

RAAF Radschool Association Magazine

Vol 28
July, 2009

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Sadly, in the few months since our last issue, we have once again lost some very good mates.

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Douglas Barthelson has sent us some more photos of Telstechs courses and would like us to put names to faces.

[See page 3](#)



Do you know what Schost.EXE does, and do you know the difference between DVD+R and DVD-R? - No! Well Sam does,

[See page 4](#)

We have the result of our car survey and a bunch of photos of the Butterworth "Hostie"

[See page 5](#)



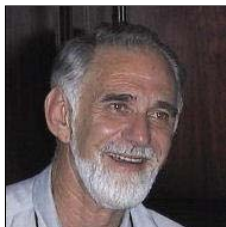
Ted's got lots more interesting stuff to tell us about

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Ron Raymond continues his story of his early days learning to fly Tiger Moths at the Wagga flying school.

[See page 7](#)





Frank Alley asks the question, "Do you trust and believe Scientists??"

[See page 9](#)

Seems global warming is currently the hot topic, everyone wants to talk about it. See some "For" and "Against" arguments.

[See page 10](#)

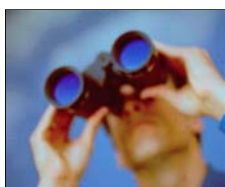


The Telstechs held a reunion at Laverton in May and Neil Hunter sent us a bunch of photos.

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The Queensland Comms people held a reunion in Brisbane, also in May. We have a bunch of photos.

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We're looking for people, perhaps you can help.

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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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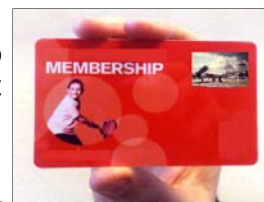


Membership

We get a few mails from blokes asking why their name does not exist on the "List of Members", even though they joined some time ago and sent in their \$10.00.

As we've said, our old data base was so far out of date that it was next to useless so we had to ditch it and start again. We now do it all on line so there is nothing to print out and post in and as there are no costs involved, joining is now free.

Please check the [list of names](#) and if your name isn't there, please click on the "[Join the Association](#)" tag (there's one on the top of each page) fill in the details and send it to us.



Also, if you change your address, or phone numbers or email address, or you just want to say hello, or you want to give us a tongue lashing, you can do so by clicking on the "[Contact Us](#)" tag, also at the top of each page and filling in the details. It's all done on line, no printing out forms and no postage.

NEWS and REUNIONS

We've added a [new section](#) to the RAM. This page will be for people wishing to let you know of upcoming reunions or events, people trying to get you to go to things or trying to flog you stuff.

We have a mail distribution list which includes over 1,100 names and it's growing all the time, SO!! If you've got a reunion coming up or you're trying to off load a bunch of T-shirts or caps, let us know and we'll gladly publish it for you.

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

IN MEMORANDUM

Neil Hunter advises that one of the Djinning Association's original members, **Jim Roddy** passed away on the 7th May 09. No further details are known. Jim will be sadly missed by all of his mates.

Kerry Harrington advises that **Jim Tanzer** passed away in December 2008. No further details at hand.

John (Trackless) Millsom has passed on the sad news that **Alan Francis Field** died on Wednesday the 8th April. Alan fell ill on the 7th April, in Hervey Bay and his brother, Charlie, took him to the local hospital but Alan died the next day. He died 2 days short of his 71st birthday.

His funeral was held in Yeppoon (Qld) on the 16 April.

Alan was a Flt Lt with 35 Sqn in Vung Tau from August 1969 to July 1970 and was involved in one of the biggest exercises of its kind involving Australians. 100 soldiers of No. 3 Special Air Service Squadron were parachuted into open territory about nine miles due west of Nui Dat. Alan, with his co-pilot, Sqn Ldr Stewart Mitchell (the Sqn CO), made 5 trips from Luscombe field (Nui Dat) over a 3 hour period, ferrying the soldiers to the drop zone.



Laurie Lindsay got in touch, he says, "I am sorry to be spreading the sad news that **Bob Holsken** has passed away. His son, Brandon, informed us that Bob died as a result of a heart attack on Tuesday 5 May, 2009, but had not been discovered until the following Friday, 8 May. His very well attended funeral was held on Friday 15th May (the day after his 65th birthday) at Miami on the Gold Coast.

