudly that everyone is heeding their call and downsizing – but are they??

We've decided to find out what you drive. [CLICK HERE](#) to go to the CAR survey, you can fill it in on line and once completed, click the Submit button. We'll publish the results next issue.

Weather forecasts are horoscopes with numbers.

John Broughton writes "As a card carrying member of the "flat earth society I reckon we all need to have our own "climate change" scenario for when the thought police come knocking. I'm off to light the carbon producing pot belly stove which will provide heat to my nerves, food for my tummy, light for my ambience and get rid of some more recycled poles!!!! Cheers.

## Terrible!!

We heard from Rick Goyan who was on 50RMC and 37 RTC. He told us a story which touched our heart. He says

*"Dear Sir?Madam,*

*When we completed 37 Rad Tech G, May 5th 1967 and we headed off to our respective postings; my great mate Russell Osborne asked me to lend him \$10.00. Russ was posted to Darwin and \$10.00 was quite a bit of money back in those days. I have still got the postcard from Russ telling me he had arrived in Darwin and the \$10.00 would be on its way soon. It's now October 2008, no sign of the loot! I reckon it should be worth a few dollars by now. Russ was from Townsville and his father a member of the QLD constabulary. Russ was an EX Police cadet before the RAAF got hold of him, you would think he would know better!!!!.*

*I would like to hear from anyone knowing of Russell Osborne's current abode. Russ was legendary at Darwin and later at Tindal, where a "No Shaving" chit gave him a fearsome appearance".*

Rick also says:

*"After completing rookies at Edinburgh, course 677, I was posted to Radschool in 1964 and took up residence in "Tin City". Whilst waiting to go on RMC I had a stint on "Pool" duty and was assigned to clean ablutions in the said "Tin City". So, armed with our trusty hose, squeegee, mop, bucket, detergent etc; we were directed to the said task, where we were confronted with one shower cubicle the walls of which were smeared and daubed with human excrement.*

*Out came the trusty spade and we soon cleaned it off and before long it was brand new again. This happened again for the next week or so in different ablution blocks and cubicles and this incident was reported to "GOD", Corporal Cameron Hogg of the Radschool orderly room.*

*Does anyone remember the CO's parade where the WOD extolled us with the virtues of cleanliness, health and personal pride? The "Phantom Crapper" must be caught, or at least cease his undefendable conduct forthwith. The "Phantom" continued his attacks varying his strategy for a further period and then the*





*fascination with his excrement vanished and the attacks came to a halt. I never heard if the "Phantom" was ever identified!*

*Hands up all those blokes who recall this incident? Now with the advances in DNA tissue matching the "Crapper" would be dead meat.*

*I can remember those [Lightburn washing machines](#) which were truly wondrous things, we did our own ironing, darned our own socks, made bed rolls. The youth of today never had it so good!-*

*A great magazine helping to relive those heady days as a 'Blue Orchid'*

Well, after reading Rick's heart touching story, what can we say?? - we're truly aghast at the attitude of that scurrilous scoundrel Russell Osborne – can you imagine the anxiety that has caused poor old Rick, a real man would definitely pay back the \$10.00 which he dutifully owed. We think that scoundrel Osborne should be made to pay 20% pa interest, compounding, on the money he owes Rick. If this was done, he would now owe Rick \$17,637.26 – using the compound interest formula of  $P(1+I)^N$  where P is the principal (\$10), I is the interest (20%pa) and N is the term (41) in years.

Mankind has a perfect record in aviation; we have never left one up there!

## **Learmonth.**

If you've been following the Learmonth Airport proposed renaming saga, you'll be pleased to hear that the Exmouth Council has now temporarily abandoned the idea of renaming the airport "Ningaloo Airport" after the nearby [Ningaloo Reef](#).

This came about due to the large number of complaints received from people who were against the idea. Retired airline pilot, Charles Page, who led the push to leave the airport's name unchanged, says "Thank you everyone for your tremendous support. Council received over 400 submissions from many quarters opposing this idea. At our recent Charles Learmonth memorial ceremony, at RAAF Learmonth Air Base, the people of Exmouth, and the Shire President, were very supportive of keeping the name."

Then, [The Northern Guardian newspaper reported on the ceremony](#) and the local tourist operators started to put a lot of pressure on the Shire Pres and Councillors. The Pres. Ronnie Fleay (right) has received some rude phone calls from the tourist and hotel operators who still want the name changed, so it ain't a done deal just yet.

The marketing Committee will submit their report to the Council, (the President of this committee is the daughter of Kim Tapper, Ningaloo Lodge owner), after which, I think it will be reviewed by the Council CEO and then discussed by Council in early Feb. It may even come down to a mail poll in Exmouth.



More as it happens.

### **Basic Flying Rules**

1. Try to stay in the middle of the air.
2. Do not go near the edges of it.
3. The edges of the air can be recognised by the appearance of ground, buildings, sea, bridges, trees and interstellar space. It is much more difficult to fly there.

## **Service Records.**

If you want a copy of your service records, Terry Haebich has found a way of getting them. This is how:

Write a letter asking for your records, and provide the following:

1. Service number.
2. Name.
3. If spouse of a deceased service member: A Copy of death certificate.
4. Postal address.
5. Copy of your drivers licence.

Sign it and send it to:

Department of Defence, Personnel Records, Queanbeyan.  
Annex 2  
P.O. Box 7949  
Canberra ACT 2610

The colder the X-ray table, the more of your body is required to be on it.



## Out in the shed with Ted.

Ted McEvoy

### Happy New Year!



Happy New Year everybody out there in RAM land.

I hope your New Year's Eve was as good as mine and that 2009 is a prosperous, healthy and happy year for you all.

Tedda.

### PBS Safety Net.

We mentioned this a short while ago, but now that the year has ended, we think it important that it get another run. It is time to get ready for this year. The next PBS safety net scheme runs from 1 Jan 2009 to 31 Dec 2009. If you haven't already done so, it's time to ask your local



Australian Government  
Department of Health and Ageing

chemist to keep a record of all your family's prescriptions and if you have to buy from another chemist, take the receipt to your local chemist and ask him to add it to the record.

The Government's PBS safety net is designed to help you and your family with the cost of medicines. In this case, a family consists of:

- A couple living together, married or not, with or without dependant children.
- A single person with dependant children.

A dependant child is one under 16 years of age or a full time student under 25 whom you support.

It works like this:-

In any calendar year, if you are a holder of a concession card that entitles you to \$5.00 PBS prescriptions, then once you have bought 58 PBS prescriptions (at a total cost of \$290), then all further prescriptions are free.

If you do not have the magic card, then once you have spent \$1,141.80 on PBS prescriptions, all your further prescriptions are charged at \$5.00 each. (these figures relate to the 2008 calendar year – the 2009 figures were not available when we compiled this data)



Unless you keep a record, you could reach these thresholds during the calendar year and not know it and miss out on your entitlement to free or cheap medicines. It is definitely worth while keeping check of how much you spend at the local pharmacy. If you want more info on this you can get it [HERE](#).

When I was younger I hated going to weddings. It seemed that all of my Aunts and the grandmotherly types used to come up to me, poke me in the ribs and cackle, 'YOU'RE NEXT.' They soon stopped that after I started doing the same thing to them at funerals.

## **Microsoft Office 2007 – cheap!!**

Microsoft's 'Ultimate Steal' promotion for students is now available for a price that's so low it almost qualifies as stealing. The price is about as good as you'd hope – Office 2007 Ultimate edition officially sells for \$679.95 but if you shop around you can usually buy it for around \$400. The 'Ultimate Steal' price is just US\$59.95 – yes, you read that right.

The software is sold as a standard 'Perpetual licence'

### **What do you get??**

The Office Ultimate 2007 offer includes the following

- Access® 2007
- Accounting Express 2008





- Excel® 2007
- InfoPath® 2007
- Groove® 2007
- OneNote® 2007
- Outlook® 2007 with Business Contact Manager
- PowerPoint® 2007
- Publisher 2007
- Word 2007

### **Who can get it!!**

If you're a student or on staff at an approved institution, and you have an "EDU" email address or a student ID, then you're eligible. If you have an email address issued by your school/college/uni Click [HERE](#) then enter your email address where indicated, or, if you don't have a "EDU" email address, but have a student ID card, click [HERE](#) and fill in the boxes as prompted and in either case you will receive an email from Microsoft with download instructions.

We wonder if the [FREE](#) version of OpenOffice is starting to hurt??

## **RAAF maintenance crews in landmark victory**

Article from: [The Australian](#)



HUNDREDS of former RAAF maintenance workers, who have fought for almost a decade for recognition that their work on [F-111 fighter-bombers](#) made them sick, have won a landmark case that paves the way for a back-down by the Department of Veterans Affairs over its refusal to pay compensation.

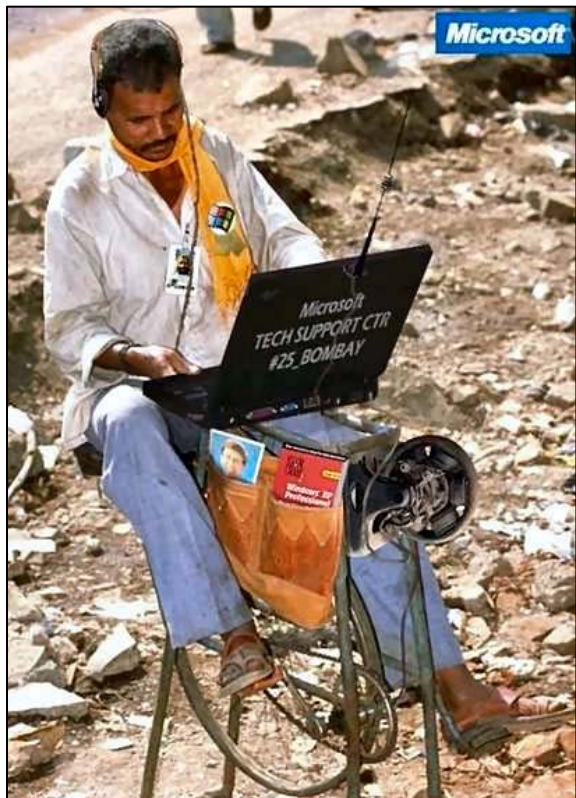
Former RAAF airframe fitter John Manuel (left), late last year, forced the Department of Veterans Affairs to admit liability that his work inside F-111 fuel tanks, in the 1970s, led to him contracting a rare cancer and depression.

Mr Manuel, 60, is one of hundreds of F-111 maintenance crews -- nicknamed the "pick 'n' patch" units -- who were excluded from a 2004 compensation and healthcare scheme after a study found workers fixing the aircraft's leaking fuel tanks had a 50 per cent higher incidence of cancer.

One New Zealander says to another: "hey bro, what's a Hindu?"  
The second New Zealander replies: "lays eggs bro"

The study also found an almost two-fold increase in depression and anxiety, a 2½ fold increase in sexual dysfunction and a 2 fold increase in obstructive lung disease.

Only workers involved in the official [F-111 "deseal/reseal" program](#), set up in 1977, were given access to the scheme, which included full healthcare coverage and automatic payments of up to \$40,000 that did not preclude more substantive compensation claims being filed in the courts.



The Rudd Government launched a parliamentary inquiry into the \$21 million scheme after mounting criticism by sick and suffering former RAAF workers denied payments or facing years of bureaucratic delays over their claims.

The "pick 'n' patch" workers were denied their claims, largely because the RAAF destroyed F-111 maintenance records up until 1992 (can you believe that?? - tb).

In a submission to the inquiry, headed by Brisbane Labor MP Arch Bevis, commonwealth Ombudsman John McMillan slammed the Defence and Veterans Affairs departments about the maintenance records and ongoing administration of the scheme.

"The complaints (from former RAAF airmen) made to my office highlighted several deficiencies in the original records," Mr Bevis said.

"It is clear that in some cases there were not adequate documents to support a person's contention that they qualified for a payment."

Professor McMillan said the scheme was still racked with problems, saying there was "no policy" in how to assess claims once documentation was provided.

"Our concern about poor record-keeping is that it is not clear how a decision was reached," Professor McMillan said.

The Veterans Affairs Department recently paved the way for an expansion of the scheme by accepting liability in Mr Manuel's claim for compensation. Mr Manuel worked in the "pick 'n' patch" units for four years before his discharge in 1977.

In 2000, he contracted a rare sinus cancer. He also has depression and has attempted suicide several times in the past few years.

"It has been a long, hard struggle," Mr Manuel said.

"I have lost a few of my former workmates to cancer and the anxiety of being repeatedly rejected for claims led me to a couple of suicide attempts."

Mr Manuel's Brisbane solicitor, John Cockburn, said the legal win was hugely significant.

"This is the first time that Veterans Affairs have accepted liability with the 'pick 'n' patch' units," Mr Cockburn said.

Tasmanian couple walking out of the divorce court, the wife is crying her heart out.  
Husband says ' Oh for God's sake stop crying, you're still my sister'

## **Consumer Price Index (CPI) Increase and early payment of pensions.**

On 22<sup>nd</sup> October 2008, the Australian Bureau of Statistics (ABS) announced a CPI number of 166.5 for September 2008. As this is higher than the March 2008 number of 162.2, the following calculation was made to determine the increase to your pension:

$$\begin{aligned} & \frac{(\text{September 2008 CPI number}) - (\text{March 2008 CPI number})}{(\text{March 2008 CPI number})} \times 100 \\ &= \frac{(166.5 - 162.2)}{162.2} \times 100 \\ &= 2.651048\% \\ &= 2.7\% \text{ (when rounded to the nearest tenth of one per cent)} \end{aligned}$$

Due to the first payday in January falling on the New Year's Day public holiday, pension payments scheduled for Thursday 1<sup>st</sup> January 2009 were deposited into bank accounts one day earlier on 31<sup>st</sup> December 2008. All paydays after this will revert to the scheduled dates.

Therefore, on payday Wednesday, 31<sup>st</sup> December 2008, your pension will have increased by 2.7%.

You will soon be sent a letter from the Department with your updated pension amount.

It is important to note that the January CPI increase does not apply to a pension commenced on or after 16<sup>th</sup> December 2008. A pro-rata increase will apply to pensions commenced between 16<sup>th</sup> July and 15<sup>th</sup> December 2008.

The CPI takes into account a range of factors as determined by the Australian Bureau of Statistics (ABS). If you would like more information about the CPI and how it is calculated, you can go to the ABS website [www.abs.gov.au](http://www.abs.gov.au)

## Virgin.



If you would like to see what Richard Branson has in mind for your next trip abroad, click the red tail.

I ended up with an older woman at a club last night. She looked pretty good for a 60-year-old. In fact, she wasn't too bad at all, and I found myself thinking that she probably had a really hot daughter. We drank a bit, and we had a bit of a snuggle, and she asked if I ever had a 'Sportsman's Double?'.  
I went back to her place.

'What's that?' I asked. 'It's a mother and daughter threesome,' she said. 'Oh,' I said as my mind began to embrace the idea, 'No I haven't.' And I wondered what this daughter of hers might look like. We drank a bit more, then she says with a wink that tonight was 'my lucky night'. I went back to her place.

We walked in. She put on the hall light and shouted upstairs: 'Mom, You still awake?'



Click the map to see what some think of New Zealand.....

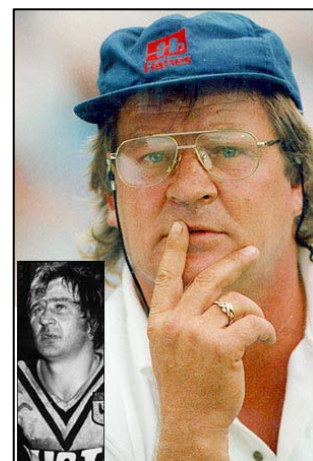
## Embarrassed.

I don't usually blow my own trumpet, being the humble sort of a bloke that I am, but I'm a bit chuffed about the degree of recognition I've (I'd say rightfully) received as a result of my efforts. I must say it was a great honour to receive the award and it will only spur me on to greater goals in 2009. I'm sure you too would be impressed with the news – please click [HERE](#)

## C-130 Tank Problems.

RUGBY league great [Tommy Raudonikis](#) (right), regarded as one of the hardmen of football, is facing his toughest ever opponent as he takes on the Defence Department to prove his RAAF service gave him cancer.

The former NSW and Australia halfback is preparing legal action, claiming a cancerous testicle he had removed in the mid-1980s was





linked to his years of work inside the fuel tanks of the air force's main transport plane, the C-130 Hercules.

Raudonikis is among a growing number of former RAAF maintenance crew fighting the Defence and Veterans Affairs departments over exposure to toxic chemicals amid deplorable working conditions as they tried to fix fuel tank leaks on aircraft, including Hercules and F-111s.

Many of Raudonikis's former colleagues have died from rare cancers or are engaged in expensive legal battles for compensation and recognition that their illnesses are linked to their daily exposure to a cocktail of chemicals, earning them the "goop troop" tag at the time.

"We worked in these tanks for hours at a time, inhaling the fuel and chemical fumes, with just gloves and overalls," Raudonikis told The Australian.

"There were no warnings about the health hazards, and you have got all these blokes, me included, getting these rare cancers and illnesses.

"There needs to be an investigation and the Government has to look after people like me who have served their country and done the right thing. They would compensate us if we were sent to war, but they don't seem to want to help blokes who trusted the RAAF but are now suffering. It is a battle worth fighting."



In 2004, a health study found there was a 40 to 50 per cent higher incidence of cancer among maintenance units involved in the F-111 "deseal/reseal" program, set up in 1977.

The Howard government announced a \$20million scheme giving automatic ex-gratia payments of between \$10,000 and \$40,000 to those involved in the program. The scheme included medical care and allowed for more substantive compensation claims to be pursued through the courts. But the compensation program excluded maintenance workers, who did the same work on the F-111s, between 1973 and 1976, as well as airmen carrying out ad hoc fuel tank repairs on the aircraft until 2000.

Hundreds of these workers are suffering illness or depression, but are having their compensation claims rejected. Queensland solicitor John Cockburn, who is representing several former servicemen, including Raudonikis, said the treatment of the former airmen was a national disgrace.

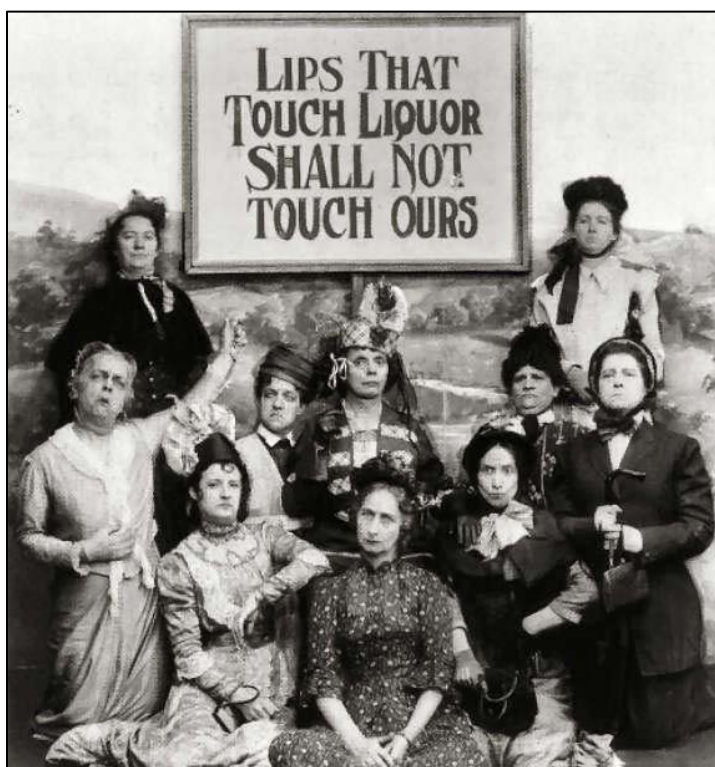
"There are hundreds who have worked on these aircraft in terrible conditions and who are now suffering, but the Government has turned their back on them," he said.

## **World Financial Crisis.**

If you're like the rest of us, and a bit confused as to why the whole world is shot to bits, financially, perhaps this will make it a lot clearer. It's a big file and, depending on your connection speed, will take a few secs to download. Click [HERE](#)

After a long night of making love, the bloke notices a photo of another man on her nightstand by the bed. He begins to worry. "Is this your husband?" he nervously asks. "No, silly," she replies, snuggling up to him. "Your boyfriend, then?" he continues. "No, not at all," she says, nibbling away at his ear. "Is it your dad or your brother?" he inquires, hoping to be reassured. "No, no, no!!!" she answers. "Well, who in the hell is he, then?" he demands. Don't worry, she says, "That's only me before the surgery."