Glen Gould and Peter Jupp organised a wake for Bob at the Mitcham RSL in Melbourne on Saturday, 16 May, to reflect on Bob and his achievements and of course his many exploits.



Bob, who was born in The Hague in the Netherlands, and immigrated to live in Darlington, South Australia, joined the RAAF in 1961 and was posted to Laverton as a radio apprentice (15 Course) and graduated in August 1963 as a Radtech ground. In 1964 he was accepted for Number 10 Engineering Diploma Course and was posted to Frognall but had a minor problem with Maths and didn't pass the course and was sent back to the field.



Bob, at the Communications Centre in Vung Tau, 1966.

He was posted to Vung Tau in June 1966 and on his return to Australia in 1967 he again applied for the diploma course and was accepted onto No. 11A Engineering Course and subsequently completed a diploma in radio engineering.

He was commissioned on 1 Jan 69 and eventually became the CO of 501 Wing at Amberley. He retired as Group Captain at Amberley in 1998 after spending 37 years in the service.

As Glen Gould says, "No one could ever say that Bob was a

complacent and/or a compliant person - he was, in the true sense of the word, one who lived and loved life to the fullest".

Laurie Lindsay, who remembers him as being a bloody nice bloke, has sent us part of the handout that was given out at Bob's funeral. You can download a copy [HERE](#).

He will be missed by many.

Steve Hartigan advises:

- The passing of **Allan Costello** on the 23rd April. Steve says the Costello family do not want details of the funeral to be published at this stage. We extend our condolences to Allan's surviving family.
- The passing of **Joe Vellacott** on the 25th May. Joe's funeral was held in Boonah Qld on the 28th May. Our condolences and thoughts go out to Joe's surviving family.
- **Bill Allardyce** was a groundy at 9 Sqn at Amberley in the 1970's, before taking a commission to be a RAAF Pilot. Bill had an ongoing battle with cancer over the past 6 years and sadly passed away peacefully on Saturday 27 June in Canossa Private Hospital, Oxley (Qld) accompanied by his wife Nicky. At this stage there are no further details available.

Ernie Gimm advises, with regret, the following information. **Margaret Eagles**, late of High Wycombe, WA, passed away on Wednesday evening 27th May 2009. Her funeral cortege assembled at the main entrance of Karrakatta Cemetery for a cremation service on Friday 5th June.

Val Robinson has advised us that **Allan Quick** (right) died on the 12th June from a heart attack. His funeral was held on Tuesday 16th June at the Crematorium Chapel, Dohertys Road, Altona, (Vic). Val says as he understands it, Allan recently had a medical check up and was given the all clear. Allan was a Sergeant Rad Tech G at ARDU in 1969 and was commissioned sometime in the early 70s.



Ernie Gimm says of Allan, "I first met Alan and his wife (now deceased), in Butterworth as RADO then SRADO in 77-80 and it was only in Feb last year that my wife and I were enjoying a few beers with him at the Ballarat reunion. All that knew Allan were aware that he was a firm believer in keeping fit and was a keen runner, however, he never let this interfere with having a good time and was looking forward to his years in retirement in Altona close to his family. Allan, whether as a boss or friend, always had a smile on his face and was bright and cheerful company. With a bubbling personality, he always enjoyed a good laugh and inevitably saw the positive side of life. Allan will be sadly missed by all whose paths he crossed.

Denis Roles advises that **Thomas Clyde Hughes** passed away on Monday 22 June at Townsville Hospital. Clyde, was an outstanding aircraft metalworker who repaired many a 9 Sqn Iroquois. He had service in Korea and Malaya in the Army, he then joined RAAF and was posted to Ubon and then back to Aust and 9 Sqn at Amberley

He had battled the dreaded C for the past couple of years and in his imitable style wouldn't let it beat him, however he finally succumbed.

Clyde's funeral was held on Tuesday 30th Jun at Willowbank Lawn Cemetery Ipswich and was followed by a wake at the Brothers Leagues Club, Ipswich.

Rest in peace mate.

Radschool Staff – we’ve nearly got them all!!

Peter Kluge, who was on 1/86 Telstech Course, tells us that the girl on the left in the front row is Lisa Dickenson and Mark Burne, who is a Flt Lt at Willytown, reckons the bloke 1st left, middle row, looks like Eric Gatehouse.

So, now we have.....



Back Row L-R: Allan Longston, Geoff Myers, Harry Shilton, Ray Blake, Peter Coleman, Noel Green, ?? ??,

Middle Row L-R: Paul Daniels, ?? ??, Alan Plummer, ?? ??, Peter Fraser, ?? ??, Trevor Forbes,

Front Row L-R: Lisa Dickenson, Graham Brownrigg, Dickie Bird, Trevor Brougham (EDO), Nick Ward (EDO), John Dallimore, Andrew Elverston, Jim Lander, Bugs Rose, ?? ??,

I nicknamed my solicitor ALTERNATOR because he charges while idling.

TELSOP COURSES.

Douglas Barthelson sent us a couple more photos and asks if we can put a name to any of the faces. If you recognise anyone in either photo please let us know and we'll pass the info onto Doug.

Number 19 Telsop course.



"There are only two reasons for wanting to sit in the back row of an airplane:
either you have diarrhoea, or
you're anxious to meet people who do."

Number 17 Telsop Course



We recently heard from Graeme Benthein who lives in the West, but who was in Brisbane on holidays during May. He put us in touch with John Thomson who we

John Thomson (left) and on his lap, that old lap sitter, Graeme Benthein.

hadn't heard from in yonks. John also lives in the

West, but was also over in the East when we caught up with him.

John, who knows a thing or two about heart attacks, is taking it easy these days. Not long back he had his third, he had his first while only thirty something, while

posted to Pearce, but he reckons three is enough and he's stopped counting. He's got more plastic in him than in a plumber's ute and he reckons his major arteries will outlive him by a thousand years.

John hopes to back on the right side OZ in the near future and we hope to be able to share an amber ale or two with him.

No 14 Acplot Course 1964



Back Row L-R: Lloyd Marsh, Marty McPherson, Lee Quirk, Lonni Parry, Ray Green
Front Row L-R: Margaret Evans, Daphne Bell, Joe Ulett, Carleen Breen, Karen Clarke.

CARU Girls – 1968



Unfortunately we don't have any names – can anyone help with names and where was this photo taken??

An elderly Italian man, who lived on the outskirts of Monte Cassino, went to the local church for confession. When the priest slid open the panel in the confessional, the man said, 'Father ... during World War II, a beautiful Jewish woman from our neighbourhood knocked urgently on my door and asked me to hide her from the Nazis. So I hid her in my attic.'

The Priest replied, 'That was a wonderful thing you did, my son and you have no need to confess that.' 'But, there is more to tell, Father. She started to repay me with sexual favours. This happened several times a week, and sometimes twice on Sundays.'

The Priest said, 'By doing that, you placed yourselves in great danger. However, two people under those circumstances can easily succumb to the weakness of the flesh. However, if you are truly sorry for your actions, you are indeed forgiven.'

'Thank you, Father. That's a great load off my mind but I do have one more question.' 'And what is that, my son?' asked the Priest. "Do I have to tell her the war is over?"

Yeah – I know you could see that coming Rupe!



Computers and Stuff.

Sam Houliston.

Svchost.

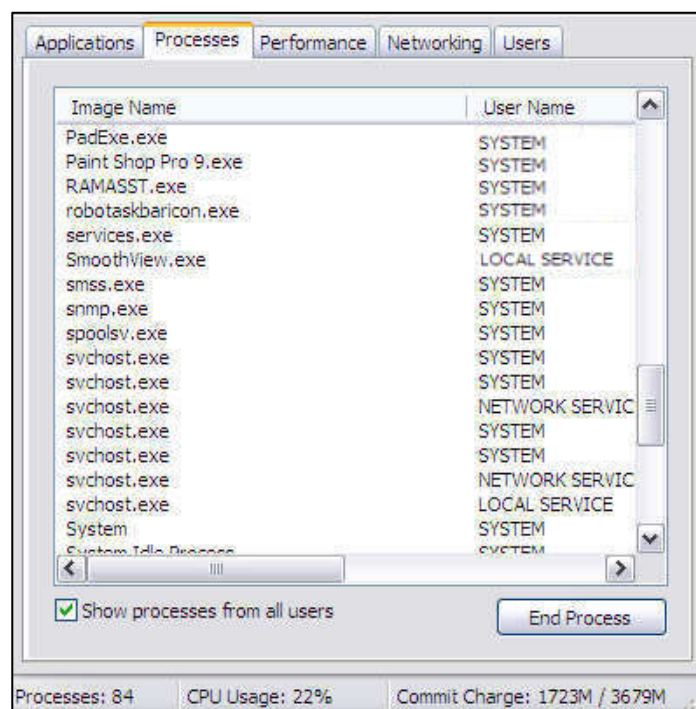
Have you ever looked at the Windows Task Manager on your computer, clicked on the “Processes” tag and wondered what all those “SVCHOST.EXE” programs are and why are running and taking up memory space. This Svchost process thing can take your CPU to 100 percent usage and then lets it drop back to about 50 percent every couple of seconds and it seems to run while your computer is idle with no programs actually running other than Windows.