If you were living in the US around 1919, just before prohibition started, and came upon the following poster...



I mean, seriously!!!

Would you quit drinking???

## CPN-4. Ken Hunt.

After reading thru a lot of RAMs I am a little confused. The [photos associated](#) with the CPN-4 consist of 2 trailers and I haven't seen anything that suggests there was one based at Ballarat.

Back in 'good old 55' the radar unit at Ballarat had (from a rusty memory) only 1 trailer but was always attached to a Mack truck which had the power unit on its back.

My understanding was that at that time there were only two other similar types in Australia, one in Darwin and another in East Sale??



Was the Ballarat unit an earlier type? Does anyone know anything about the Ballarat unit because I'm sure it was different to the units shown in your photos.

Incidentally I was told that the seat of the Mack truck was comfortable enough to sleep on during night time guard duty. By the time I got to try it THEY locked the truck up every night. There is another story here but for another day.

## More thoughts on Nashos in 1955

Over the past weeks I have thought that, although the Nashos were treated a little differently to both the apprentices and permanents at Ballarat, we all had somewhat similar experiences the only difference being Nashos only had 154 days not 20 years in the Service. Reading some of the other articles about the RAAF at Ballarat brought back many memories, so I thank those writers for jogging my memory, but, like many, I think it was a better RAAF back then – it's different today.



Stoking the boilers, bludging on guard duty, looking for gold nuggets on the bull ring, pulling the local chicks, ah! We felt that we were different but after reading of other's experiences, it seems we weren't that much different after all.

Others have spoken about how only a few planes were ever on the base. I recall that one of the hangers housed a very simple Link (?) trainer and another housed an old Mosquito. A regular visitor was a DC3 from East Sale. It came over to provide some practical training for the GCA operators. As we (the Nashos) had not yet been flying they split us up into two groups. Each group then did circuits and bumps around the district. On our trip the pilot was a Sgt but the co-pilot was a Groupie. He was upping his hours and was the highest rank that we had ever seen. Of course one of the boys became air sick, used the loo, but didn't tell anyone. Three days later there was a major investigation, as you could imagine. I think that the DC3 was fitted out as a training plane for Radio Ops, about 8 places.



One Sunday morning a Mustang arrived, no one seemed to be aware that it was coming. It collected some spares and left again headed for Richmond (so the rumour said). On a Saturday afternoon an old privately owned Tiger Moth landed. There were strong headwinds and the rumour was he didn't have enough fuel to make Moorabbin; he waited a couple of hours and when things quietened down a bit he left. I say rumour because I am sure that Ballarat in 1955 was not capable of refuelling Tigers. Ballarat was big on rumours.

As I have said before, a few of chipped in and we purchased a [Model A Ford](#) for \$180 (equiv) so now we had the ability to get about. One major problem we still had though, we had very little leave, so we left the car outside the fence on the Clunes road and went 'over the fence' when required. Then it hit us that all the Main Gate guards were either other Nashos or Apprentices. So we then parked 'under the pines' and came and went as we pleased.



We had two incidents re AWOL. Nothing serious, we just had to reassure Sgt Hyam that we would not do it again (until next Friday when we took him and Mrs Hyam into town). The CO, Sqn/Ldr Webster, spoke to me in passing the day after we were a day late back from Easter leave. No action and he finished by saying 'How did the car go on the way to Adelaide'. He was a 'civvy in uniform' so was probably not interested in any further action.



Every 18-19 year old's hobby was 'pulling chicks'. Lenny Cusack, he still owes me for a half share in the old Ford, got a bright idea. He rang the Ballarat Base Hospital. "Ballarat Base"... "Good evening, second floor of the Nurses Home please"... "Hello".... "Could I speak to Pat (a very common young ladies' name in 1955"... "Sorry, which Pat do you want"... "Doesn't matter, what's your name?"... The following evening three of us took three nice young nurses to the movies in Lydiard Street. It went on from there.

The Botanical Gardens, the Eureka Stockade Park and Black Mountain were some of the good spots for anatomy education and weren't the nurses keen for some practical experience. I got the fright of my life with one lass, "Can you get time off over Easter, we could go to Shepparton and meet Mum and Dad"? End of romance!!! Of course other romances soon followed. But it did come home to roost.



Ken at Point Cook, 1955

Later in 1961, shortly after I was married (not to any of the nurses) a friend of mine introduced my wife and I to his new wife. She had been a trainee nurse in Ballarat in 1955. Oops.

Our night escapades almost always included trainee nurses, (*Johnny Mat - does this bring back any memories??*) and they were treated worse than we were. In spite of the 'home sister' manning the front door to the Nurses Home all night we were able to find our way back to the second floor via building works in the main hospital, ladders and all.

After our tour at Ballarat was finished, we were sent to Point Cook to "pass out" and then we drove the old A model back home to Sydney.

I look forward to the magazine, keep the reminders coming.  
Thanks, Ken Hunt.

## 1965 Appy Hockey team.



**From L-R:** Trevor Connell, Martin (Rolf) Roelfsema, Ric Toholka, Errol Johnson, Julian de Ross, Pete Cooper, Gary Learhinan, Allan George, Storky Vanderlinden, Greg Jackson, Peter Gilvarry

The blokes underlined are from 18 Appy, the rest from 19 Appy. This team of Kookaburra hopefuls played in the Melbourne north fixtures. Matches were played at Laverton, Greensborough, Heidelberg, Melbourne Uni and at Essendon and were always a good day out for a young Appy.

Beauty is only a light switch away.

## 17 COURSE GRADUATION BALL

A Graduation Ball on the occasion of the completion of No. 17 Radio Apprentice Technician Course was held at the Base Gymnasium on Wednesday, 11th August, 1965 after a most impressive Graduation Parade. The Gym was decorated for the occasion in a spectacular manner by parachutes billowed from the ceiling, and balloons. At the back of the stage was a large luminous "17". These decorations, erected by 19 Course and organised by 18 Course, transformed the Gym to an elegant ballroom.

The evening commenced at 8 p.m., by which time most of the official guests (who included the Commanding Officer of the School of Radio, Wing Commander Hall, Apprentice Squadron staff, staff members of the RMIT and Lowther Hall Church of England Girls' Grammar School) had already arrived as also had the girls invited from Lowther Hall, Penleigh and Edith Head Girls' Grammar Schools.

Many parents, relatives and friends of the graduating course attended the ball and the very successful evening was thoroughly enjoyed by all.

The supper, superbly organised by apprentices Ron Evans and Lee Woodmansey, was served in the Airmen's Mess.

Next year it will be the big night for 18 Course, this year's organisers.

—Cpl/App. HOULISTON.



AC (GROUP 7) RICHARDSON AND ADMIRING PARTNER.



PARADE COMMANDER BOB MATTERS AND PARTNER.



HAPPY MOMENT AT THE BALL.

John Pengunes and Ron Clayton with their partners.

## 1965 Appy 7 a-side Union team.



VICTORIAN JUNIOR RUGBY UNION OPEN 7-A-SIDE CHAMPION TEAM, 1965.

Left to Right—Cpl/App. R. Ledingham, Sgt/App. G. Dowling, Sgt/App. K. Davis, Flt. Lt. M. Newman (Coach), L/App. R. Thompson, L/App. B. Gillick, Cpl/App. Kingsley. Inset—L/App. D. Weeks.

Police warn all male clubbers, party-goers and unsuspecting public house regulars to be more alert and cautious when getting a drink offer from a girl. There is a drug called "beer", that is available essentially in liquid form.

The drug is now being used by female sexual predators at parties to convince their male victims to have sex with them. The shocking statistic is that beer is available virtually anywhere! All girls have to do is buy a beer or two for almost any guy and simply ask the guy home for no-strings attached sex. Men are literally rendered helpless against such attacks.

However, if you fall victim to this insidious drug and the predatory creatures administering them, there are male support groups with venues in every suburb where you can discuss the details of your shocking encounter in an open and frank manner with a bunch of similarly affected like minded guys. For the nearest venue near you just look up "Hotels" in the yellow pages.

Be careful out there guys.....



## The C130's Golden Anniversary.

The first of the RAAF's 12 C-130A's, A97-205, arrived at Richmond in Dec 1958 when it was delivered to 36 Sqn, the same year this model Holden was in the new car showrooms and by March 1959, the 12th A model, A97-216, was on the line. In 1966, the RAAF acquired 12 C-130E models, which were delivered to 37 Sqn, again at Richmond, then, in 1978, the old A models of 36 Sqn were replaced with 12 H models and in 1999, 37 Sqn began to replace their E models with the latest version, the C-130J.



Australia was the first country outside of the US to operate the Hercules and the aircraft is now flown by the Air Forces of more than 60 nations.



The Hercules, initially designed to specifications laid down by the USAF Tactical Air Command, first flew as the YC-130 in August 1954. Conceptual studies for the aircraft were initiated in 1951 and the first prototype flight took place in 1954 followed by the first production flight on April 7, 1955. The USAF ordered a total of 219 aircraft and the C-130A joined the U.S. Air Force inventory in December 1956. Initially it was built without a weather radar, but that was quickly added.

While the C-130 has undergone many modifications during the past 50 years, its fuselage shape has largely remained



unchanged – a fitting testament to the design team at Lockheed all those years ago. Remember, it was designed when THIS Holden was in the new car showrooms.

In fact, The C-130 has had the longest continuous production run of any military aircraft in history. Since its first flight in 1954, more than 2,400 have been built at the Lockheed-Martin factory in Marietta, Georgia, in the world's longest, continuous military aircraft production line. It was named after the mythical Greek hero known for his great strength and over the years has lived up to its name, proving one of the most successful aircraft designs of all time.



The ABC's 7-30 report says "The C-130 Hercules *jet fighter* is often called the backbone of the Royal Australian Air Force. This month it passes a unique milestone, 50 years of service". We know they are a very resourceful aircraft, but a JET FIGHTER???? And in the same article the ABC goes on to mention the "Karibu" ????

The world is a dangerous place!  
Only yesterday I went into Myer and punched someone in the face.

Capable of short takeoffs and landings from unpaved runways, the go-anywhere Hercules was originally designed for troop and cargo transport. But its versatile airframe has been adapted for use in a multitude of roles, including as a gunship, aerial refuelling tanker, drone carrier, aerial ambulance, fire bomber and crop duster; for photographic survey and reconnaissance, search and rescue, electronic warfare and weather reconnaissance; and as a commercial freighter and civilian airliner.

The Hercules has recovered space capsules and worn skis in Antarctica, and dropped massive bunker-busting bombs in Vietnam and Iraq. It is also the biggest aircraft to operate from an aircraft carrier.

It has been the backbone of many of the Australian Defence Force's most important operations in the past 50 years. It has provided combat airlift capability, including tactical transport of troops and cargo, as well as



FSgt Rick Cairns (F/E) [left] and W/Off Bob Pearman (Loady) at the "end of an era" ceremony at Richmond, November, 2000 when the E model was replaced with the J.

special-forces insertion, parachuting and air drops. In recent years the RAAF's Hercs have seen more active duty than any other RAAF aircraft.

The introduction of the Hercules in 1958 boosted the RAAF's airlift capacity. In the immediate post-war years, the RAAF had relied on the Douglas C-47 Dakota, the military version of the twin-engine DC-3, to fill most of its transport needs.

With the arrival of the Hercs, the Canberra based No 36 Squadron relinquished its World War II era Dakotas and moved to Richmond to take delivery of the 12 C-130A aircraft. The powerful 56,500kg Hercules could fly twice as fast, higher and further than the piston-engine Dakotas and could carry 100 troops, four times the load of the 11,500kg Dakota.



In 1966, 37 Sqn took delivery of its 12 C-130E models to supplement the A models and service the demands of Australia's growing involvement in the Vietnam War. Some of the more memorable achievements of RAAF Hercules include extensive service in Vietnam in the 1960s and 70s, and the emergency response to Cyclone Tracy at Darwin in 1974-75.

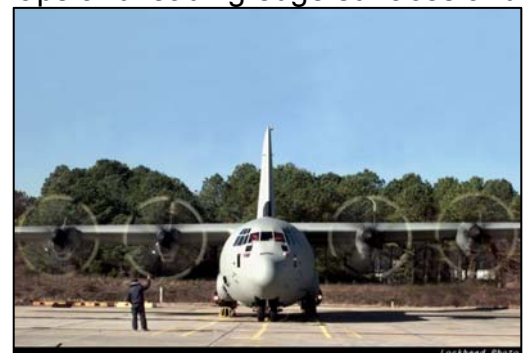
In 1989, Prime Minister Bob Hawke used the RAAF's Hercs as strike busters to fly 172,000 civilian passengers during the four-month domestic pilots' dispute.

Today, three RAAF Hercules are based in the Middle East, and continue to provide vital airlift support to Australian and Coalition forces. Fifty years on, the ever reliable Hercules have flown millions of kilometres in RAAF service without a serious safety incident.

The rugged workhorse and jack-of-all-trades is likely to soldier on for at least another decade or two before being replaced, most likely by an updated version of the Hercules not even on the Lockheed-Martin drawing boards yet.

The most comprehensive update of the C-130 came with the J-version in 1996. The airframe was mostly been left unchanged, except for the composite flaps and leading edge surfaces and the removal of the external fuel tanks.

Big changes however came with the new generation engines, the Allison AE 2100 turboprops with swept [Dowty propellers](#), the new simplified wiring and systems inside the aircraft and the new flightdeck which now features two HUDs, four large MFDs, five monochrome displays and fighter-like controls on the control columns and a full electronics upgrade (and NO Collins 618S HF set to lug in and out – tb). With these updates it has now become a two crew flight deck



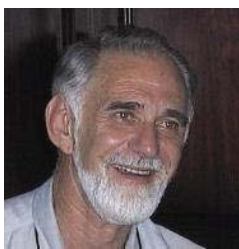
Nothing in the known universe travels faster than a bad cheque.

## Differences

	E Model	J Model
Weight empty	33,064 Kg	32,615 Kg
Max take off weight	70,310 Kg	70,305 Kg
Cruise speed	320 kts	348 kts
Rate of climb	1,830ft/min	2,100ft/min
Cruising alt	23,000ft	28,000ft
Range (fully loaded)	2,105 nm	2,835 nm

A dog goes into a hardware store and says: "I'd like a job please".  
The hardware store owner says: "We don't hire dogs, why don't you go join the circus?"  
The dog replies: "Why, what would the circus want with a plumber".



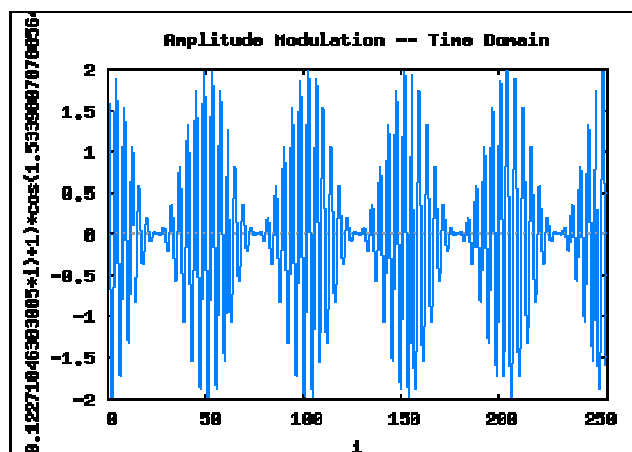
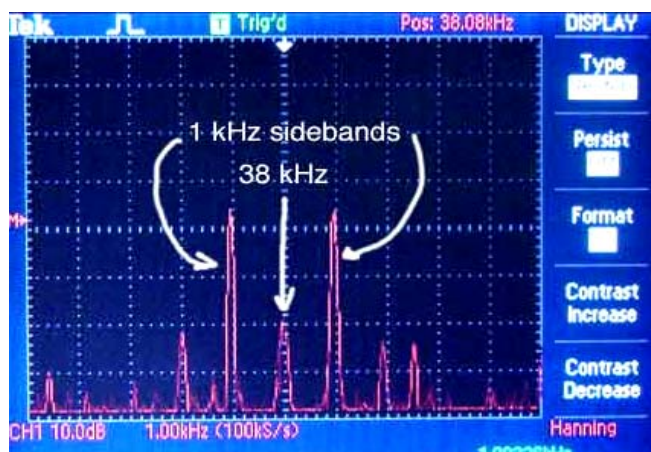


## Figuratively Speaking.

Frank Alley.

### Sidebands.

At Radschool you may well remember lessons concerning non-linear mixing ([heterodyning](#)) where additional frequencies are generated, called sidebands. For example, if a 1000 KHz signal undergoes amplitude modulation with an audio signal of 5 KHz, then in the transmitted signal there will be the carrier (1000 KHz) and the upper and lower sidebands (1005 KHz and 995 KHz). We all believe that don't we? So what is the evidence that the sidebands actually exist? Well, we have all seen them displayed on a spectrum analyser, haven't we? Something like the picture below:



Back at Radschool we had access to a number of electronics magazines, one being [Wireless World](#) (now Electronics World). One columnist called himself "Cathode Ray" and he challenged the belief that sidebands were actually transmitted through space. Cathode Ray claimed that the sidebands were generated in the receiver circuits, just as they were in a spectrum analyser, that they did not exist at all. There followed plenty of debate. So, who was this Cathode Ray?

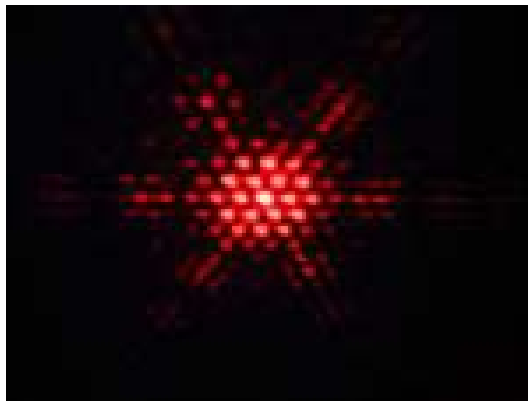
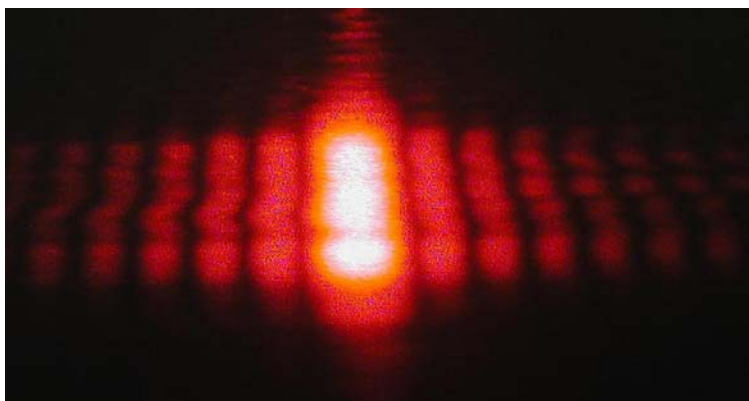
Marcus Graham Scroggie, B.Sc., F.I.E.E., (1901 - 1989) was a British technical author active in the fields of radio and electronics. He was born in Leytonstone, Essex in 1901, the only son of the Baptist minister, writer and theologian Dr. W. Graham Scroggie. He graduated from Edinburgh University in 1922. He gained practical experience in the still emerging technologies of radio and electronics, at Bruce Peebles Ltd and Creed Telegraph, before moving to Burndept Wireless Co - one of the original constituents of the pre-Reith British Broadcasting Company. He served in World War II in the Royal Air Force (RAF) in command of Pevensey Bay radar station in East Sussex and from there became a lecturer at the RAF Radio School at Yatesbury, Wiltshire, as well as being tasked by the Air Ministry to take charge of all RAF

secret radar and radio publications. After the War, he became a technical consultant and is known for more than 800 articles he contributed to 'Wireless World', often under the pseudonym 'Cathode Ray', as well as publishing several books.