You can't kill them, and you don't remember starting them... so what are they?

According to Microsoft: “**svchost.exe** is a generic host process name for services that run from dynamic-link libraries”.

What the devil does that mean?????

Some time ago, Microsoft started moving all of the internal Windows services into .dll files instead of .exe files. (The old DOS had several “internal” services [programs] too such as DIR, CLS, Del, Md, Copy, etc, all of which were contained in the Command.Com file which had to be loaded into memory. The Command.Com file started out relatively small but by the time Dos 7 came along it had grown significantly). With Windows though, this list has grown like Topsy, so something had to be done. Svchost.exe was first introduced in Windows XP and it saves memory usage by cutting down on the number of processes that need to be running. So, using the DOS analogy, DIR would now be DIR.DLL, CLS would be CLS.DLL, Copy would be Copy.DLL etc.



From a programming perspective this makes perfect sense, but the problem is that you can't run a .dll file directly from Windows, it has to be loaded up from a running executable (.exe) file. Thus the svchost.exe process was born.

The svchost.exe file is located in the \System32 directory. It's loaded at startup and checks the registry to construct a list of services that it must load. Multiple instances of Svchost.exe can run at the same time. If you could look into your computer's brain box you would notice that there are a lot of services required by Windows. They are organized into logical groups and then a single svchost.exe grabs that group and runs them. So, using the DOS analogy again, one instance of Svchost.exe might load Dir.dll, Del.dll, Cls.dll, and another instance of Svchost might load Copy.dll, Md.dll, Rd.dll etc. In the Windows world of today though, one svchost.exe might run the services related to the firewall and another svchost.exe might run all the services related to your computer's audio system, and so on.

So What Can I Do About It?

Well, not much!! You can trim down unneeded services by disabling or stopping the services that don't absolutely need to be running. Best way to do this is to run CCleaner (which we spoke about in [Vol26](#)) click on TOOLS then the START UP tab. Have a look through the list that is displayed (this is the list of programs that are automatically loaded each time you start your computer) and if you see something that you don't use, highlight it, then click the DISABLE button at the bottom of the screen. (A word of warning, if you don't know what it is, don't touch it.) When you next start your computer that program will not start and will not hog some of your computer's memory.

The male Praying Mantis cannot copulate while its head is attached to its body. The female initiates sex by ripping the males head off. (Hi Honey, I'm home....what the....)

DVD-R V's DVD+R

DVD-R, (pronounced "DVD dash R") was developed by Pioneer, and can only be written to in one layer on the disc's surface. It can store up to 4.7GB of data. This format is supported by the [DVD forum](#) and although all commercial DVDs use this format, it is in no way an industry standard. The DVD Forum was founded by Mitsubishi, Sony, Hitachi, and Time Warner, so it has tremendous industry support for its technical standards. It is a fixed standard, no variation is permitted from the standard, therefore, as independent tests have shown, DVD-R disks are better than 95% compatible with set-top DVD players. DVD-R discs are usually cheaper than the "plus" format.

DVD+R (pronounced "DVD plus R") is a Johnny-come-lately 'standard' devised independently by Sony and Philips to try to get a lead on all the other manufacturers. The DVD+R format is supported by the [DVD +R Alliance](#) which consists of Sony (Sony have 2 bob each way), Philips, Dell, HP, Yamaha and now Microsoft. These discs can be written to in multiple layers, giving them slightly better and more disc storage than the "dash" format. Some DVD+R's can store up to 8.5GB of data and because of this additional capacity, they are slightly more expensive than "dash" discs.



Theoretically, DVD+R should be more efficient than DVD-R, however, because it is constantly being changed and upgraded, tests have shown it to be less than 75% compatible with older players. The format and some other attributes of the disks are different and incompatible with each other, but because the technical differences are minor, drives that supported both formats became standard relatively quickly, (unlike with HD-DVD and Blu-ray, which are very different technologies in terms of how they've been developed and implemented). However, older DVD equipment will obviously not be able to use DVD+R since it pre-dates the technology. If you want to use the official -R standard for guaranteed compatibility, it could be as well to avoid buying Sony or Philips manufactured drives or players, since they are very much biased towards +R.

There is no physical difference between the DVD-R disc and the DVD+R disc, both are 120mm in diameter, and 1.2mm thick. The main technical difference between the two formats is in their built-in defects management and the way they can be formatted.

From the above, you can see that the differences are there but they are not something you need to really worry about. For the "General use" (your videos, audio or data backups), the readily available DVD-R discs will do just fine.

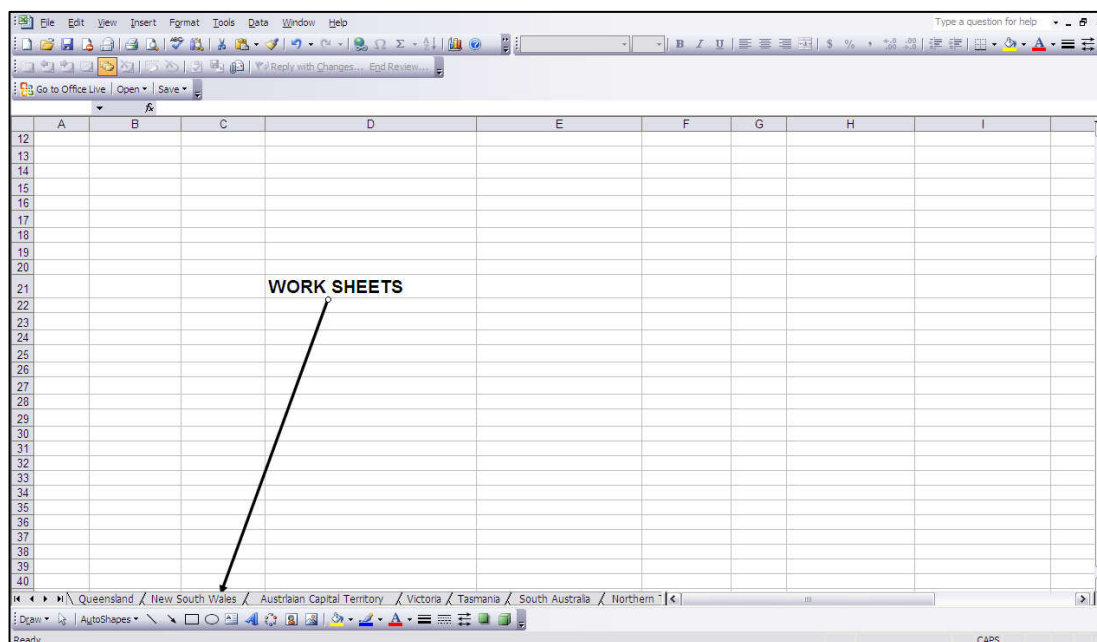
While on DVD's, you will notice that most have an "X" number, this relates to the disc's data transfer speed. Some think it has to do with the disc's 'run time' but this is not so. A 1X disc can transfer data at a rate of 150KB/sec, a 2X disc will transfer data at 300KB/s (2 times 150KB/s) and a 16X disc will transfer data at 2400 KB/s.

Remember, If you're being chased by a police dog, try not to run through a tunnel,
or over a little seesaw, or jump through a hoop of fire.
They're trained for that.

Excel tip.