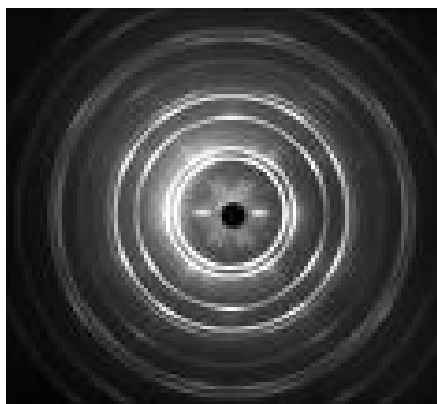
On their way to get married, a young couple was killed in a car accident. The couple found themselves sitting outside the pearly gates waiting for St Peter to process them into Heaven. While waiting, they began to wonder, could they possibly get married in Heaven? When St Peter showed up they decided to ask him. St Peter says, "I don't know, this is the first time anyone has asked. Let me go and find out." The couple waited for a couple of months and began to worry. If they could get married, what if things didn't work out. Were they stuck together forever? After yet another month, St Peter finally returns, looking somewhat annoyed. "Yes," he informs them, "you CAN get married in Heaven." "Great!" said the couple, "But we were just wondering, what if things don't work out? Could we also get a divorce in Heaven?" St Peter, red-faced, slams his clipboard to the ground. "What's wrong?" asked the frightened couple. "Oh come on!" St Peter shouts, "It took me three months to find a priest up here! Do you have any idea how long it'll take me to find a lawyer?!"

So what of his assertion that sidebands don't actually exist? It is fascinating that his university education precedes the theories in physics which cast doubt on what reality is. Irwin Schrodinger was an Austrian physicist (later to win the Nobel Prize) who investigated the concept of reality. His ideas are now well understood and accepted. Broadly speaking, reality is what we observe and that for example, the reality of light, or atoms or radio waves can only exist in what we can observe. We know that light can be a wave and can be a particle, but not both at the same time. So what is light? It depends on how you look at it.

Diffraction patterns shown below, can only be explained by the wave model. The photo-electric effect (in photo-multiplier tubes) cannot be explained by the wave model, but can be explained by the particle model. Incidentally, Albert Einstein received the Nobel Prize for his explanation of the photo-electric effect and coined the word 'photon'. His paper was published in 1905, the year in which he also published a paper on Brownian Motion and Special Relativity. It wasn't until 1915 that his theory of General Relativity was published.



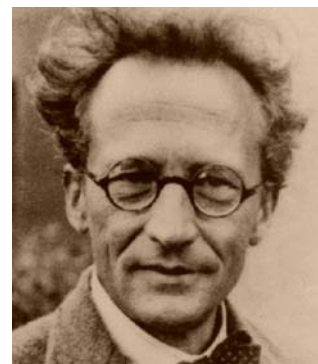
These patterns are produced when a laser beam is shone onto a grating. The following diffraction pattern is produced when electrons are fired at thin graphite crystals:



I have personally done these experiments. The electron diffraction pattern shows that electrons are waves, but don't we know them to be particles? Particles are not able to produce patterns showing constructive and destructive interference. The constructive areas are the bright lights and the destructive areas are where there is no brightness. The reality is, electrons are particles. The reality is also that electrons are waves.

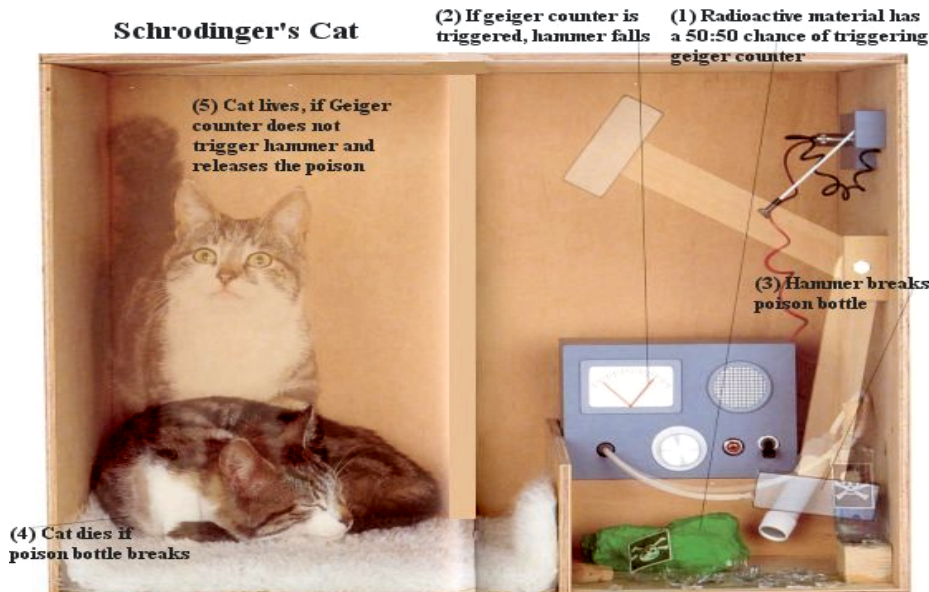
Whereas Niels Bohr and his group of physicists explained matter as being made up of particles, Schrodinger showed that matter was made up of waves constructively interfering (adding

together such as in the bright areas in the patterns shown above). Both models gave the same answers. So which is correct? Both are. Now let's try a gedanken (thought) experiment. Consider our most worthy editor, Trevor Benneworth. Each of us, including Trevor himself, honestly writes a description of Trevor (now, show some restraint!). Which will be the correct description? They are all correct because the reality of Trevor is based only on observation. Anything else (such as wishful thinking) is nonsense and cannot be verified unless by observation.



In 1935, Schrodinger proposed a gedanken experiment which is now famously referred to as 'Schrodinger's Cat'. A cat is placed in a box in which there is a glass phial of a deadly poisonous gas, a radioactive source and a radiation detector connected to a hammer (for breaking the phial). The radiation source has a long half-life and a particle is released on average once per half-hour. So, after half an hour, is the cat alive or dead? Any answer is meaningless without an observation of the

cat. The action of opening the box and looking, in effect, creates the reality of the cat being alive or dead. In other words, the observer creates the reality. So when we observe electrons or light, we are in effect 'opening the box'.

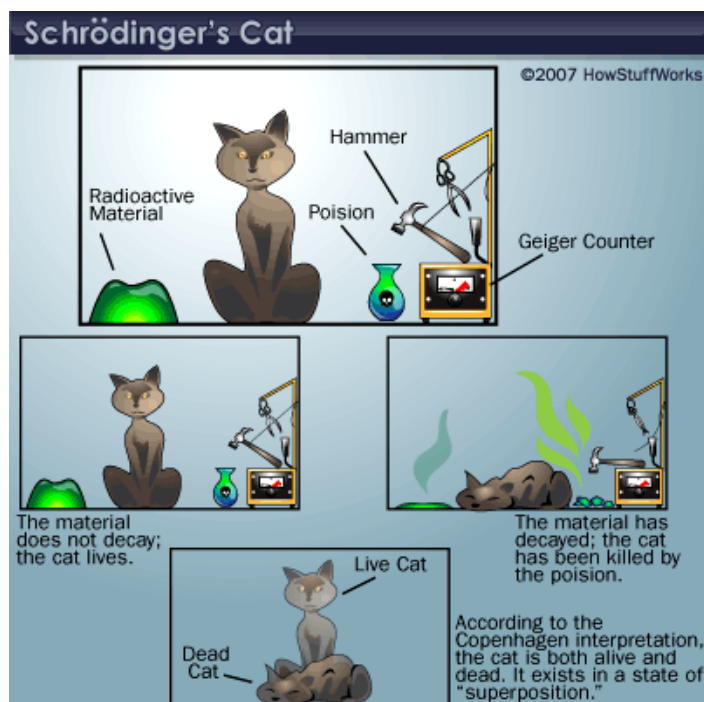


Copenhagen group. Niels Bohr had already won the Nobel Prize and was so famous that the



Danish government built him his own university, The Copenhagen Institute of Physics, which attracted physicists from all over the world who wanted to work with and learn from Bohr.

Niels had a brother Harald (a mathematician) who was in the Danish Olympic soccer team. When Niels was presented to the king of Denmark, the king said 'so you are to soccer player'. Niels replied 'no your majesty, that is my brother Harald'. King says 'no, you are the soccer player'. Niels disagreed again and the king turned on his heel and walked out! Obviously Niels did not know who he was and kings are never wrong.



By the way, the Copenhagen Institute of Physics was sponsored by Carlsberg Breweries and the stuff was piped into the university.

There is an amusing story of an Australian physicist who went to Copenhagen to study under Bohr. Bohr asked him 'Do you drink beer?'. You know, is the Pope a Catholic? The Aussie replied in the

affirmative and Bohr asked how many he would like. The Aussie, replied, 'One per day except maybe Saturday when two would be welcome'. The next day a truck arrived with 8 crates of beer for the week.

Schrodinger, before all hell broke out in WWII left and became the professor of physics at Dublin University, the job found for him by Lord (Ernest) Rutherford, the New Zealand physicist and Nobel Prize winner.

Heisenberg went back to Germany and headed the nuclear program for the Nazis. He and Bohr fell out over the matter of nuclear weapons.

Bohr remained in Denmark in his institute, half of which was taken over by the Gestapo. Bohr continued to send secret messages to the allies, from the same building as occupied by the Gestapo. In the meantime, a number of Nobel laureates had entrusted their gold Nobel Prize medals to Bohr for safekeeping. Bohr received a tip-off that the Nazis were going to kidnap him and force him to work on their nuclear program. So he had to escape, but to do so with the gold medals which the Nazis would take if he were captured, was out of the question.

He dissolved each medal in [aqua regia](#) (HCl and HNO<sub>3</sub>), an acid which dissolves gold and left the resulting clear solutions in unmarked bottles on the laboratory benches. They were still there





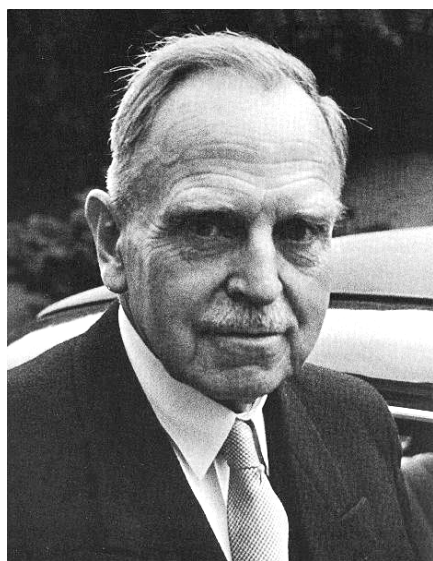
after the war's end and the gold was precipitated and the medals re-struck. After a risky trip on a fishing boat from Denmark to neutral Sweden, Bohr almost died during the escape during the flight to England in the bomb bay of a Mosquito. With his son Aage, Bohr became a consultant in the Manhattan project at Los Alamos. The Bohrs were so secret at this time, they were referred to as Nevil and Aaron Baker. Aage was to later join his father as a winner of the Nobel Prize for Physics.



Heisenberg may be viewed as the father of modern physics, but remained without many friends in the international scientific community after the war. He claimed that he hindered the Nazi effort to produce a nuclear weapon, but to this day, no one is sure where his true allegiances lay. Many books have been written and even one stage play about Heisenberg, who remains in scientists minds, an extraordinary genius, but nevertheless, an enigma. He was taken prisoner at the end of the war and finished up as a fellow captive in a country house in England where conversations with other German scientists were monitored. When they heard the announcement of the dropping of the bomb on Hiroshima, they were collectively shocked and even refused to believe it at first. Otto Hahn, who had won the Nobel Prize for the discovery of nuclear fission (leading to atomic weapons), attacked Heisenberg and others and told them they were second rate. During that evening Hahn was put on suicide watch as he felt responsible for the

destruction visited on Japanese civilians.

As an aside, the Australian physicist (Sir) [Marcus Oliphant](#) was instrumental in the development of RADAR before the war and also worked on the Manhattan Project. Later he founded the Australian National University in Canberra and became the governor of South Australia.



Otto Hahn



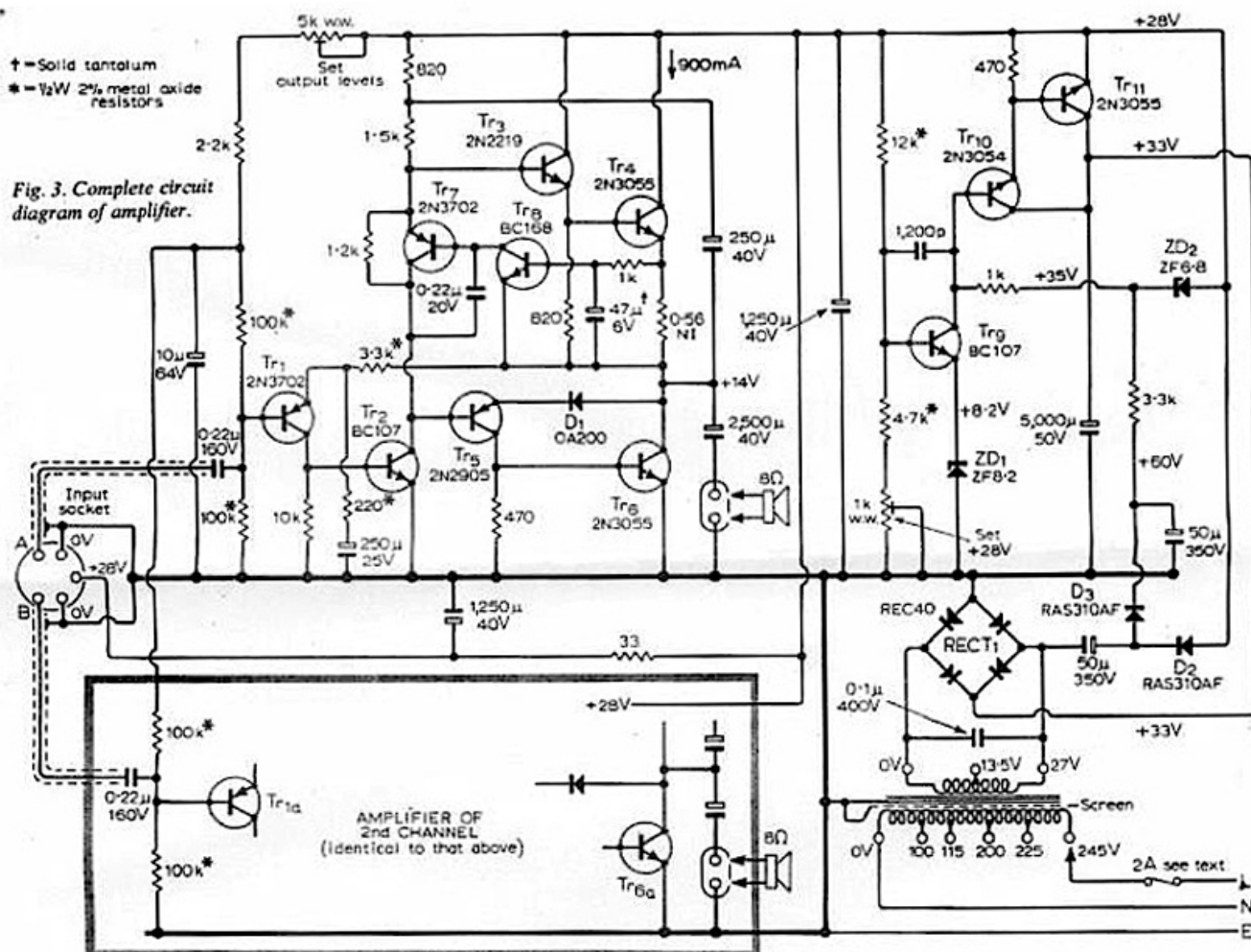
Mark Oliphant

Now back to Wireless World.

When I was at Radschool, we taught both valve and transistor circuits. I built a Playmaster stereo amplifier using 6GW8's as power output stages. Then Wireless World published Dr. Arthur Bailey's 30W power amplifier using 2N3055 transistors in quasi-complimentary/symmetry power output stages. It was a revelation at the time.

True complimentary/symmetry was not possible at the time because they couldn't yet make a PNP/NPN pair of power transistors that matched each other. The Bailey amplifier became the model manufacturers used. I wonder how much money he made out of it? Probably nothing. Tr4 and Tr6 are the quasi-complimentary/symmetry pair.

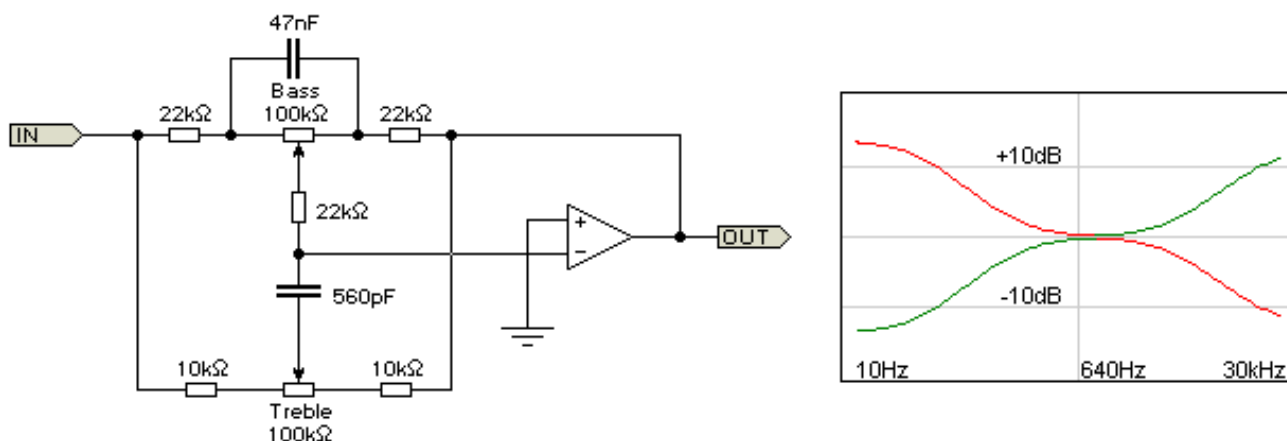
Note the regulated power supply.



Arthur Bailey is the instructor. He was a Senior Lecturer in Electronic Circuit Design at the University of Bradford.



Also published in Wireless World (1952) was the P.J. Baxandall tone control circuit, which also proved to be another revelation at the time. Before then tone control was simple treble cut, you got bass boost by cutting treble and boosting volume



Are there really three radio waves transmitted in a simple amplitude modulated signal? Certainly we know that a modulated wave occupies bandwidth, hence the frequency limitation on the audio content in AM radio. But my question is, what is out there in space, being transmitted? Don't know. Remember that the drawings of radio waves we learned about, are just that, drawings, a graphical representation, nothing more than that.

The graphical representation is used to explain a radio wave in terms that we can understand and simply visualize. The radio wave has no physical reality, it is a perturbation in space in which energy is carried. This suggests to me that the sidebands are not actually there, but are



recreated in the receiver, responding to something that is generated in the antenna. I have observed electrons behaving like waves and also behaving like particles with mass and momentum, such as seeing a hole punched in a cell under an electron microscope. Perhaps I am making things too complicated and should settle back with a beer and think of electrons as little billiard balls and radio waves as something akin to water waves that I can actually see.

Just a little about the vacuum, space. A vacuum is not 'nothing', but has measurable electrical and magnetic properties. One is a constant called the 'electric permittivity of free space' and the other a constant called the 'magnetic permeability of free space'. It is the nature and measured values of these two constants that gives light (and therefore radio waves) its particular speed in a vacuum. It also means that the speed of light is the same for all observers in a vacuum, that even if you are heading toward the source of a ray of light at high speed, you will still see the speed of the light ray to be 300,000 km per second. Of course light does travel at less speed in other mediums such as glass or water, but the passage of light through those mediums occurs by a different mechanism.

The passage of a radio wave through space is really the variations of electric and magnetic fields in space. As they are both constants, then the speed of light in space is also a constant. Electromagnetic waves are not 'matter waves' as are sound and water waves. Electric field and magnetic field lines we draw in diagrams don't actually exist, they are just useful tools used to represent the fields. The same goes for the gravity field.

Really, there is nothing quite so real as a decent beer, such as [Carlsberg](#).

But!!! The question is - What happens when you use SSB and suppress the carrier - what goes into the ether then????



Good question. Thought of that a long time ago. Whatever goes into the ether carries information. The concept of information storage and retrieval is the crux of understanding Stephen Hawking's view of black holes. He believed that at the event horizon of a black hole, information had to be lost...but he has since agreed that he was wrong....oh...I digress again! Information about the original signals is carried by the SSB, whether it be suppressed carrier DSB or SSB. The receiver retrieves that information and after detection (demodulation...information retrieval), gives us back the original modulating signal. Don't ask me for a mechanism because I have no bloody idea. I don't believe there is any unobserved reality we can sensibly contemplate. Everything we think of is a model, based on our language or mathematics. The model explains what we observe and that is why there are many models explaining the same observation. Some refer to the cosmic sensor, who does not allow us to see the 'truth'.