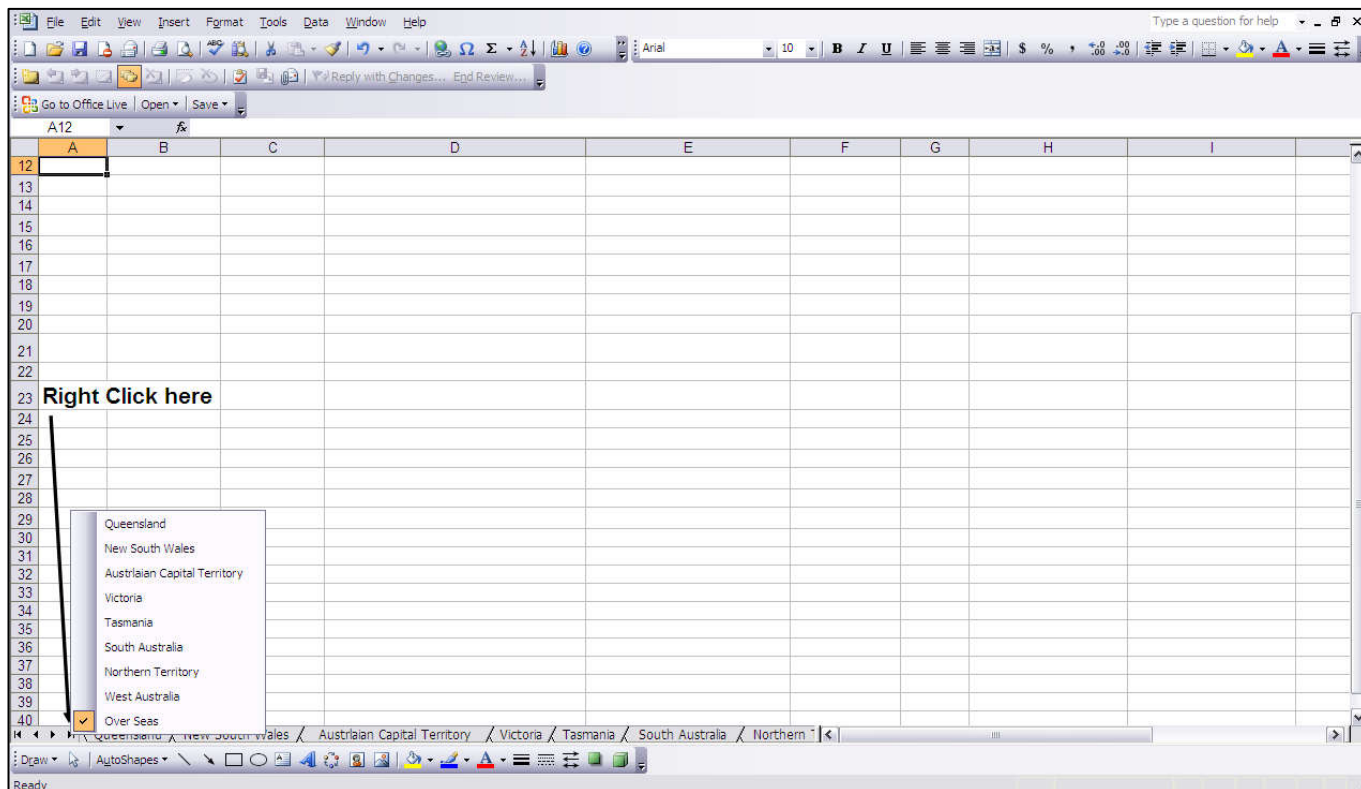
A lot of us have used Excel to work out or keep track of things and find we must use multiple sheets. Those sheets have generic names like Sheet1, Sheet2, and Sheet3 etc but of course can be named to whatever we require. For instance, you could have January, February, March etc or 1939, 1940, 1941, 1942 etc etc.

We keep our membership data in Excel, and we use a different work-sheet for each State. So, when we open our membership file, it looks like the figure below and as all the work-sheet names don't fit in the window it means we have to scroll from left to right using the navigation arrows to find the one we want.



Now, we know we could abbreviate the state names to Qld, NSW, ACT etc and they would all then fit in the window, but sometimes you could have 20 or more work-sheets open and they won't all fit and you have to navigate – which can be a pain.

Well, there is a better way.

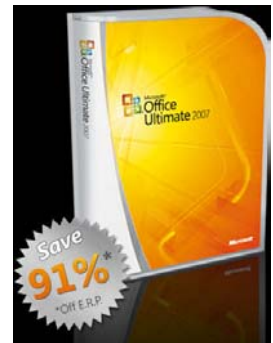


If you've got a bunch of work-sheets, all you have to do is "Right Click" anywhere on the "Navigator" buttons at the bottom of the page and up pops a full list. All you do then is click the one you want and "Hey Presto" it's opened.

OFFICE 2007.

Microsoft's Office 2007 uses some new file formats (xlsx, docx and pptx) that are incompatible with earlier versions.

If you're using an earlier version of Office (XP, 2003, 2002, or 2000) and someone emails you an Office document that won't open, it's probably because of the new file formats. Microsoft has made available a compatibility pack that you can download from [HERE](#). This will allow you to open these new format files but you may not be able to change some items that were created using the new or enhanced features in Word 2007. Additionally, some items will 'change' when converted from Office 2007 to an earlier version. For example, equations will become images that cannot be changed.



Click [HERE](#) to see the list of changes that are made when a document is opened in a previous version of Word.

Two nuns are ordered to paint a room in the convent, and the last instruction of the Mother Superior was that they must not get even a drop of paint on their habits. After conferring about this for a while, the two nuns decide to lock the door of the room, strip off their habits, and paint in the nude. In the middle of the project, there was a knock at the door. "Who is it?" called one of the nuns.

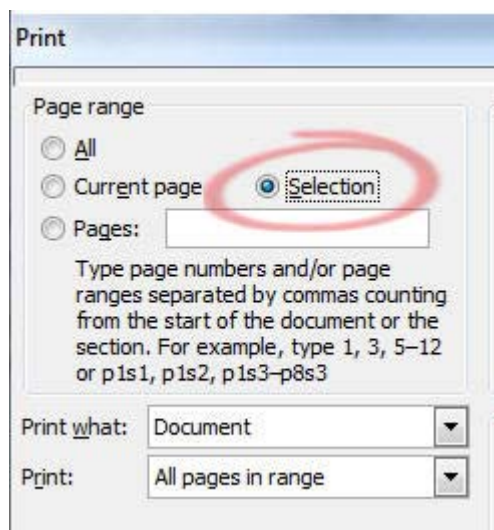
"Blind man," replied a voice from the other side of the door. The two nuns look at each other and shrug, deciding that no harm can come from letting a blind man into the room; they open the door.

"Nice boobs," said the man. "Where do you want these blinds?"

Printing a selection.

Sometimes you just want to print part of a document, maybe a few paragraphs or a couple of pages. What a lot of people do is highlight the para or paras that they want to print, copy it to the clipboard then paste it into a new Word page and print that. That works, but – there is an easier way.

This works in Word, Excel, and Powerpoint. Here's what you do: Select and highlight the block of text in a document that you want to print, then bring up the Print command (as if you were going to print the whole document) and look for the 'Selection' button.



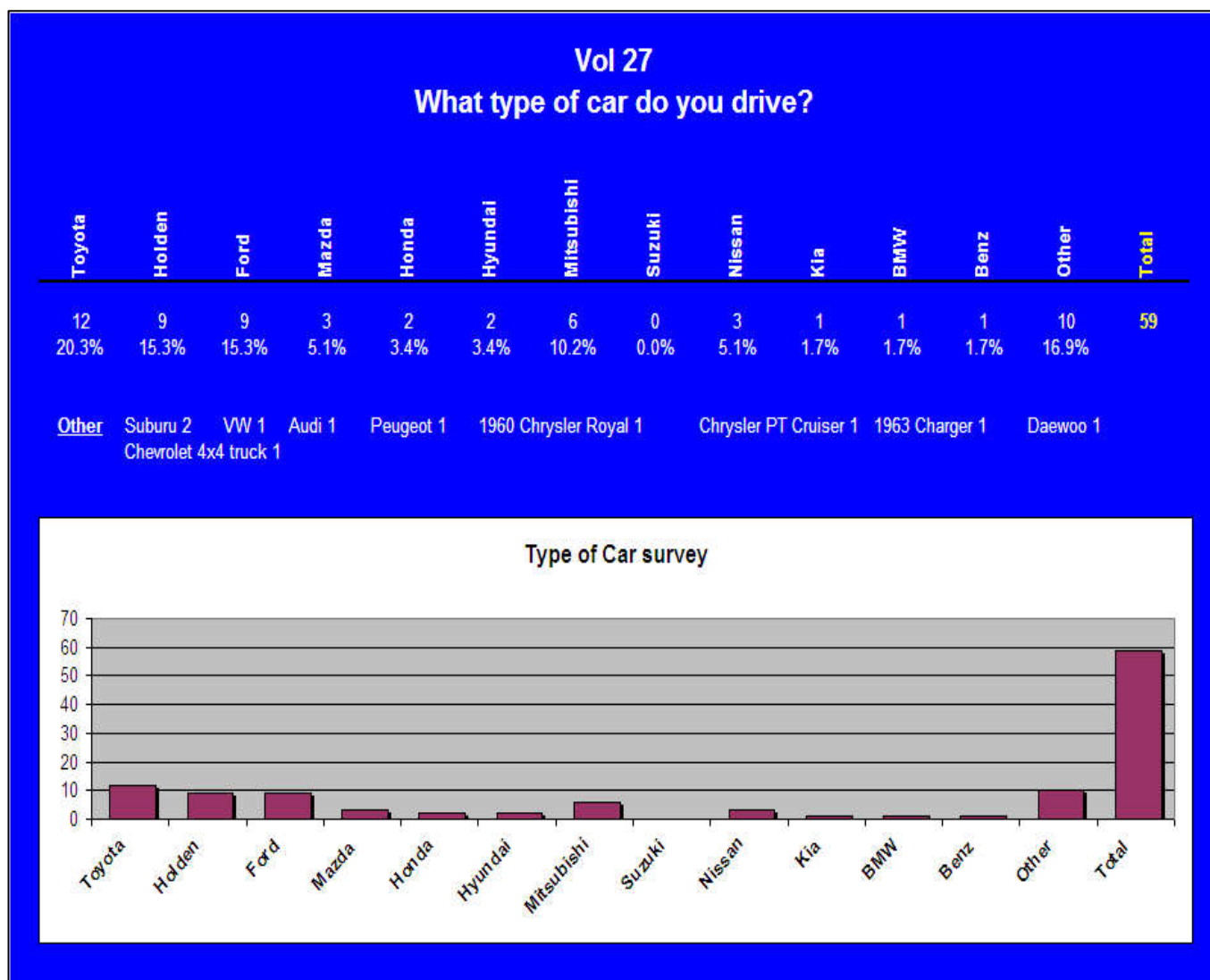
Click on "Selection" then OK and your highlighted part is printed.