Bugger it...too hard for me. Back to the red wine.

Your stomach has to produce a new layer of mucus every two weeks or it will digest itself.



## Mirage in Darwin.

Jim Barden saw our article about the [crash of A3-105](#) in earlier editions, and as he says "As [your article points out](#), I was the last person to fly that aircraft. Attached are some personal photos plus the "Joke" that appeared in the newspaper the next day. It was a good caricature of GPCAPT Whisker, (I think).

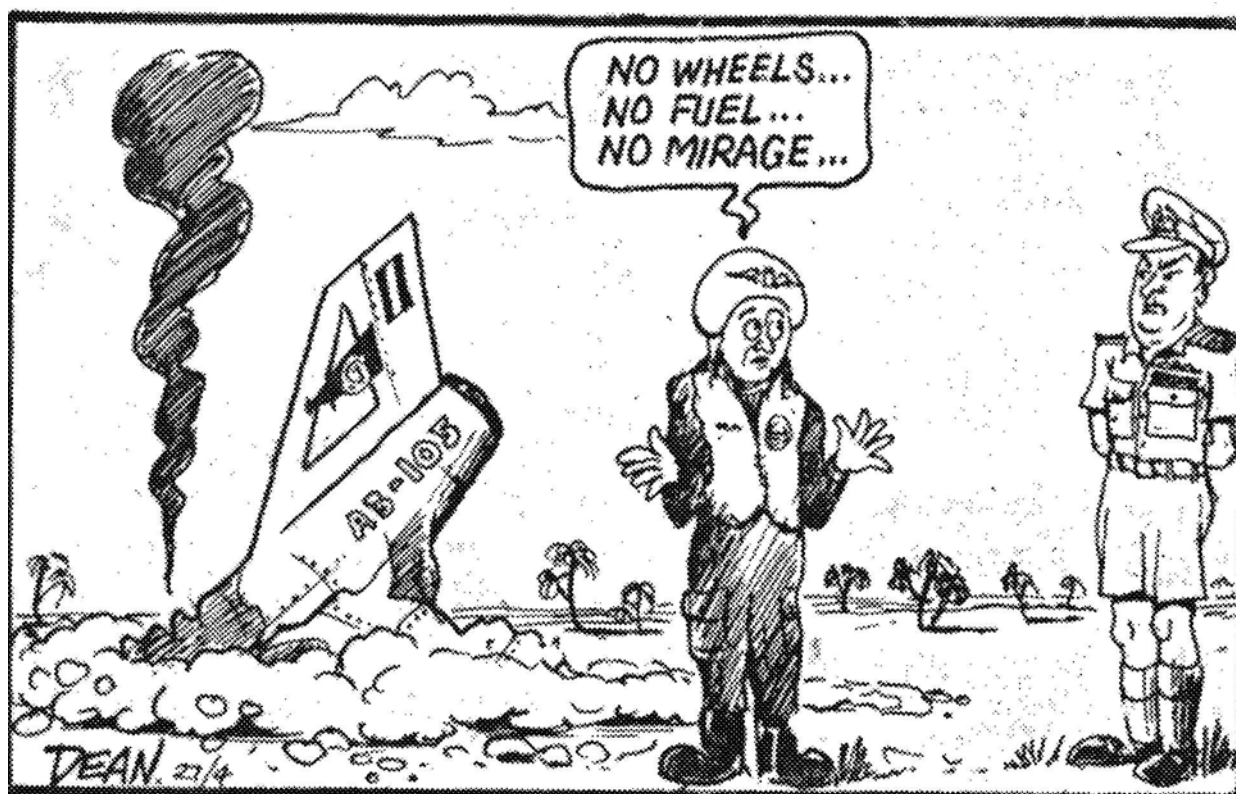
I'm told, but cannot verify, that the first aircraft in the flight line photo is 105, before its last flight. 105 was trialing the lighter brown colour scheme at the time.



Another good story that emerged from that episode, is "it was the same Safety Equipo who packed both ejection seat parachutes, he scored two cartons of beer that day. Then around 2003/4 my son was going through 2FTS when the same Safety Equipo (now a contractor) noticed the name (same as mine) on the helmet and asked the obvious question.

He got a real buzz out of it!!

My son flies Caribous!!



## Banks.



Last issue we had a “Rant” about the fees and charges levied by the NAB onto our normal everyday Savings Account. We said all we had to do was “go down the road to the Bank of Queensland” and we found an account that was free of fees and levies provided you were a Pensioner.

Well, we very quickly got a huge bunch of emails from blokes who told us, in no uncertain terms, that the NAB offers the same fee free account too, provided you are a pensioner.

So we went back to the NAB to find out and sure enough, the blokes were right, the NAB has one too and it’s called the NAB Retirement Account and of course it too is fee free.

However, there is one big difference. With the NAB if you want to ring the bank and speak to someone about your account you have to ring their 13 number and then you get shunted from extension to extension and could eventually end up speaking with someone off-shore.



When you open an account with the BOQ you get a card with the name of the branch manager and his direct phone number on it and you are encouraged to call whenever you have a query.

I know where I’m staying

## Bastardisation.

A recent report by the Dept of Defence Inspector General's Office states that allegations of "a culture of widespread bullying and brutality" within Defence are, in the most part, unfounded. The Audit team travelled to major Defence establishment across Australia and abroad and interviewed staff from all services and found a few cases of unfair treatment and bullying within the Army and Navy. However the Air Force told a different story. Complaints came from a total of 3,555 Air Force members. While this statistic is alarming in its own right, it becomes horrific when one considers that each complaint represents a sad story of abuse, mistreatment and neglect. Examples of the some of the more disturbing cases are shown below:

- One young pilot told of having to spend two nights in tented accommodation, despite the fact that there was an available five-star hotel just one mile away.
- Another said that he had been forced to endure a gruelling fitness test every year since he joined in 1997.



- One airwoman alleged that she had been overlooked for promotion on numerous occasions simply because she was fat, lazy and stupid.
- An aircraft maintenance technician stated he had been refused permission to wear civilian attire to work, despite the fact that his uniform clashed with his eye colour.
- Another had been forced to wear uncomfortable safety boots for periods of up to eight hours straight.
- A clerk could not understand why she had been sent to work in a Joint Military Headquarters, "I have been forced to work for horrible Army people who just don't comprehend what the military is all about. I feel the Air Force has victimized me by forcing me to do this...I will be seeking compensation..."
- Shockingly, Air Force senior ranks are also subject to mistreatment. One SNCO stated, "I was deeply upset when I was addressed as 'Sergeant' by an officer. He knew my name was Robert. It was just horrible - I have never been more humiliated in my life." A senior officer advised that "the officer in question has since been moved on..."
- A number of personnel complained of having to attend courses that were not relevant to their jobs, such as rigorous ground combat courses and drawn-out lectures on occupational health and safety. To add insult to injury, a young corporal was even ordered to pack up chairs in the classroom after one such course.

The huge backlash against treatment of Air Force personnel should provide senior officers with a vital clue with regard to the massive retention problems experienced by the RAAF in recent times.

## **HMAS Sydney II.**

We received the following from CDRE Bob Trotter RAN (Rtd) via Steve Hartigan:

*Dear Friends,*

*I am pleased to announce the news that the Finding Sydney Foundation (FSF) and the Naval Association of Australia (NAA) have launched a Virtual Memorial on the internet to commemorate the 645 men lost with HMAS Sydney II on 19 November 1941.*

*We are providing a unique experience accessible globally for those wanting to learn more about the human loss of HMAS Sydney II and honour the memory of the individual sailors through shared stories and images.*

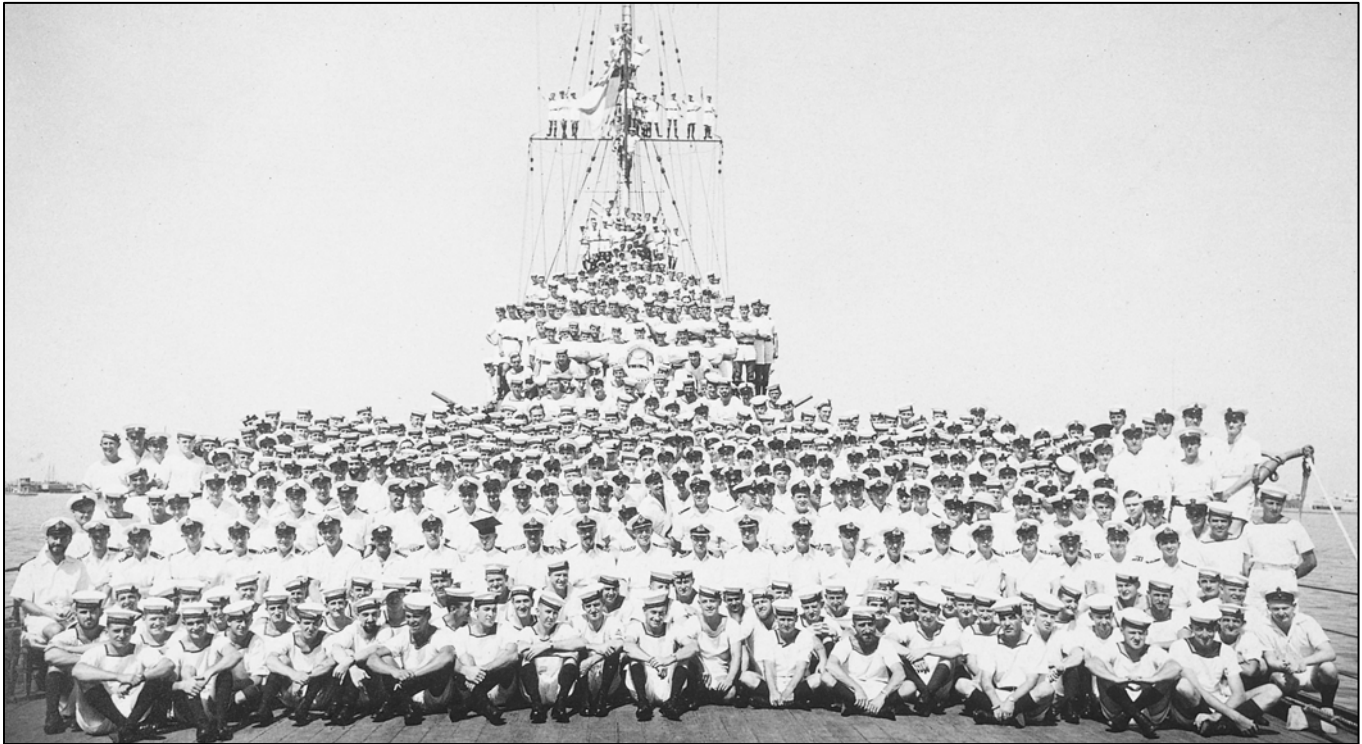
*The FSF is very grateful to the NAA for accepting the task of carrying the 'Sydney' banner into the future.*





*The website, located at [www.sydney memorial.com](http://www.sydney memorial.com) features an Honour Roll with individual pages of information for each of the 645 sailors lost. Families are invited to submit stories, images and other related content to feature on each sailor's pages.*

*The website also houses HMAS Sydney II historical information and an extensive set of archival photographs courtesy of the Royal Australian Navy and the Australian War Memorial. Video footage can also be viewed.*



**The Sydney and her crew. What an incredible loss!!!**

*It includes previous commemorations; the search for the wreck; scenes of the ship and crew in Egypt (Jul 1940) after the successful engagement with the Italian cruiser Bartolomeo Colleoni; the triumphant ceremonial welcome home march in Sydney (Feb 1941) and scenes aboard the ship taken during the months before her loss.*

*Another web site worth a look is <http://www.findingsydney.com/>*

John Lennon, Bill Clinton and Jeff Kennett are standing before God at the throne of Heaven. God looks at them and says, "Before granting you a place at my side, I must first ask you what you believe in."

Addressing Mr Lennon first, he asks "What do you believe?" John looks God in the eye, and states passionately, "I believe in giving peace a chance. That beauty is something deep within



the soul, and there is nothing beyond our reach if you work hard enough for what you believe in. Peace man!" God looks up and offers John the seat to his left.

He then turns to Bill Clinton. "And you, Mr Clinton. What do you believe?" Bill stands tall and proud. "I believe courage honour and passion are the fundamentals to life, and I've spent my whole political career providing a living embodiment of these traits, particularly passion!!" God, moved by the passion of the speech, offers Bill the seat to his right.

Finally he turns to Jeff Kennett, "And you Mr Kennett. What do you believe? "I believe", says Jeff smoothly, "that you are in my seat."

## Kevin J Carroll.

Kev joined the RAAF in 1954 as an adult trainee. He had attempted to join as an apprentice in 1953 but, at age 16, he was told he was too old and was told to wait until he was 18. However, while he was between the ages of 16 and 18, the joining age was lowered to 17 and he was enlisted as an ACR(M) – Aircraftsman Recruit (Minor)!! As an “M”, the only restriction was that he did not contribute to DFRB and couldn’t do so until he was 18! His daily rate of pay was 22 shillings and 9 pence, (\$31.15 per fortnight) plus he received a uniform allowance of one shilling and nine pence (\$0.18) per fortnight. From that huge pay packet the ATO took Tax of one shilling and three pence per day (\$1.82 per fortnight) – about 5.8%.



After completion of all the signing on procedures, he was given a rail ticket, told to report to Spencer St RTO, and travelled up to Sydney – 3<sup>rd</sup> class, for rookie training at Richmond. Apart from the usual BS, rookie training was uneventful – he had been a school cadet and as such, was familiar with drill, parades, rifles and people shouting orders at him. As the youngest member on rookies (he thinks it was Course # 148) and being a non drinker- he was detailed off to make sure that the ‘mature drinkers’ made the last train back to Clarendon/Richmond on Saturday or Sunday night.

After rookies, everyone was posted down to Wagga Wagga, to RAAF Forest Hills where they did their Basic Fitting course. Wagga was freezing cold and they were bunked up in unlined igloo huts, overcrowded with 20 or more to a 16 man hut and had the use of the wonderful, fully ventilated, ablution blocks. It was not a very inspiring period, as most of the potential crystal crackers could see no relativity between filing steel blocks and electrons. His Wagga period was mostly uneventful, except for the death of one course member (which was very eventful), the poor bloke was an ex RN marine, and he spent a period in cells after a fight, without appropriate medical treatment.



After passing all the metal basher instruction, building a receiver chassis, learning how to use a bastard file, and other stuff never to be used again, it was onto the train and back down to Vic to RAAF Ballarat for the main event! This was a case of out of the ice cube container and into the freezer. Ballarat was just as cold as Wagga but it was damp as well, but at least at Ballarat they played ‘proper football’. For Kev it was a homecoming, being a Ballarat boy, as there was always a home cooked meal and of course when the pile got un-manageable, the opportunity to ‘take the washing home’. He was put onto number 11 course which turned out to be an air

course. As usual, everyone started the course with great enthusiasm and expectations, however, from around twenty starters only about half finished. Fifteen months seemed like an eternity, however; finishing was a great achievement.



**11 Radio Technicians Course, 30 June 1955 – 31 August, 1956.**

**Back row, L-R.** Tony Mumford, Col Lacey, George Creswell, Don Horton, Kev Carroll, Harry Howarth.

**Front row, L-R** Barry Aspinall, Doug Morgan, Reg Allan, Bill Brennan, Laird McLachlan,

Kev says there were many stories and pranks but too many to tell here! – perhaps one day.....

After successfully passing out at Ballarat, the rumour mill swung into full gear and the course pre-posting discussions included the perceived best and worst assignments – of which Sale was considered the worst! However, as [Kev Rosser pointed out recently](#), for an Air Tech it was probably one of the best initial assignments.

There was a range of aircraft and therefore equipment on which to work – Tiger Moths ('A' Service – bottle brush through the speaking tube) Winjeel, Wirraway, Mustang, Vampire, both

single and dual, Dakotas and the mighty Lincolns. *“Yes, there was a purpose to learning that Pye Green was the signal cable and Pye Purple the synch pulse – I think!”*

For a young single bloke, Sale was well located – only 3 hours from Melbourne (2 if you were with JB in the red SSS – tb) and within a hard day’s drive of Sydney. Locally there was the beach for the swimmers and the lakes for the fishermen. The worst incident during his stay at Sale was the theft and crash of a Dak following the airmen’s Christmas Ball of 1958. The culprit, an engine mechanic, died in the crash. Kev says the highlight of his time at Sale was meeting Jean, his wife of some 48 years, but as he says, who’s counting??.



In April of 1959, Kev was posted from Sale to 3 Sqn at Butterworth, but his trip north was broken into two stages, Sale to Pool at Laverton for nearly 3 months, then Laverton to Butterworth. His stay at Laverton was a result of waiting for the [RAF Handley Page Hastings](#) Courier aircraft to make its way to Australia and begin the long slow journey back to the UK, via Changi.



The trip from Laverton to Changi took about a week, with the obligatory engine change in Darwin and a stop over in Singapore. From Singapore to Butterworth it was onto the ‘Butt P’ Bristol Frightener and finally there we were complete with screaming Sabres and exploding Canberras, along with a variety of strange looking RAF birds. The Army was also resident on Base, along with a host of UK Army conscripts, consequently; there was always plenty of excitement/entertainment in the mess and in the NAAFI and of course, there was always Penang Island a short ferry trip away.



While he was ‘Pooling’ at Laverton, he had spent as much time as possible with Jim Dilworth and John (Ted) Schmidt who showed him the “ins and outs” of some of the Sabre avionics, he reckons this was better than cleaning toilet blocks and painting rocks white, and this meant he was of some use at 3 Sqn right from the start, however, his stay in the tropics was cut short after succumbing to some allergy and he was posted to the Neppies at 11Sqn Richmond.

Working on the old P2V5 Neppy was a lot different to working on Winjeels and Sabres, as they were a flying radio shack. Kev says back in 1960, 11Squadron was a great Squadron, it had a great bunch of blokes, there was lots of work and lots of opportunity to visit different places. He was promoted to Cpl in 1961 and posted to 2AD in 1962.



2AD radio, what an experience!! At least there were no duty crews, but there was a poor second prize, the old guard duty. Blokes today wouldn't believe that we all took turns at doing "Guard Duty", these days the only people who do it are Adgees and Civvies.

At the depot you learned about electroplating, crackle finishes and how to keep track of all those little bits of hardware that kept all the electronics in place! Here he was introduced to the APS-20 and APN-59 radars, with lots of black boxes and CRT's in between.

In 1964 he was promoted to Sergeant and posted to HQOC Glenbrook, where there was one



lonely position for a Sgt RadTech Air. What a great job! No overalls, no cold and windy tarmac and lots of social life and golf! Staying in the western Sydney area was a bonus on a couple of fronts – Jean and I had bought a War Service home in St Marys and I was a year into a four year Certificate course at North Sydney Tech, which I was able to continue. After two years on the Certificate course, my academics had risen above the level required for

commissioning. I had made the decision to apply for and get commissioned or I was going to get out. I was commissioned in early 1967 and posted to HQSC Spares Assessing! Not my first choice by any means. However; over morning tea with the AOC, I saw an opening and dropped the word that my three years of study would be wasted unless I stayed in the Sydney area for another year. Sometime things fall into place! A position for a junior RadO had just been established at 38Sqn Richmond and it soon had my name on it!

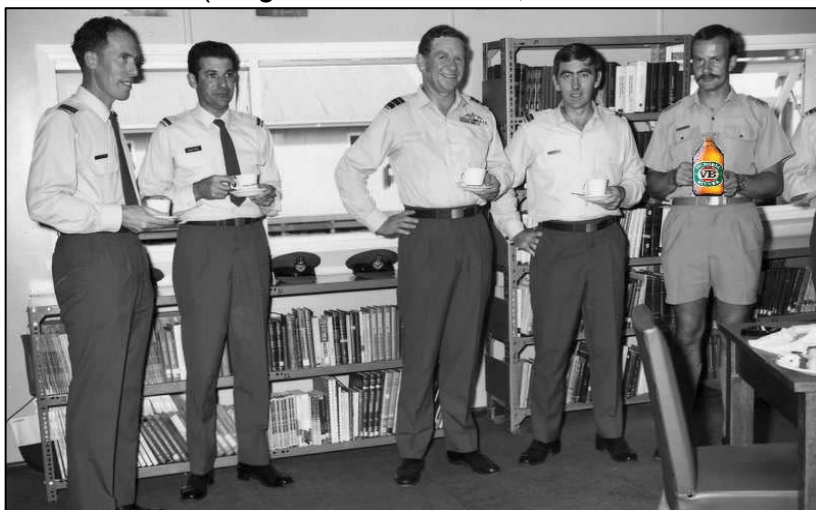
38Sqn, the old Caribou, certainly not the most technologically challenging aircraft, however; as his position was OIC AEMF, he had more than enough to deal with. It was interesting times with the rotations to Vietnam and pilot training and conversion courses included a 3 month detachment in PNG resulting in lots of takeoffs and landings on some very interesting strips (*like Chimbu at right, click on photo for bigger pic*). As Kev was one of the Squadron's three EngOs, he had a number of trips to PNG and saw a lot of that beautiful country. He was at 38Sqn on the 20 July 1969, the day Neil Armstrong walked on the moon, and luckily Bill Coyer and the troops had a few foreigner TV's in the back room. (I'm sure everyone can remember where they were that day – tb)



But it was all too good to last, and in 1970 he was posted to De(s)pAir in Canberra. His assignment was so vague that very few people had heard of it! Turned out it was a cell charged with the task of re-writing Air Force Orders and Air Board Orders!! How exciting!! He was shut up in a room with 2 AdminOs, 1 EquipO, 1 GD and a WW2 Nav as boss!! His first task was to re-write a section on the 'Care and Feeding of Guard Dogs' - an essential task to be sure!! Having a few friends in the department, he soon managed an internal posting to DTels where the Director was Gp Capt Frank Doherty, a real gentleman. A good three years, work wise,

however; Canberra with two small children and a new house to establish and care for was not very pleasant.

Now that Kev was settled into the work in Canberra, and was enjoying it, the RAAF decided it was time for another posting for him, and they found a spot at Radschool at Laverton. Once again, it was a reasonable job – after Jim Thorn (*Wng.Cdr. W.J. Thorn, OIC Radschool Nov 1973 – Apr 75*) and he had defined their turf, but Laverton was not his favourite part of the country! The job as OIC Support Flight was a doddle – good NCO's who required little supervision and knew the ropes better than he did. His secondary duty was Cinema Officer and, being a movie buff, it was just what the doctor ordered. His first venture into Melbourne to choose the movies for the month turned out to be a learning experience – he chose some good M, MA and even R movies, only to be told by the cinema operator that we couldn't show anything higher than PG, because of the apprentices.



**Radschool staff, 1973**

**L-R.** Geoff Matthews, Ron Baxter, AVM Jim Rowland, Kev Carroll and Laurie Lindsay.

The takings at the cinema were very low at that time, necessitating an operating subsidy. What to do? He introduced a two session plan – Under 17 sessions at 1900, adult sessions at 2100, and it worked like a charm. The theatre had packed houses most nights for the late sessions! But, after 9 months at Radschool, it was time to move on, and he was posted to Townsville, as Base Radio Officer (BRadO). A number of WW2 aircrew guys, who had been given Engineering jobs after the war, were time expired and a number of senior Flt Lts were posted into their jobs. Kev had Townsville as a posting preference – second to overseas – so the system sort of worked!

In the 70's, BRadO Townsville was probably one of the best postings for a RadO, along with Darwin. In the early to mid 70's it was a very active base. The HF Upgrade was under way with both the receiving and transmitting stations being relocated. Additionally, the ATC Surveillance Radar was being installed at Palleranda. Kev had the secondary duty of Base Works Officer, which necessitated frequent visits to building sites – no time to get bored and some time to check out the crab pots and fishing spots.



**Townsville, 1975.**

**L-R:** Wally Pearson, Reg Rowle and Kev Carroll,



In 1973, he received his long service, undetected crime, medal from AVM Newstead.

His Assistant BRadO had the engineering and comm centre side of things covered and two crusty WOs took care of the day to day jobs. In his second year at Townsville, and now a Sqn Ldr, he was appointed – by direction – PMC, which almost became his full time job.

Even that was satisfying, though, as he decided to build a new downstairs bar at the Officer's Mess, on a budget of \$200!! This is where networking came in, and he used up a lot of friends and favours, but it got done and ended up a pretty reasonable job!

One of the highlights of his time as PMC was an impromptu visit to the mess by the then Prime Minister, Gough Whitlam

As Murphy's law dictates, it happened on his first night as PMC and was a real adventure.

But that's another story for another time!

In mid 1976 he was posted to Washington DC. This was a much sought after job and Kev insists that the fact he spent a bit of time fishing with a retiring AVM, on the Townsville Crash Boat, had absolutely nothing to do with him getting it.

So, in 1976, which was the US's bi-centennial year, it was pack up yet again, and off to Washington DC – to work in the Australian Embassy and what a great posting it was! The Carrolls arrived in the US just before the fourth of July and were exposed to the nationalistic fervour of the American people.



Another famous - or infamous - VIP hosted by Kev when he was PMC was the then Governor General, Sir John Kerr.

**L-R:** Sir John Kerr, Kev's wife Jean and Kev Carroll.



His position on the Air Attache's staff meant he did a lot of travel and was exposed to, not only the US military and its hanger-on industry, but also the military and diplomatic personnel from many other countries.

His position on the Air Attache's staff meant he did a lot of travel and was exposed to, not only the US military and its hanger-on industry, but also the military and diplomatic personnel from many other countries.

His principle project was the P-3C acquisition and the support of the avionics on that aircraft. [ATE](#) was the dominant support system, and this exposed him to a whole new concept in avionic repair and maintenance. It also paved the way for



**L-R:** Gary Lynch, Harry Dunn, ?? ??, US Bod, Kev Carroll, Larry Bek at Lockheed in Burbank, 1978.

his move from the RAAF into commercial enterprise. Towards the end of his tour of duty, he was offered several positions – all related to the P-3C. He accepted an offer from [AAI Corporation](#), based in Baltimore, just north of Washington DC so he submitted my resignation, stating that he wished to stay in the US. This caused all sorts of problems for the folks in Canberra, who said it couldn't be done! However; he managed to get a 'Green Card' and was out, even though he had to return to Australia for discharge at Laverton. He reckons that was probably one of the lowest points of his RAAF service – not the fact that he was getting out, but the fact that after almost 25 years of service, his farewell consisted of three words from the Orderly Room Corporal – 'Good luck Sir'!!

I intend to live forever - so far, so good.

AAI was a great company, in those days. The initials originally stood for Aircraft Armament Inc, however; the popular interpretation – 'Almost Anything Inc', was a more accurate description. There was a lethal side to the company – bullets, guns and depleted uranium penetrators etc, however; the electronics side – ATE, Flight Line Test equipment and Simulation Systems – was Kev's area of operation. His position was Marketing Manager – Test Systems and International Marketing Manager (Australia & NZ). After five years with the company, he decided to move back to Australia, after accepting a position with [GEC Marconi](#), based in Sydney. This was not



a popular decision with his two sons, 14 and 16 yrs, as they had become entrenched in the US lifestyle, however; after a few months in Oz, the US memories faded.

His position with GEC Marconi was, once again, Marketing Manager, representing the Marconi Radar, EW and Communications groups. The principle target was the ESM for the P-3, with some aspects of [JORN](#) as a secondary goal. The position was managed from the UK, thus



necessitating a few trips to Europe. However; after a couple of years it became apparent that the ESM contract would go elsewhere. Consequently, he willingly accepted a position with a US company.

He joined Scientific Atlanta Inc as GM Scientific Atlanta (Australia) and his role was to establish a subsidiary company to market and maintain satellite communications equipment, in

Australia and NZ. The catalyst was that SA Inc. had been selected by the ABC, to provide a satellite communications system which was secure and addressable. This was the condition upon which the ABC HACBS (Home and Community Broadcast System) received government approval, resulting in the launch of Australia's first communications satellite. The HACBS was instituted to deliver TV broadcasts to remote areas and was encrypted so as to avoid conflict with free to air broadcasts. The system provided by SA Inc – BMAC - was capable of selective addressing and could be used to send communications to individual users. As it turned out, the system became the core of Sky Channel and is now used by most TABs for racing broadcasts.

In 1988, AAI Corporation decided that the company should have an office in Australia and approached him to establish a marketing and liaison office. While SA Inc was different and interesting, his first love was military systems. Consequently, he accepted the post and ran AAI Australia for two years. That was around the time of the end of the 'Cold War' and US defence companies became very nervous about their future. AAI decided to 'cut back' and the Australian office was the first to go.

When everything is coming your way, you're in the wrong lane.

In 1990, not having a job with a pay check, and encouraged by the apparent desire of the RAAF purchasing people to purchase spares from local businesses, he formed alliances with several US companies and started submitting bids on request for quotations (RFQs) and Tenders. The income from this was marginal, at best, however; he did have a couple of representation agreements which resulted in reasonable commissions. The RAAF practice of

purchasing locally was short lived and, consequently; that venture crashed. This demonstrated to me the foolishness of relying on DoD policy to sustain a business venture.

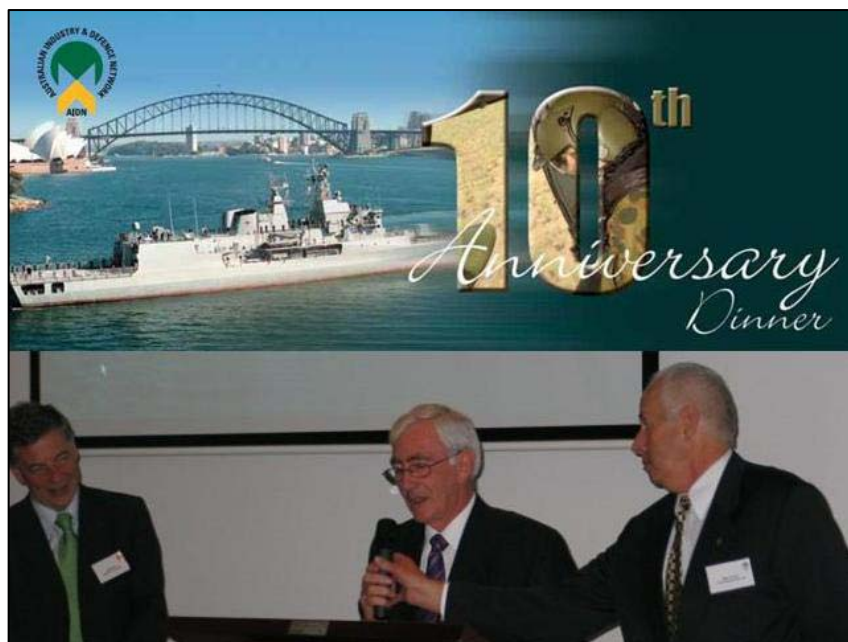
In 1994 he was approached regarding the establishment of an industry association in NSW. The initiative for this came from a group of SMEs who, despite having great products, were being ignored by Defence, in favour of foreign suppliers.

**If everything seems to be going well, you have obviously overlooked something.**

His role – part time – was to be the Executive Officer/OIC Everything!! The venture was funded by the NSW Government and supported by the NSW Chamber of Manufacturers and the Industrial Supply Office. Having seen the impact of ill considered changes in Defence procurement policy, personally, I was keen to make the ASBDN effective. It took little time to realise that for such an industry association to make any impact on the great Defence behemoth, the organisation had to become a National identity.

This happened in 1995 and received recognition in the 1998 Defence Industry Policy Statement. The National organisation became the Australian Industry & Defence Network (AIDN). With recognition came some government funding to support a full time Executive Officer and an office. He filled the position of National Executive Officer until 2001, when he 'retired' to the Sunshine Coast. AIDN now has over 800 member companies and eight State/Territory Chapters.

In late 2001 he was asked to take up the position of Executive Officer, AIDN-Qld. AIDN-Qld had not really developed into a functioning AIDN Network. Consequently he accepted the challenge and the network, now an incorporated association, is still functioning effectively, with 70 members. Kev is still the ExecO!



**Kev Carroll receiving the AIDN National Excellence Award from Senator Robert Hill and Mike Turner, president AIDN.**

So, after twenty five years with the RAAF, and twenty nine years involved in US and Australian Defence industries, what does the future hold for Kev Carroll - ??? Who knows!! But you can bet it will be exciting.

## **Pensions and deeming.**

If you're on a pension, then 'they' have made a few changes to the rules that will affect you and the amount of pension you receive. From the 7 November, 2008, the deeming rate dropped from 4 per cent to 3 per cent for the first \$41,000 of a single pensioner's financial investments and for the first \$68,200 for a couples'.

It also decreased from 6 per cent to 5 per cent for the balance of your financial investments over the amounts mentioned above. The changes were included in payments made on and after the 4 December, 2008. DVA payments affected by the deeming rate change include service pension and income support supplement. The lowering of the deeming rates mean that part rate pensioners paid under the income test, with financial investments mainly in term deposits, shares, managed investments and other accounts, may receive an increase in their pension payments, to reflect the reduction in their assessable income.

Veterans already paid at the maximum rate will have no change to their pension payments.

The DVA will update the value of pensioners' listed securities and managed investments. As a result, on November 20, nearly 18,000 DVA income support pensioners will receive an average increase of \$10 per fortnight. Individual results are heavily dependent on individual circumstances.



DVA pensioners who would like to discuss the outcome of this decision should contact the Department on 133 254.

## **So! What is deeming??**

The deeming rules are a central part of the social security income test. They are used to assess income from financial investments for social security and Veterans' Affairs pension/allowance purposes. Deeming assumes that financial investments are earning a certain rate of income, regardless of the amount of income they actually earn. If pensioners earn more than these rates, the extra income is not assessed.

The main types of financial investments are:

- bank, building society and credit union accounts and term deposits
- managed investments, loans and debentures, and
- listed shares and securities.

Deeming is a simple and fair way to assess income from financial investments, as:

- people with the same amount held in different financial assets receive a similar assessment.

- it reduces the extent to which income support payments fluctuate.
- it increases incentives for self-provision because returns above the deeming rate are not counted as income, and,
- it simplifies choice of investments as it encourages people to choose investments on their merits.

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**The current rates.**

The new deeming rate of four per cent applies to the first:

- \$41 000 of a single customer's total financial investments
- \$68 200 of a pensioner couple's total financial investments
- \$34 100 of total financial investments for each member of an allowee couple.

A deeming rate of six per cent applies to financial investments above these amounts. The thresholds at which the higher deeming rate begins to apply are indexed in line with the CPI in July each year.

**How deeming works.**

Investment decisions should be made taking into account the person's full circumstances. While all pensioners and allowees can be expected to hold some savings on an at-call basis, as the amount of savings increases, they should also be expected to have a more diverse portfolio of investments. Many safe and readily available financial products will actually meet or exceed deeming rates.

The lower deeming rate reflects the expectation that pensioners will generally choose to have savings in investments with very high accessibility and safety, but which tend to provide relatively low income.

The higher deeming rate reflects the expectation that people with higher amounts of savings should seek higher returns on some of their savings, either by accepting relatively lower accessibility (for example term deposits) or by accepting some more risk (for example shares).

The deeming rules create incentives for investors to earn more income from their savings. If pensioners and allowees respond to the deeming rules by investing to get higher returns (higher than the 6%), their total income will increase. The introduction and application of the deeming system has led to an increase in the total income of the pensioner population.

Deemed income is calculated by multiplying the total value of a customer's financial investments by the deeming rates. Deemed income is then added to any other income (for example rental income) in order to work out the customer's payment under the income test.

Single pensioners whose only source of income is from financial investments can have up to \$73,466 in financial investments (\$126,733 for pensioner couples) and still receive the full pension under the income test. This is because of the income test free area. The generous pension income test benefits all pensioners. The income test





is designed to encourage people to supplement their income support payment with private income.

### **Monitoring the deeming rates**

The deeming rates are monitored on an ongoing basis. Any changes made to the deeming rates are usually made to coincide with the indexation of pensions, to reduce disruption to pensioners by reducing the number of changes to their payments.

Changes are only made if a consideration of a range of relevant factors that determine the deeming rates indicates that a change is appropriate. However, changes can be made at any time if there are very significant movements in the factors taken into account.

### **Financial institutions**

The Australian Government's policy is that it should not regulate the terms and conditions of bank accounts; rather to ensure that competition between banks and financial institutions, such as credit unions and building societies, results in people being able to shop around for the banking products that meet their needs.

Financial institutions decide the interest rates they offer on their various accounts. Decisions about fees and interest rates charges represent commercial decisions taken by financial institutions in the context of a very competitive marketplace. While many financial institutions link the interest rates on accounts offered to seniors to generally reflect deeming rates, this is a result of market forces applying to financial institutions to retain people, not at the direction of government.



### **General availability of deeming rates.**

Returns equal to or higher than the deeming rates are available on a wide range of conservative investments such as at-call accounts, term deposits, cash management accounts, and Internet-based savings accounts. Many of these accounts may pay more than the deeming rates while retaining the accessibility that many pensioners need.

However, conditions for these accounts vary according to the financial institution offering them, so it is important that people should first talk to their financial institution when choosing these products. If still unhappy, people should shop around financial institutions for the account that best satisfies their needs.

Bill and Sam, two elderly friends, met in the park every day to feed the pigeons, watch the squirrels and discuss world problems.

One day Bill didn't show up. Sam didn't think much about it and figured maybe he had a cold or something. But after Bill hadn't shown up for a week or so, Sam really got worried. However, since the only time they ever got together was at the park, Sam didn't know where Bill lived, so he was unable to find out what had happened to him.

A month had passed, and Sam figured he had seen the last of Bill, but one day, Sam approached the park and - lo and behold! - There sat Bill! Sam was very excited and happy to see him and told him so.

Then he said, 'For crying out loud Bill, what in the world happened to you?' Bill replied, 'I have been in jail. "Jail?" cried Sam. 'What in the world for?' 'Well,' Bill said, 'you know Sue, that cute little blonde waitress at the coffee shop where I sometime go?' 'Yeah,' said Sam, 'I remember her. What about her?' 'Well, one day she filed rape charges against me; and at 89 years old, I was so proud that when I got into court, I pleaded 'guilty' 'The bloody judge gave me 30 days for perjury'!!!!'

## **Anzac day 2009, Hobart**

If you're holidaying (or perhaps live) in Hobbit town over Anzac Day this year, the following formalities have been organised.

The Dawn Service will begin at 0600 at the Domain/Cenotaph which is just NE of the CBD. A bus will run from there to the Navy Club (Davey St) for the Gunfire Breakfast which will start at 0730. The main march will start from outside the club at 1100 and is an easy march. The Navy Club will have dining facilities open for the day at the conclusion of this march.

Further information can be obtained by ringing Gavin White on 0438 053 331.



## **Concerns.**

We received a list of "Concerns" from John Haynes. It has been developed by the Australian Veterans and Defence Services Council, (AVADSC), NSW Advisory Committee. It was initiated in 2002 to record matters raised during the development of the Military Rehabilitation and Compensation Act (MRCA) at meetings of Ex-Service representatives in the Department of Veterans' Affairs (DVA) Canberra during 2002/3. Other matters of concern from before and after this time have been added and continue to be added or deleted as conditions change.

You can read the full list [HERE](#).

## The caravan shakedown. John Broughton.

It was quite eventful. Having spent some two months preparing the new van for the trip, including relocating the batteries to underneath the bed, after all if they discharged spurious gases during the night, who would be any the wiser? - I was ready!! Installing smart chargers and a 240Vac 600W inverter, this was intentional as it does not run a hair dryer, but will run an electric shaver, haven't a clue what else one could use it for ....maybe the set top box! Ah! yes vindicated finally. I was confident that I could tackle any challenge. I had ladders and shovels strapped underneath the trusty Tojo, I had a Rhino roof rack for spare tyres, a generator, chain saw, axe and of course 2 stroke for the chain saw and petrol for the generator. I was certainly ready for any challenge the great outdoors could throw at me.

When I had the van built I had specifically asked that the Andersen plug be wired directly to the fridge so that there would be minimal voltage drop. I had completely rewired the stereo which was a combo of series and parallel switching, and being the intrepid rad tech and going a bit deaf, I decided that 2 new speakers were the go as this would give me quality sound by switching front and back for indoors to outdoor listening and thus aggravating the other happy campers.



So off to the Great Outdoors we go, that is my trusty Lab Barney and self, the wife had insisted that I go alone to iron out any bugs.

After cruising up the Pacific Highway for a while, I stopped at Kempsey to get directions for Crescent Head which has a freebee park where you don't pay anything and get nothing for it.

After enduring 5 Kms of dirt road I thought all was going quite well, I dismounted the trusty Cruiser, emptied out dog and generally was

pretty chuffed at being in the great outdoors. The dog immediately took off toward some campers, obviously "greenies" with Kayaks and tents. I then decided to unpack some of the kit, however, upon opening the boot of the caravan I was overwhelmed by the smell of petrol, the bloody 2 stroke had leaked over everything. So out with all the gear and after several dousings of detergent things started to improve. Mind you the Greenies were in total distain of this whole episode, chain saws?

On entering the van for a well earned beer, I was confronted by the smell of the amber liquid....maybe after the fumes of petrol I was hallucinating, but no the fridge was on 3 and had



managed to freeze all the beer popping the tops and leaking into the cupboard below..... no grog and more cleaning.

During this second phase I was sensing a strong odour of "clean," mistakenly I thought the petrol and beer had combined to completely destroy my nostrils,,,but alas no, I had forgotten to close the "S Shute" on the toilet and yes that's right some of the 10 pounders had surfaced and belly flopped back into the abyss leaving only that "public toilet" smell than one can easily identify with, no grog and still more cleaning.

As it was getting late I decided to light the fire box with the wood I had brought from home (old telegraph poles are great firewood but tend to smoke somewhat), this was terrific as the Greenies had had enough and packed up and left...out with the keyboard and on with the music .. Fleetwood Mac @ 53dbm, still lots of cleaning and no grog.



On the way in I had noticed a shop that sold everything so I thought "tie up the dog, leap on the bike and go grab some grog," after all that had happened I was entitled to the odd sip wasn't I???? As I carefully extracted the bike from the K-Mart sourced bike rack, I was shattered to brake cables broken, apparently during the rough road had shifted from one side of the top arm to the other cables in the process... no grog, no bike, no matter!

So, after carefully laying everything out to "air" and of the broken bots, I saw the first lightening flash...no ages away ...you know, count to 10, every numeral is ...Kkkkrrackkkkk! The dog looked at me, I took off for out gear and down she came. Yes, a man can run up and rain pouring down. The van did not leak, the deafening but luckily for me Fleetwood Mac was just the racket. Dog and I shared towels and we both went who forgot the bloody pillows???



find the gear and trip in, the bike chaffing the

having disposed matter it seemed 1,000 meters the carefully laid faster with pants rain was audible above to bed .....

Good caravanning.....

And from Rob Meyer, who knows about these things:

*"Finally - A wine glass that makes sense!"*



A blonde woman was speeding down the road in her little red sports car and was pulled over by a woman police officer who was also a blonde.

The blonde cop asked to see the blonde driver's license. She dug through her purse and was getting progressively more agitated. "What does it look like?" she finally asked. The policewoman replied, "It's a little square thing and it has your picture on it." The driver finally found a square mirror, looked at it and handed it to the policewoman. "Here it is," she said.

The blonde officer looked at the mirror and then handed it back saying, "Okay, you can go. I didn't realize you were a cop."

## **BBQ Rules.**

We are about to enter the BBQ season, therefore it is important to refresh your memory on the etiquette of this sublime outdoor cooking activity. When a man volunteers to do the BBQ the following chain of events are put into motion:

- The woman buys the food.
- The woman makes the salad, prepares the vegetables, and makes dessert.
- The woman prepares the meat for cooking, places it on a tray along with the necessary cooking utensils and sauces, and takes it to the man who is warming up the grill - beer in hand.
- The woman remains outside the compulsory three meter exclusion zone where the exuberance of testosterone and other manly bonding activities can take place without the interference of the woman.
- The man places the meat on the grill
- The woman goes inside to organise the plates and cutlery.
- The woman comes out to tell the man that the meat is looking great. He thanks her and asks if she will bring another beer while he flips the meat .
- The man takes the meat off the grill and hands it to the woman.
- The woman prepares the plates, salad, bread, utensils, napkins, sauces, and brings them to the table.
- After eating, the woman clears the table and does the dishes.
- Everyone praises the man and thanks him for his cooking efforts.
- The man asks the woman how she enjoyed 'her night off.' And, upon seeing her annoyed reaction, concludes that there's just no pleasing some women.



**Man who fight with wife all day get no piece at night.**

## Qantas A380

Qantas now has 2 of these magnificent aircraft flying between Oz and the US. Click on the photo below, of the A380 flying over Brisbane, the Nation's capital, to get a pilot's view of what it's like inside.



## The rough guide to the universe.

For eight years astronomers at the Sloan Digital Sky Survey have scanned the heavens to discover the nature of the universe.

For any traveller venturing into unfamiliar territory, a map is an essential aid. Now those exploring the final frontier are able to enjoy the same kind of help, with the completion of the largest map of the universe ever produced.



After more than eight years of relentlessly scanning the heavens and recording every chink of visible light, astronomers have finally finished the Sloan Digital Sky Survey, producing a three-dimensional colour map that covers a quarter of the night sky.

The Orion Nebula (left) is one of more than 200 million celestial bodies placed and classified by the Sloan Digital Sky Survey.

It has determined the exact position and classification of more than 200 million celestial bodies, including a million galaxies and 100,000 quasars, distant light sources which are among the most powerful objects in the universe. It has also produced a wealth of scientific discoveries that have helped to shape our understanding of the universe.

For the scientists behind the project, the finished survey is the culmination of 18 years of hard work. What they have created is a bewildering collage of coloured spots that, when looked at in closer detail, materialise into majestic spiral galaxies, whirlpools of stars and bright clouds of supernovae.

A few minutes spent browsing the collection of images reveals just how beautiful, and truly vast, the universe is. The furthest object that has been detected is more than 14 billion light years away, but no one really knows exactly how far the cosmos stretches beyond that - mostly because light from any further away would take longer than the universe has existed to reach us here on Earth. (Now that's an interesting statement – does that mean that after the big bang, things moved away from the centre faster than the speed of light – or something?? – tb)

"The Sloan is probably the most important survey in astronomy that has been done," says Professor Bob Nichol, an astronomer at Portsmouth University and long-standing member of the Sloan project. "It has impacted on everything from our understanding of asteroids to the fundamental forces in nature."

"What we have achieved is far more spectacular than I could have hoped," agrees Professor Jim Gunn of Princeton University, one of the survey's founders. "When we started, astronomers relied on old photographic film plates, and had to spend hours poring over them to make discoveries. Our images have meant this work can be done on a computer - and the detail we have revealed makes all the headaches along the way worthwhile."



But for anyone hoping to slip a copy of this new cosmic map into their back pocket and set off around the universe, it may not be that easy. Despite covering only a quarter of the universe visible in the sky from Earth, the entire database takes up more than 30 terabytes of computer memory - the equivalent of more than 40,000 standard CDs. (A terabyte is a thousand billion bytes, or a thousand gigabytes – scientific talk for “a lot”.)

The survey was named after Alfred P Sloan, the former president and chief executive of General Motors whose foundation helped to fund the project. Using a specially built telescope at the Apache Point Observatory in the Sacramento Mountains of New Mexico, it started by taking advantage of a phenomenon known as [redshift](#) to measure the distances between galaxies.

When an object like a galaxy is moving away from the Earth, the light we see from it is stretched, and becomes redder. Astronomers can use this change in the colour of the light to calculate the location of a galaxy relative to others around it. Using computers, the Sloan survey was able to produce huge maps of the galaxies' positions.

To conduct the redshift analysis, the astronomers first needed to identify suitable galaxies and quasars using visible light. But rather than using old photographs of the sky taken by previous surveys, they used digital cameras to create a new picture of the universe. This approach allowed them to observe up to 640 stars and galaxies at a time, and could detect far fainter objects than had ever been seen before - and with a greater range of colours.



The project was able to peer into some of the furthest reaches of the universe, and provide measurements of objects up to four billion light years away. (That's 37,843,200,000,000,000,000 Kms – tb)

Looking this deep into space gave astronomers an insight into what the universe looked like at a time just after the Big Bang, which took place around 14 billion years ago, when galaxies and quasars - rare but extremely bright objects that are powered by hot gas falling on to supermassive black holes up to 10-billion times the mass of the Sun - were just beginning to form.

Despite the cost of living, have you noticed how popular it remains?

Among the survey's most important achievements was that it provided a standard technique that allowed astronomers to measure the distances between objects. It was this, combined with data from the project, that helped scientists prove that the universe was still expanding - which feeds into the biggest puzzle of all: how to work out the ultimate fate of our universe. (And into what is it expanding?? – tb)



That wasn't all, though. The images and maps from the survey have helped us understand the properties of dark matter, the invisible and mysterious material whose gravity binds stars together in galaxies. They have also uncovered the astonishing array of different shapes and structures that galaxies can form.

Now that the final set of data has been made public, millions of amateur astronomers around the world will be able to join in the hunt for new galaxies through an online project called [Galaxy Zoo](#). The experts have already found a dozen new galaxies that are immediate neighbours of our own Milky Way - and have shown how the outer reaches of the Milky Way are criss-crossed with trails and streams of stars that are probably the remnants of other, satellite galaxies, torn apart long ago by the strong gravity of our own.

And turning away from the cosmic, the survey has revealed a few surprises closer to home. "When we began taking images, we found that objects in the asteroid belt of our own solar system were moving enough that we could detect them," explains Prof Gunn. "It was confusing our software, so we made it automatically detect them so the computer could get rid of them. As a result, we have found over half a million new asteroids out there."

The scientists could even tell what the asteroids were made of, by looking at the colours of light they reflected, enabling them to work out which asteroids came from the same source.

They announced another surprise discovery: an unusual giant comet circling the sun. The icy object, 62 miles wide, has been given the rather dull name of [SQ372](#) for the time being. Its eccentric orbit takes it on a 22,500-year journey around the sun.

"It's basically a comet, but it never gets close enough to the sun to develop a long, bright tail of evaporated gas and dust," says Andrew Becker (right), from the University of Washington in Seattle. The mysterious comet is currently sitting between the orbits of Uranus and Neptune, around two billion miles from here, but its orbit will take it more than 150 billion miles away - about 1,600 times the distance of the Earth from the Sun.

Given that the Sloan project covered only a quarter of the visible sky, there are bound to be plenty more surprises out there. Admittedly, we will have some time to wait for the next major survey - the Large Synoptic Survey Telescope, which will take more than 200,000 pictures of the heavens every year, will not start until 2015.

The possibilities of what it will discover already have astronomers' mouths watering - but until then, they still have millions more interstellar landmarks to identify from the most recent survey. Despite years of effort, the cosmic map is still very much a work in progress.



Man who drives like hell bound to get there.



## **For sale.**

**DISPLAY CABINET**, one of the most elegant and functional display cabinets currently on the market.



### **Features**

- Fine timber details
- 4 leadlight options
- 4 side access doors (there is maximum frontal display)
- Adjustable shelves are extra deep to accommodate large items
- Halogen down lights
- Mirror back with glass shelves provide max illumination of collectables from top to bottom.

**To give an indication of size of the Cabinet, it previously held the following:**

- Rugby League World Cup
- Rugby Union World Cup
- International Rules Trophy
- Tri Nations Trophy
- Super-12 Trophy
- Trans-Tasman Touch Football Trophy
- Davis Cup
- Hockey World Championship Trophy
- Bledisloe Cup
- and our 16 year cricket record at home

All these trophies are now overseas and the Cabinet is surplus to requirements. To make an offer, call Ricky Stuart, Ricky Ponting, Stuart Mortlock or Peter Fitzsimons!"

## **Bill of Rights.**

The fact that [Janet Albrechtson](#) (right) of The Australian newspaper is campaigning against a bill of rights for Australia, suggests to me that we need one.

Anyway:.....

Most Australians would be shocked to learn that Australia is the only democracy in the world without human rights protection.

That's why I've just told the Government I want an Australian Human Rights Act to protect the values we all hold dear.



You don't have the right to express your opinions, the right to an adequate living standard, to be free from physical and psychological torture or discrimination. Most of us also don't realise that a lot of our everyday concerns like education, health and housing, are actually human rights issues.

The good news is that the Government has decided to ask us whether we think human rights are worth protecting. So this is our chance - the only chance we're likely to get in our lifetime - to stand up for the right of an elderly man in a nursing home to dignity and privacy, the right of a mother to keep her family housed and together, the rights of us all to speak out when we are subject to injustice.

Will you help me make history and be a part of GetUp's most important action to protect human rights in Australia? If so, go here.....

<http://www.getup.org.au/campaign/YourRights>

AND!!!

Did you know the Government is proposing an internet censorship scheme that goes further than any other democracy in the world?

I've just signed a petition to prevent the scheme that will make the internet up to 87% slower, more expensive, accidentally block up to one in 12 legitimate sites, will miss the vast majority of inappropriate content and is very easily sidestepped. The government of the day may add any 'unwanted' site to a secret blacklist under the scheme.

Our Government should be doing all in its power to take Australia into the 21st century economy, and to protect our children. This proposed internet censorship does neither. Can you join me and take action on the net today to save the net?

<http://www.getup.org.au/campaign/SaveTheNet/442>

Thanks! – Frank Alley.



## WOMEN IN THE RAAF

In 1941, During WW2, the Government of the day realised that it was 'excluding' half of the population from the War Effort, and after considerable lobbying by women keen to serve and by the Chief of the Air Staff who wanted to release male personnel serving in Australia for service overseas, the Government decided to raise the number of females in the Women's Auxiliary Australian Air Force (WAAAF) from its initial strength of 320 to 27,000. This did not include an additional 632 Nursing Sisters. Initially, the idea was to meet a deficiency in the number of male wireless telegraphists, but it was soon evident that young women were keen and capable of undertaking other technical tasks. The WAAAF was the largest of Australia's Second World War women's services.



At the end of the war, women had been employed in 73 trades as diverse as fabric workers, photographers, engine fitters, clerks, cooks and meteorological assistants. Over 700 young women were commissioned and employed in administrative and professional tasks. Women even commanded at least two RAAF radar units for short periods. Clare Stevenson (later Group Officer) was appointed Director of the WAAAF in June 1941 and her inspiration and dedication was the basis for the success of the organisation.



In 1947 the WAAAF was demobilised, however, the value of women to the Service could not be denied and the Women's Royal Australian Air Force (WRAAF) was established in 1950. The first recruits commenced training at Laverton on 30 January 1951 and eventually the training moved to RTU at Edinburgh. The girls joined a Service in which there were differing conditions of service and pay for male and female members. They were entirely segregated from the men, had different accommodation, different training, they were looked after differently, in fact, they were very much protected. Back then, any hint of pregnancy or marriage among the WRAAF was an immediate ticket out of the Air Force.



Queen Elizabeth, the late Queen Mother, who was Air Chief Commandant of the Women's Royal Australian Air Force, inspects a parade of WRAAFs at Richmond during her visit to Australia in 1958.

The girls usually ate in the Mess at different times to the men and were literally marched with blinkers on so that we didn't see them. Women recruits never saw a weapon and the only physical activities they did were 'girlie-type' sports such as netball.

It was not until 1972 that female and male pay rates reached equilibrium and in 1975 many non-traditional areas were opened to female recruits, with female cadets being accepted as engineering cadets.

The WRAAF was disbanded in 1977 and female personnel were absorbed into the mainstream RAAF and the title Women's Royal Australian Air Force was dropped. Suddenly, women were able to compete on an even keel with men for positions, postings and equal pay. In the old WRAAF days, women were only getting 75 per cent of the male wage.

The first RAAF women pilots were enlisted in 1987 with Robyn Williams and Deborah Hicks being the first to graduate in 1988 and today, with the exception of the airfield defence units, there are few jobs within the RAAF barred to women. The first female to attain an air rank was Julie Hammer CSC, a graduate in electronics engineering from the University of Queensland, who was appointed Air Commodore on 16 December 1999. In 2003 she was promoted to Air Vice Marshal, remaining the highest ranking female in the RAAF until her retirement in 2005.

The WRAAF had many milestones during its 26 years, including receipt of 10 Coronation Medals, Overseas service, and various awards received by members such as BEM's and OBE. Members served in the Korean and Vietnam Wars and worked in over 21 musterings such as fabric workers, medical, dental, clerical, telephonist, aircraft plotters and many more. Although it took until 1972 for the WRAAF to receive 100% of the basic male rate pay, at no time throughout their service careers was this great group of "girls" ever conceived as anything but equal to their male counterparts.

## **The Oldest Boeing still flying.**



Back in the late 1920's, this remarkable old aircraft, the [Boeing 40](#), belonged to Pacific Air Transport (in the USA) and flew passengers and the mail in an enclosed cabin while the pilot sat out in the breeze. Back in 1928, a ticket from San Francisco to Chicago cost \$250, the equivalent of \$12,000 today (*Continental Airlines charge about US\$480 today*), so a flight in the old girl was only accessible to passengers from the elite of society who flew in suits and dresses. The airplane would even taxi into a hangar to unload and board.

Believe it or not!! A Dell customer called the Dell service department to complain that his keyboard no longer worked. He had cleaned it by soaking it in soap and water for a day, then removed all the keys and washed them individually.

The Boeing Model 40 was a United States mail-plane that became the first aircraft built by the Boeing company to carry passengers. Although the primary purpose of the aircraft was to carry mail, two passengers could be accommodated in the small cabin, allowing Boeing to operate it on any of the routes that the firm might bid for. Boeing successfully bid on the San Francisco-Chicago route, and *Boeing Air Transport* commenced operations on 1 July 1927 with 24 Model 40As. It's hard to imagine that less than thirty years later, Boeing would fly its first [707](#) airliner.



Passenger compartment of the Boeing 40

With a 44 foot wingspan, a length of 32 ft and 13 feet tall, the Boeing 40C was a massive biplane, with a gross weight of 6,075 pounds (2,755 kg). It had a 420 horsepower [Pratt & Whitney 1340](#) Wasp engine with a TBO of 200 hours and the aircraft was designed for heavy lifting, hauling 320 kg or so of freight plus two passengers and a pilot. It had a maximum speed of 128 mph (206 km/h), would cruise at 105 mph (169 km/h), had a range of 1,046 km and a service ceiling of 14,500 ft.

As a comparison, Cessna's 402 (right) is 44ft wide, 36ft long, and 11½ft high and has a gross weight of 6,850 pounds (3,100kg).



This particular Boeing 40 crashed into a mountain in Oregon in 1928, killing the pilot and the one passenger and there it sat for 70 years until it was recovered by the Oregon Aviation Historical Society. Now, eight years later and with the help of 61 volunteers who had put in 18,000 hours, the big Boeing flew again on 17<sup>th</sup> February 2007.

Do you know what would have happened if it had been Three Wise Women instead of Three Wise Men?

They would have asked directions, arrived on time, helped deliver the baby, cleaned the stable, made a casserole and brought practical gifts.

## Superman course.

Rick Allen saw the photo below in our last issue, of which we had only 3 names. Rick says one of the gents is John Burgess. He is 1<sup>st</sup> from the left in the back row. Rick says he recognises a lot of faces in the pic but old age is making it hard to remember names. Now we have:

Back Row, 1<sup>st</sup> left John Burgess, far right Ken Graham, Middle Row, 4th in from the right, Bill Gibson and in the Front Row, 2nd from the right Milo Kopreck.







**Kev Rosser**, in front of his trusty old Landy (below) at his home in FNQ.



Kev lives a bit south west of Cairns and the two young blokes in the photo with him are sons/grandsons of friends of his and he'd arranged to have them stay for a while during the last school holidays. Kev says they had a ball, doing blokey things such as kite flying, shooting guns, 4wd driving, getting bogged, setting fire to stuff etc, even drove up to Cooktown for a feed of fish and chips!

Kev says halfway through the holidays another friend turned up with his wife and 4 kids. There were 11 people in the house for a week! He reckoned it was fun, but was also glad when it was all over!

The name Jeep came from the abbreviation used in the army for the "General purpose" vehicle, GP.

## **Bush shoes??**

We know you want to play it – so click [HERE](#)

# No monopoly on grief. Tony Wright.

**Gallipoli is just as sacred a site to the Turkish people as it is to Australians.**

Much anxious hand-wringing and expulsion of hot air has accompanied recent reports of bones being exposed by work on what is known as the Second Ridge Road on the Gallipoli Peninsula. Passion is to be expected, of course, for the story of Anzac and the dreadful sacrifice of life on that ridge, with its paradoxically lovely view across the Aegean Sea below, is an integral part of the history of both Australia and modern Turkey. It is natural to recoil at the idea of soldiers' remains torn apart by bulldozers, and it is proper to require respect for the dead.

However, much of the reaction in Australia to the story of the roadworks is at best ill-thought-out and at worst an insult to the Turkish authorities who are trying, under increasingly difficult circumstances, to maintain access not only to Australian, New Zealand and British memorials, but to places considered sacred to the Turkish people.



It is worth remembering that the [Gallipoli Peninsula](#), and the battleground known as Old Anzac, is Turkish land. It is undeniably tragic that some 8,700 Australian and New Zealand lives were lost there, but at least 10 times that number of Turkish troops perished defending their land against what was a breathtakingly ill-conceived invasion.

The Turkish people — victors, we might remind ourselves — never needed to declare Gallipoli a peace park honouring all those who died there, including the invaders, but that is precisely what they have done. Turkish troops probably didn't need to allow our soldiers to sneak away, without a single casualty, from the peninsula once the futility of it all was finally realised, either.



1915, it remains beyond belief that the Turks did not know of it; more likely, they simply decided to allow the invaders to leave unmolested, happy the killing was over. What is rarely mentioned is that the Anzacs booby-trapped the trenches with dynamite, killing scores of Turks as the Allied ships sailed away.



Perhaps, then, it might be worth stepping back from some of the more sanctimonious reaction to Turkish efforts to improve a pretty ordinary road that takes a big annual pounding. Those who have spent time wandering the old Gallipoli battlefields know how simple it is to unearth bones. You need do little more than scratch the surface of the weather-beaten and crumbling earth beside the Second Ridge Road. Rainfall and snow melt and wind continuously expose ghastly reminders of the slaughter of 1915. The place is a boneyard.

Once, as I walked alongside that road opposite the fearful old fortress known as [Quinn's Post](#), my foot went through the roof of what I can only assume had been a Turkish tunnel, and I still recall the revulsion of touching bones in that soil.

My parents are from Glasgow which means they're incredibly hard, but I was never smacked as a child... well maybe one or two grams to get me to sleep at night.

No one is ever likely to know with certainty whose remains might have been exposed during the recent roadworks, but they are vastly more likely to be those of Turkish soldiers than of Anzacs. The soldiers of the Ottoman Empire died in hideous numbers up here. Their name for the area we know as Lone Pine was Kanlisirt — Bloody Ridge.

Thousands who perished during a single assault in May 1915, plus many hundreds who had fallen in the weeks and months before, were buried in mass graves around Bloody Ridge. No headstones for them, though the remains of most of the Anzacs who were buried up there were later disinterred and carried for permanent burial in cemeteries elsewhere on the peninsula.

More than 10,000 Australians and New Zealanders now make an annual pilgrimage to Gallipoli



for Anzac Day ceremonies and thousands more visit at less frantic periods during the year. But over the past few years, the Turkish Government has urged Turkish people to visit those weathered hills at least once in their lives. So every weekend, increasing numbers of Turkish adults and schoolchildren grind up the road in heavy buses to learn of their own history.

The road that takes the biggest beating, and thus was in need of upgrading, is the Second Ridge Road. This thin strip of bitumen runs from Lone Pine past [Johnson's Jolly](#), [Wire Gully](#), [Steele's Post](#), [Courtney's Post](#), Quinn's Post, rising past the hill known as Baby 700 and beyond, the bigger Battleship Hill, all the way up to the heights of Chunuk Bair (right).



These names hold within them many of the most haunting stories of the Anzac legend, but the Turkish people have numerous names for particular areas along this road, too. Their most important memorial is a martyr's cemetery built about halfway up the road to

commemorate the 57th Regiment of the Ottoman Army. It was here, on the first day of the invasion — April 25, 1915 — that Mustafa Kemal, later named Ataturk, the first president of the Turkish Republic, gave a chilling order to his troops: "I do not order you to attack. I command you to die! By the time we die, we will be replaced by other troops and commanders."

All 628 Turkish soldiers, including the commanders, duly died over the first four days of the Gallipoli campaign, most of them on that first day. Their sacrifice, and those of tens of thousands of other Turkish soldiers, meant that the Anzacs (and the British, the French, the Indians, Senegalese, Newfoundlanders and others regularly forgotten in the telling of this appalling tale) never reached the high ground, and thus never had a hope of success.

For Australians to take the high ground almost a century later about Turkish road building techniques — however unfortunate the result — seems a little rich.

*(Tony Wright is the author of Turn Right at Istanbul — A Walk on the Gallipoli Peninsula.)*

Two brooms were hanging in the closet and after a while they got to know each other so well, they decided to get married.

One broom was, of course, the bride broom, the other the groom broom.

The bride broom looked very beautiful in her white dress. The groom broom was handsome and suave in his tuxedo. The wedding was lovely.

After the wedding, at the wedding breakfast, the bride-broom leaned over and said to the groom-broom, 'I think I am going to have a little dust-broom!!!'

IMPOSSIBLE !!' said the groom broom. 'WE HAVEN'T EVEN SWEPT TOGETHER!'

Sorry Rupe!!

## **Hurricane Ike.**

Hurricane Ike was the third most destructive hurricane to ever make landfall in the United States. It started as a tropical disturbance off the coast of Africa near the end of August, 2008 but by early morning of the 5<sup>th</sup> September, it was a Category 4 hurricane, with winds 230 km/h and a pressure of 935 mbar.

At one point the diameter of Ike's tropical storm and hurricane force winds were 885 and 390 km, respectively, making Ike the most massive Atlantic hurricane recorded. Ike also had the highest IKE (Integrated Kinetic Energy) of any Atlantic storm in history. Integrated Kinetic Energy is a measure of storm surge destructive potential. On a scale that ranges from 1 to 6, with 6 being highest destructive potential, Ike earned a 5.6





Below are some photos of the result of Hurricane Ike passing through Chicago's O'Hare airport

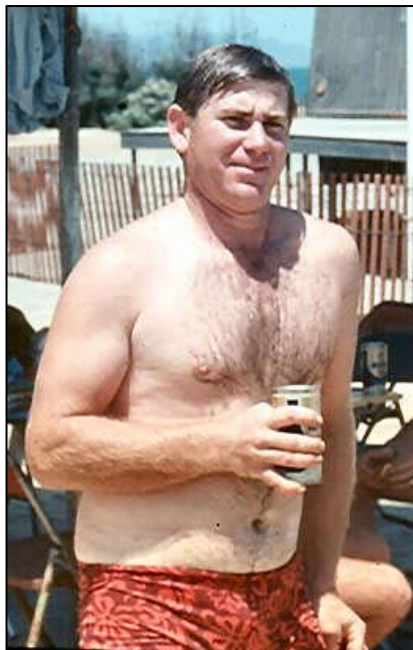


When the rain let up for a short time, UAL pulled out snow plows and had them drive in tandem in a futile attempt to try to move the water away.



My dad is Irish and my mum is Iranian, which meant that we spent most of our overseas holidays in Customs.

## Vietnam revisited.



Dit Eaton, (left) who was a sumpie with 35Sqn in Vung Tau from Feb 1969 to Feb 1970, saw our nostalgic trip through Vietnam in previous issues, and he reckons he's got some stuff that will REALLY bring back memories, so he sent it to us.

If you want to hear it, and really want a trip down memory lane, go [HERE](#).

TYPEWRITER is the longest English word that can be made using the letters from only one row of the keyboard.



Eddy Morris, framie (left) and Kev (Obie) O'Brien, sumpie, at the Ettamogah Club in Vung Tau, early in 1970.

## A story told by a Marine Pilot.

Allan George sent us this, he saw it recently and although he reckons it's probably an urbane legend – “*ya just never know*”!!!

The Iranian Air Defence Radar (part of Iran's military) requires all aircraft crossing Iranian territory to give them a 10 minute "heads up" that they plan to enter Iranian air space.



After making contact with the Iranians, the common procedure is for commercial aircraft to give them their call sign, transponder code, type of aircraft, point of origin and destination.

Another Marine aircraft, flying from Europe to Dubai, overheard this conversation on the emergency frequency 121.5 near Dubai.

It went something like this?

*Air Defence Radar: "Unknown aircraft at (location), you are in Iranian airspace. Identify yourself!?"*

*Unknown Aircraft: "This is a United States aircraft and I am in IRAQI airspace."*

*Air Defence Radar: "You are in Iranian airspace. If you do not depart our airspace, we will launch interceptor aircraft!"*

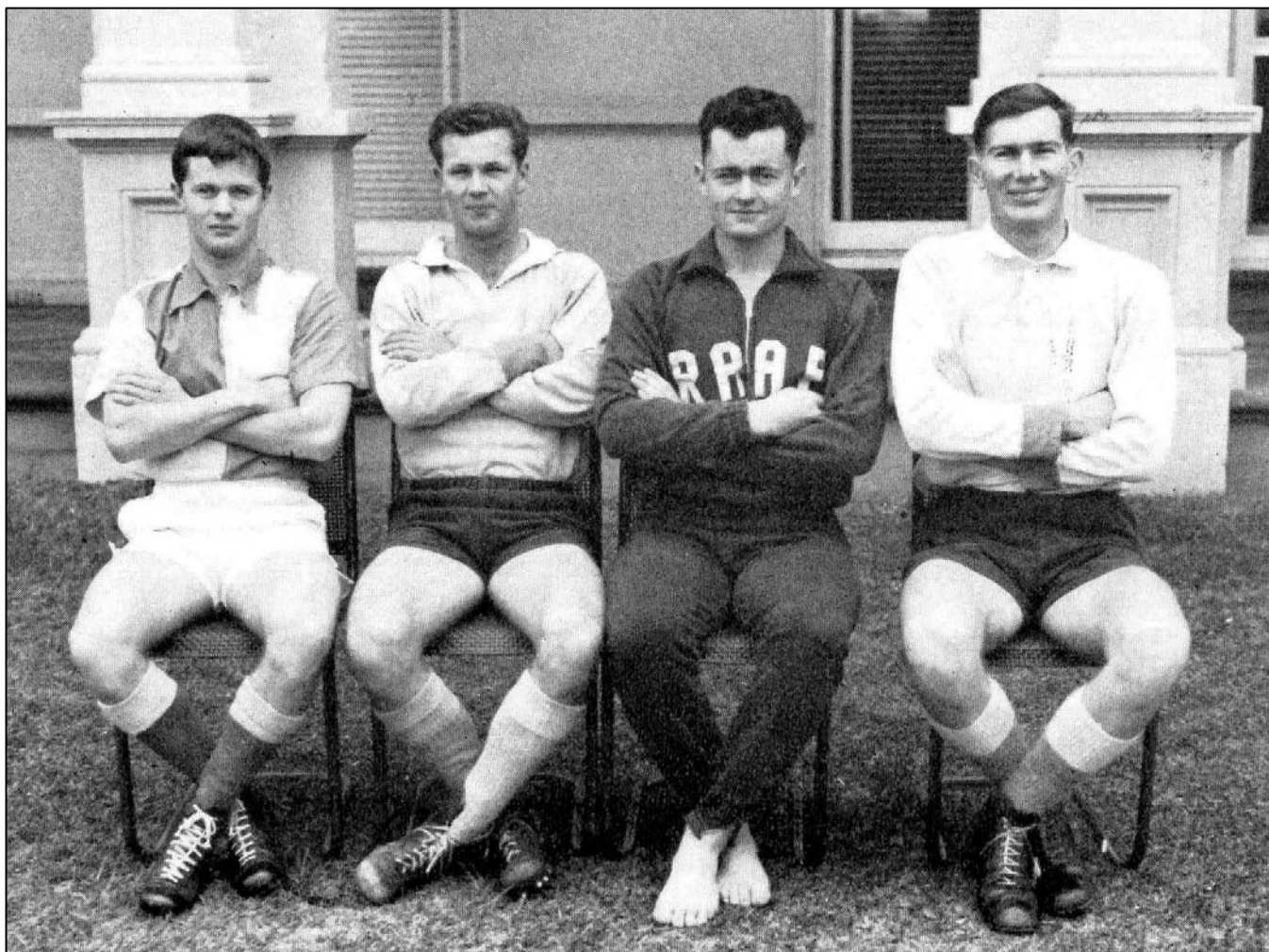
*Unknown Aircraft: "This is a United States Marine FA-18 fighter jet. Send 'em up!"*

*Air Defence Radar: TOTAL SILENCE!! (There was no Response)*

### GREAT TRUTHS ABOUT LIFE, THAT LITTLE CHILDREN HAVE LEARNED:

- You can't trust dogs to watch your food.
- Don't sneeze when someone is cutting your hair.
- Never hold a Dust-Buster and a cat at the same time.
- You can't hide a piece of broccoli in a glass of milk.
- The best place to be when you're sad is Grandpa's lap.



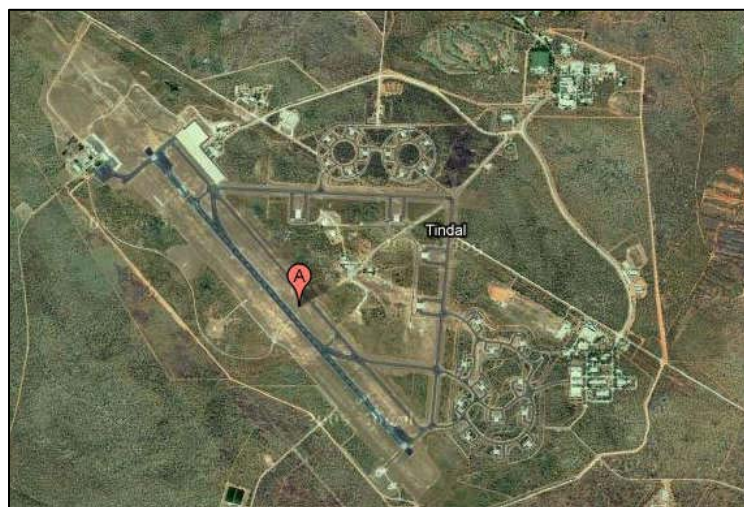
**Radschool Inter-service Representatives, 1960.**

Plt Off N. Hassen (Hockey), L/App W. Beard (Rugby), L/App M. Sims (Swimming), Flg Off R. Treffene (Rugby).

**Tindal**

RAAF Base Tindal was built by the US Army's Engineers early in 1942. Back then it was called Carson's Field (after the 1850's trapper, scout, Indian agent, soldier and legend of the US Wild West - [Kit Carson](#)). It is located about 17kms from Katherine in the Northern Territory and about 320kms by road south east of Darwin. The airfield was designed to operate heavy [B-24 Liberator](#) bombers, however there was never any aircraft squadrons based at Carson's Field and the airfield was never used operationally during WW2.





Carson's Field was renamed Tindal after Wing Commander Archibald R. Tindal, who was the Commanding Officer of 24 Squadron. In February 1942, Wng Cdr Tindal was the Armament Staff Officer at Darwin HQ and when the Japanese raided Darwin, on 19 February 1942, he tried to fight them off by firing a Vickers machine gun from a slit trench however, he was killed by a burst of cannon fire from a Japanese aircraft. It is understood that he may have been the first RAAF servicemen to be killed in action on the Australian mainland during WW2. He is

buried in the Adelaide War Graves Cemetery.

A street in Katherine has also been named after him.

Tindal Airfield is still an operational RAAF base and is now known as RAAF Base Tindal. Between 1963 and 1970, No. 5 Airfield Construction Squadron rebuilt Tindal airfield as a "Bare Base" and in 1968 it was opened as Katherine's domestic airport, being used by Ansett-ANA, TAA and Conellen. In 1984, the government decided to upgrade it and it was extensively redeveloped.

It is now the Air Force's youngest operational base (excepting bare bases) and is one of Australia's most important defence installations. The 211,000 hectare Delamere Air Weapons Range and the 870,000 hectare Bradshaw Field Training Area are located nearby.



The physical security it enjoys is due to its long distance from the coast, making it unlikely it will be swept away by a cyclone. Tindal officially opened on 1 October 1988 and is now the home of:

- No 75 Squadron - Hornet fighter aircraft
- No 44 Wing Detachment Tindal - air traffic control.
- No 1 Combat Logistics Squadron
- No 322 Combat Support Squadron
- No 1 Air Terminal Squadron Detachment Tindal
- No 2 Control and Reporting Unit

The Army's North-West Mobile Force (NORFORCE) also has a detachment on the base.

The RAAF are very much a part of the Katherine community with the personnel and their families making up almost 25% of Katherine's population of 10,000 people.

A long long time ago, when [Garry O'Callaghan](#) (right) and Sammy Sparrow were king of Sydney's morning radio, they used to play a little song that started with "Today's Monday".

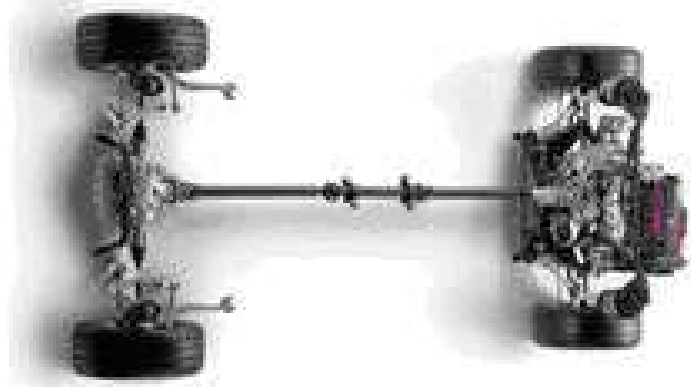
[Here are the words.](#)



The International symbol of marriage is approved: On the 31<sup>st</sup> December 2008, after 5 years of heated debate, the Commission for Human Rights approved the new International Symbol of Marriage

## 4WD or AWD – what's the difference??

There are three basic drive-train systems available: full-time 4WD, part-time 4WD and all-wheel drive (AWD). The main difference is how and when torque is supplied to each wheel and it is very important to choose the correct system for your use.



Most vehicle manufacturers now produce an 'offroad' vehicle to take advantage of the public's obsession with four-wheel drive. But it's not just the traditional SUV and 4x4 vehicles that have contributed to the boom. More and more manufacturers have been offering all-wheel-drive drive-trains in a variety of vehicles from high-performance sports-cars to luxury sedans and family-oriented people-movers.

But why do manufacturers use different terms. Isn't four-wheel drive (4WD) and all-wheel drive (AWD) the same thing? Well, no, they are very different. Let's have a look at the different terms in use and what each of them should mean.

Although each manufacturer tends to use its own name for its chassis systems for branding reasons, we are generally able to separate 4WD/AWD drive-trains into three basic groups.

- full-time 4WD
- part-time 4WD
- all-wheel drive (AWD)

**Full-time 4WD** operates as the name suggests. At all times torque is supplied to all four wheels, all of the time. The driver usually has several options available which affect the operation of the drive-train depending on the conditions that are encountered. In normal operation (such as driving on a bitumen surface) the front and rear axles are split by a centre differential which, when required, allows the front set of wheels to operate at different speeds to the rear set -- for example, when cornering.

In most of this type of vehicle there will be a 'diff lock' option. This locks up the centre differential and makes the front set of wheels rotate at the same speed as the rear set. This provides maximum traction when operating off road.



These vehicles could also have the option of 'low range'. This is effectively a low gear between the engine and the gearbox and is used in extreme off road conditions and on steep inclines. This changes the gearing of the drive-train to provide a torque multiplying effect, it's a bit like an 'overdrive' but operating in reverse – an under-drive if you like.

**Part-time 4WD** is the original 4WD system and the most basic. As with Full time 4WD there are several options available to the driver. In normal conditions the vehicle is driven in two-wheel drive, usually powering only the rear wheels. 4WD mode can be selected either by a separate mechanical lever or by an electronic switching system. When 4WD is selected, torque is split evenly between the four wheels, exactly the same as a full time 4WD vehicle with the centre diff locked.

Part time 4WD vehicles tend not to have centre differentials between the front and rear axles. This limits the use of 4WD to offroad use because use of this feature on bitumen surfaces (where tyres have good traction) can cause excess stress and damage to the drive-train (often called wind-up). Most vehicles of this type have the option of 'low range' for extreme off-road conditions.





**All-Wheel Drive** is in some ways similar to the full-time 4WD system in that it also sends torque to all four wheels constantly. These systems never have the option to operate in two-wheel drive, and unlike the 4WD systems, the differential between the front and rear axles cannot be locked. The differentials do, however, have ability to limit slippage between the axles if a low traction situation is encountered. Usually this ability is provided with a differential known as a viscous coupling although more recently a similar outcome has been achieved by using electronically-controlled hydraulic or electro-magnetic 'clutch' systems.



AWD systems also lack the 'low range' feature which is common in most 4WDs.

The AWD system is less effective and more fragile than the 4WD system in a situation where high torque is required. Indeed, the viscous coupling units simply cannot satisfy high torque demands when the vehicle is off road. AWD vehicles tend to be more 'car' like than off-roaders.

## Nellis Air Show

If you want to see some fantastic photos of old and new aircraft, go [HERE](#)

I couldn't repair my brakes, so I made my horn louder.



## Sick Parade.

If you know someone who is a bit crook,  
let us know so we can give them a shout out.



Bob Hambling advises us that **Bob White** came through his bowel cancer operation better than expected and he hopes to make a full recovery in a few months time. He is still in a lot of pain but is resting fairly comfortably at home. He will have to undergo more chemo but it will not be as onerous as the previous treatment. He passes on his thanks for the good wishes that he has received from your members.

Ted McEvoy advises that, after enjoying a New Year's Eve party at the Obese Rodent's house (aka Fat Rat aka Al Ratcliffe), **Barry Wanstall**, ex ADGie and WOD, decides he's a bit weary and as he's not the centre of attention, bungs on a heart attack in order to get noticed. He was admitted to the Mount Hospital in Perth, the sirens and flashing lights drawing attention to his self and making him feel a little bit better, and the TLC he got from the Mount made him feel much more betterer.

The truth is that, once a WOD, always a WOD, and the staff at the Mount have just about had enough and will be kicking him out in the next day or so. Keeping in step and swinging arms to waist level isn't normal SOP inside a civvie hospital.

# Where are they now?



**Rick Allen** wrote, he says: I am trying to find members of 78RTC who passed out of Radschool in 1976. I have a few names and contacts but would like to organise a reunion for the course in the middle of 2009. Of course any other course members of that era are welcome to come along and renew old friendships as are all instructors, we had a good bunch and would enjoy buying them a beer or two. I can be contacted on this email [richard.allen5@defence.gov.au](mailto:richard.allen5@defence.gov.au)

We heard from **James “Scotty” Potter** who was in the RAAF from 1968 to 1974. He says: “Hi, I am living back in Scotland and would like to extend a warm welcome to anyone, who might be visiting this neck of the woods, to come and say hello. There’s a bed and a beer guaranteed.

I am trying to find a bunch of people and hope that you might be able to help me. Some are Rad Techs and some from other musterings and any help would be appreciated. I have been in touch with Ron Clayton who, for a while, I played in a band with called “Rebound” and know that he is trying to help.



I am planning an extended trip to Aust next year to celebrate my 60<sup>th</sup> birthday and would really like to meet up with as many of my old mates as possible.

I was with 11 Sqn in 1968, 2 Sqn in 1969, 2FTS in 1970, and then 3 Sqn from 1971 to 1974

Blokes I’m looking for are:

Ross Lloyd	Rad Tech	11 Sqn and 2 Sqn Phan Rang
Greg Gow	Inst Fit	11 Sqn and Butterworth
Paul Cavanagh	Rad Tech	Butterworth
Kaz Kapusta	Rad Tech	Butterworth
Mac? (Sgt)	Rad Tech	Butterworth
Bob Cowell	Safety Equip	3 Sqn and Butterworth
John Day	Rad Tech	3 Sqn and Butterworth
Billy Schroegruber	Inst	3 Sqn and Butterworth
Alex Polaski	Inst	3 Sqn and Butterworth
Tony McGee	Eng Fitter	2 FTS



Literally any help that you can provide to circulate my contact details to anyone who might be able to put me in touch would be appreciated.”

If you can help Scotty, get in touch with us and we'll forward it onto him.

**Helen Robinson** wrote, she said: "I stumbled across your magazine and am interest in finding a Mr. Ross "Noddy" Wilson and if my memory serves me correctly, his number was A118131. He joined and went to Laverton in Victoria in about 1966/67 and was from the Gold Coast. I ran into him in Brisbane some 30 years ago and would like to correspond with him. No ulterior motives!

Hope you can help. (If you can help, get in touch with us and we'll let Helen know – tb)

**Yvonne Timperley** wrote, she said: "Howdy, I have just discovered this site which I think it is really good. I completed the RAAF radio mechanics course No 16 which was at Ballarat and which ran from Feb to Aug 1960. The CO was Wg Com Fairbank. I have looked through most of the pictures on the site but can't see any of that course. Would you be able to find any photos of that course. (Does anyone have any – if so, please send us copies – tb).

I have filled out the membership application and I am also a member of the local RAAF association, as well as being on the committee of Blacktown sub branch RSL. Can I subscribe to a hard copy of your magazine? or is it just on the web?. (Sorry, Yvonne, only on the web now).

Back in 1960 I was Gordon Timperley but since then my name has been changed to Yvonne, and yes the gender is changed as well.

A farmer stopped by the local mechanic shop to have his truck fixed. They couldn't do it while he waited, so he said he didn't live far and would just walk home. On the way home he stopped at the hardware store and bought a bucket and a gallon of paint. He then stopped by the feed store and picked up a couple of chickens and a goose.

However, struggling outside the store he now had a problem - how to carry his entire purchases home. While he was scratching his head he was approached by a little old lady who told him she was lost. She asked, 'Can you tell me how to get to 1603 Mockingbird Lane?'

The farmer said, 'Well, as a matter of fact, my farm is very close to that house. I could walk you there but I can't carry this lot.' The old lady suggested, 'Why don't you put the can of paint in the bucket. Carry the bucket in one hand, put a chicken under each arm and carry the goose in your other hand?'

'Why thank you very much,' he said and proceeded to walk the old girl home. On the way he says 'Let's take a short cut and go down this alley. We'll be there in no time.' The little old lady looked him over cautiously then said, 'I am a lonely widow without a husband to defend me. How do I know that when we get in the alley you won't hold me up against the wall, pull up my skirt, and have your way with me?'

The farmer said, 'Holy smokes lady! I'm carrying a bucket, a gallon of paint, two chickens, and a goose. How in the world could I possibly hold you up against the wall and do that?'

The old lady replied, 'Set the goose down, cover him with the bucket, put the paint on top of the bucket, and I'll hold the chickens.'

**Dave Moles** is trying to contact the crews of Bushranger Gunships that took part in the [Battle of Binh Ba](#) on the 6th June 1969, the reason is that there is to be a 40th Anniversary Commemoration in Canberra on the 5th and 6th of June 2009. This event is open to all units that took part in the battle.

No 9 Sqn had a Heavy Fire Team on station 71, 72, 73, the crews were, Al Adamson, Bob Treloar, Dave Moles, Ray Rennie, John Hazelwood, Mal Walker, Ray Hay, Mike Tardent, JD Peterson NZ, Al Lamb, and Ferry and Amos who are both now deceased, also the FAC Pilot, with a call sign "Jade" could be Peter Larard.



If anyone knows the address and email of these crews could they contact Dave on Ph 03 6496 1370 or PO Box 24 Railton Tas 7305, or email [bushranger@southcom.com.au](mailto:bushranger@southcom.com.au)

The committee that is organizing this event need the numbers by the 31st of Jan.09



## Your say!



**Dick Tracy**, who is the secretary of the Melbourne Area Ex-Apprentice Committee, wrote. He said: "Howdy, we organise a reunion each year in the Melbourne area. All RAAF Ex-apprentices and their partners are welcome to attend. The next reunion is to be held on Saturday 24th January 2009 (not long now) from 1300 to 1700 hrs at the Werribee RSL.

Access to the RSL is easy by rail or road (vehicle access from Princes Highway). Entry fee is \$10.00 which covers the cost of venue and snacks. Drinks at own cost. Dress is to be neat casual"

For further information please contact Dick Tracy on Phone: 03 9324 6821 or use this [e-mail address](#).



**Col Hill** wrote, he says, "G'day, re Vol: 25 Page: 8, in Randall Kingsley's photograph of the AN/FPS/802 famil course at the top of the page, "Ron Ramsay" (3rd from the left, back row) is in fact "Ranald Ramsay" - he was a General Fitter at the time at 1AD at Laverton.

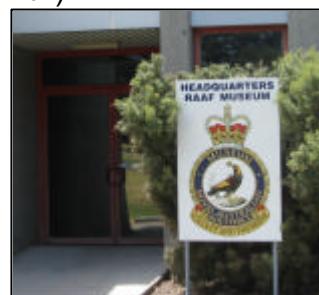
I believe he may also have worked on maintaining the mechanical aspects of the Surad radar at 1AD. He is now retired and lives in Balaclava in South Australia. Thanks for the great effort put into this magazine".

**Ken Hunt** wrote, he says, G'day, we have just returned home after being on a cruise, Auckland back to Sydney, which included a day in Melbourne. (It's the first time I've needed a passport to get into Melbourne).

"Now the big question arose, just how do you spend a day in Melbourne"? We decided we'd like to see the old base again (I started my Nashos at Pt Cook and haven't been back since) and also have a look through the RAAF museum, so, we spent the day getting from Station Pier to the Point Cook Museum by public transport. Getting past the Main Gate at Point Cook was more complicated than in 1955 and certainly worse than any airport immigration etc.



I 'snuck' a few photos while there and hope they are of some use to you (sure are, thanks Ken)





When we left the ship at Station Pier, we were well advised on how to get to Point Cook, (the last time I went there I was inside the back of a RAAF truck and the driver looked after the navigation bit). We were told to get the tram and go to Swanson St (I remembered Swanson St because that's where Young and Jackons was) and to get further details from the Railway Information Bureau. But, being an old hand, I decided we'd go straight to Spencer St station (hasn't that changed??), but, of course, the train was 20 mins late which meant we missed the connecting bus from Laverton Station.



So we asked for directions from a local real estate agent who advised the only way to get to Pt Cook was to grab a taxi - \$18 each way. Finally, we arrived at the main gate, to be met by security blokes who wanted more info and signatures than if we were trying to get into Russell Offices.

The Museum is really 4 buildings on the edge of the hard stands with the entrance building housing a manned info desk with tons of brochures etc. It's like any other hanger type museum, it has a number of aircraft in different stages of 'finish' with some things well signed, while the restoration hanger has a bunch of stuff that is hopelessly signed. You are able to get up close and personal with the aircraft but a lot of other stuff is wisely behind glass.



When we'd finished our tour, we tossed up whether to call a taxi again or try and bum a lift to the station, I spotted a truck that had just unloaded enough A4 paper to run an air force, the driver was good enough to drop us off at Hoppers Crossing and we were back on the ship in time for "sips at six."

All the old temporary buildings at Point Cook have gone. I couldn't find where our hut had been or even the mess hall, but I did recognise the HQ building. One thing we did notice though, there is no food or drink available on the base, so if you intend spending a while at the museum, take your own.

The trip brought back a lot of memories though, did any other course (of course we all did), charge an electrolytic capacitor to about 200 volts, carefully fold the leads then drop it into someone's overall's hip pocket. The victim naturally puts his hand in quickly, discharges the capacitor and invariably jams his hand in the pocket, great joke at the time, though these days workplace health and safety would probably put you in jail for assault and battery.

I recently bought an electrician's kit (screwdrivers etc, it had a small test lamp) for my grandson (16). I was showing him how to take care when testing voltages and I put it into 240ac. It used to be a 12volt test lamp. Not now.

Could you get 10 amps out of a D cell torch battery. I said no and lost 10 shillings to the AWA Service Manager (Fred Lane). An AVO on Amps and watch the meter quickly, it doesn't last long.

We heard from **Ian Nicholson**, he writes: "Thanks for once again a great magazine. I found the article of Ted McEvoy's, explaining how [DVD burners work](#), very interesting and have often wondered how they worked. I find Ted's stories are always both funny and informative. I'm an ex Sumpie, and have been reading your magazine for a while and really look forward to it, keep up the good work."

Thanks Ian – you're not Ted's brother in law, by any chance, are you?? - tb

**John Elliott** writes, howdy, I didn't see my name on the membership list so filled out another form. I'm still working in Malaysia but starting a rotation assignment that will see me in country for 28 days and home for 28 days. I was lucky enough to go to the dawn service on the Burma (death) railway last ANZAC day. It should be a must on every veteran's calendar. Also a bit cheaper to get to than Turkey (I cannot spell Gallipoli). If you keep reminding me I'll remember to send you some pics and a write up of the event. (Here's a reminder John – tb) I worked with [Phil Greggor](#) at Operational command and bunked with him at the living quarters in Penrith while he worked at AIRTELU ???. I remember him having a car accident in the RAAF transport that ferried workers between Richmond and Penrith. Another one of life's gentlemen.

**Tim Zahn** writes, Hi, many thanks for providing a RadSchool Association and website. I've only just heard of the site via course mates and tutors, who are looking to organise a twenty year reunion. I was at Radschool from 01Jan90 to 17DEC92 as a Technologist's Apprentice on 9TAC course, service number A133485. I discharged from the RAAF in September 2000 and am now living and working in Brisbane. I would appreciate if you could add me to the association's membership list. (Consider it done Tim – tb)

**Laurie Lindsay** writes: Howdy, Frank Alley made a comment in his column about a mirage breaking the sound barrier over the base at lunchtime, when he was at Laverton. The pilot was Hugh Hopkins (right). Hugh was stuck down at Avalon with the mirages and ate sandwiches for lunch, whilst the rest of us sat down to a four course meal in the Laverton Officers Mess for \$0.35. This really pissed Hugh off, so he would make sure that he was flying at lunchtime and he would come over the Mess and start a vertical climb with full afterburner.





Hugh became my boss at Flight Inspection Australia (CAA Flying Unit) in the early nineties. Hugh was an inspirational leader and was just what we needed, because we were under siege from a Dick Smith led CAA. Smith thought that the flight inspection role should be privatised and many in the CAA agreed with him (he did a lot of stupid things and I'd say no-one in ATC or FS agreed with him – tb).

I have always had a theory about leadership in the defence forces. There are peace time leaders and wartime leaders. Those that get promoted in peacetime are very good administrators. They know how to write reams of bullshit and never make a wrong decision because they cannot make a decision. That is why when a war breaks out, so many generals get sacked, until they find a leader capable of thinking for himself.

Hugh was a wartime leader. He would rather fly than sit at a desk writing crap. He was not afraid to make a decision and always had his staff at the Flying Unit right behind him. Unfortunately, he was eventually sacked for making decisions that Airservices Australia did not agree with. At this stage, the CAA had split into CASA and Airservices Australia. The hierarchy in Airservices Australia knew a lot about air traffic control towers and ground navigation aids, but virtually nothing about aircraft. Hugh's replacement was a clerk, who was a peacetime leader and his job was to close the Flying Unit down. (I equated him to a certain war time Norwegian prime minister)

The Flying Unit used to calibrate the navigation aids of New Zealand and the Pacific Islands and also do airport inspections in Papua New Guinea. (I have lots of passenger hours in the old Aztec while in PNG, with Ken Wooten as driver and Rick Hall as ADI - tb) There were several one-offs every year – we flew to the Philippines and Nepal at one stage.



This all stopped when Airservices Australia privatised flight inspection and closed down the best flight inspection organization in the world.

**Frank Alley** wrote: G'day, how interesting, now I understand why the booms had to occur at lunchtime. I think I recalled in the article flying myself and seeing the Mirage on its way to Laverton, going in the opposite direction, incredible closing speeds.

There would have been a lot of jealousy of real pilots from the amateurs. I remember many flights from Chongqing to Chengdu in China, not a long flight. At the beginning of each flight, the pilot's record would be revealed to us, and all were ex-military (Chinese air force) with thousands of flying hours. I always felt I was in good hands.

**Ralph Dix** wrote: Howdy, re [Volume: 6, Page: 17](#), a Dennis Riebelt from 23 appies left a note asking for contacts. It just so happened that recently Skippy (Alan Skipworth) contacted me to see if I would like to be involved with a reunion. I was on 23 Appy and we started 9 Jan 69. I had been at an annual Base Radio (Pearce) reunion in Dec07 and had spoken with Pat Hall

(21 RAC) and he spoke about their reunion held the year before. This all prompted a reaction so I surfed and found the 21 web site which directed me to your site. I complement you on its presentation. Skippy sent an email to Frank Daly, Peter Pick, Brian Sollers, Malcolm Hawley, Ash Wakefield and myself. So out of the 36 graduates we have 7 probable starters. Now, as you know, the fun begins - trying to located others. Stay happy Dixie. (Good luck Ralph – tb)

We heard from **Paddy O'Brien** – he says, Howdy, I am a 'slacko' but was at last trying to download the magazine when I was amazed to see a photo (right) in [Vol25](#) of a young Paddy O'Brien out at Charleville. (Paddy is second from the left, in the front row – tb) To Bevan Greenwood, thanks for the photo and the memories it recalls. To Frank Alley, thanks for the kind words. I know most of the faces but can not put names to the blanks, except that the 5th one standing looks like Tom Clancy (Rad Tech), but I can't recall him going on that trip. Incidentally he is in Townsville but not faring well at all. I turn 80 tomorrow and Alma and I celebrate our 59th wedding anniversary today; I'm still going strong playing tennis and golf and wood-turning in my spare time.



Thanks for the memories.

(Happy birthday to you Paddy for 6th Nov and congratulations to you and Alma from all of us on that wonderful achievement, who said service marriages don't last?? - tb)

We heard from **Peter and Jill McAndrew**, they say: We have finally decided to call it time on our European adventures. We came over for 2 years, 8 years ago. How the time has flown by. We have seen so much but of course there are places we still have to visit. So there is always an opening for us to come back in the future.

We both finished work on the 14th November. We will then finalise removals, selling things, etc. and get out of the house. We then go travelling for 3 months making our way back to Oz by end of Feb 09 for Jill's sister's wedding. We will be visiting Morocco in Dec for 2 weeks, have a white Christmas in Slovenia/Austria – just for one more time and then Egypt for 2 weeks in Jan. We will be coming back into the UK for a few days between trips (staying with friends). We will then head to Dubai for the month of Feb. During this time, we will catch up with many of our friends there and also fit in a trip to the Seychelles and Oman, just because we can!!.

While we're down in Salamander Bay for the wedding, we are thinking of staying a bit longer to look up friends and relatives in the Sydney / Canberra area. This will depend on when our shipment arrives as we have to be present for customs, particularly as I'm bringing my shotgun back home.

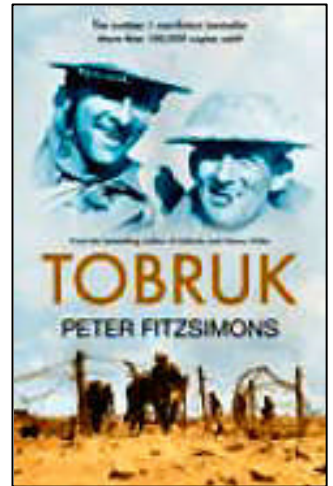
We have not exactly decided where we are going to live, so it will depend on where we can get work. But at this stage it will be either Brisbane or the Sunshine Coast, but we'll see once we

get there. We will be living up the Sunshine Coast when we first get there, as our friend's house will be vacant, so we can rent this until we sort our lives out.

**Laurie Lindsay** wrote again, he says: I have just finished reading Tobruk by Peter Fitzsimons, which proves that not all second rowers are illiterate.

He tells a great yarn about a British artillery captain who wanted to familiarize himself with the front line. Peter takes about three paragraphs to describe him ie knife like creases in his shorts, spit polished shoes, baton and a batman who did all the work.

He came upon a mob of Australians who were digging trenches. He walked up and down for a while and nobody took the slightest notice of him. Finally he said "Aye say, I know you Orstralians are an undisciplined lot, but don't you know you should salute an officaar." Whereupon, one Australian turned around, leaned on his shovel and stared directly at our pommy captain. He then put his shirt on, where to the pom's horror, he found that he was addressing a major. Our major said "I am their CO and they never salute me, however, you will." The captain then threw a magnificent boner and the major said "Now piss off"



In 1964 my boss at Maintenance Squadron East Sale was the late Peter Silcock. He was in charge of a maintenance detail accompanying a navigation exercise and one of the Dakotas got stuck in the mud. People who knew Peter, would not be surprised that he was the first to grab a spade. Yes mate, that is Pete. He died of liver cancer about five years ago.

He was a terrific bloke. He joined the Air Force in 1959 on 13 Apprentice Course with Alf Smith.

**Nev Williams** wrote, he says: Well we were successful in getting a DVA Grant to enlarge the [www.allappys.com](http://www.allappys.com) web site. Hopefully work will begin next week. as the idea is for one site to cater for all apprentice intakes web sites. They can park their sites here but still have full control over them. They will be given an ftp address, user name and password and they can upload their web page etc. Currently we have no size restrictions. I think I have given you an outline of the makeup of the site. Public area, members area Passworded access, intake areas. password access again. should be a good focal point.

There will be an ex-apprentice re-union in Brisbane Sat 24 Jan at the Holiday INN Roma St. Thanks