What you drive survey.

Last issue we asked what type of car you drove, we received 59 replies and no surprises, Toyota was king with nearly 20.3% of respondents owning one, followed by Holden and Ford with 15.3% each. Big surprise (to us) was Hyundai with only 3.4% of respondents owning one and Mitsubishi, which is now an importer, not a local manufacturer of cars, being owned by 10.2% of respondents. No-one owned up to having a Suzuki, another surprise. We received some interesting responses, one such car driven by blokes and/or blokettes was a 1960 Chrysler Royal – what a grand old machine.



The results are shown below.



This time we would like to know what you did after you were discharged. Did you continue on with the trade/profession/skill you were taught in the RAAF – or did you go into something completely different. We know a lot that didn't stick with the RAAF training, some radio blokes we know became posties, some firemen, some bought a health food franchise, some went into teaching!! Please tell us what you did and we'll have the results in our next issue.

You can access the survey [HERE](#)

Comment.

This magazine is normally non-political, and we would prefer to keep it that way, but the following two topics are scary and have to be debated.

1. Man made global warming.

Why this notion is still being promoted by a majority of the media and by nearly all of the Government is bewildering when all the evidence clearly demonstrates that climate change has been occurring naturally since granny was a young girl. What is this ridiculous "[Carbon pollution reduction scheme](#)" that Penny Wong and Peter Garrett are spruiking – do they mean Carbon Dioxide PRS, if so, how is Carbon Dioxide a pollutant when without it there wouldn't be any plant life??

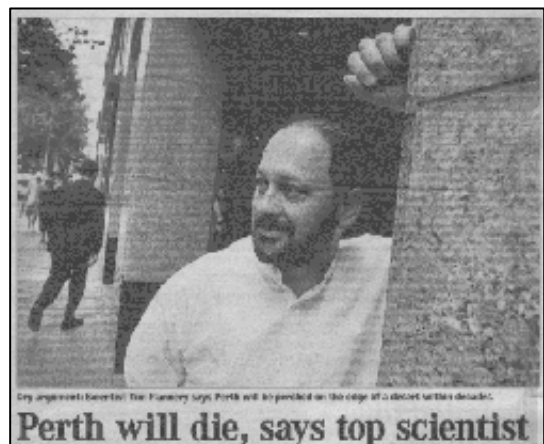
The Government released a white paper in December 2008 that says, in part "*As a hot and dry country, we have more to lose than any other developed nation if the world fails to reduce the carbon pollution that causes climate change*".

Where is all this carbon coming from?? Carbon Dioxide is not carbon!! To say that is to say a river is a great big chunk of flowing Hydrogen. We are being fed garbage and I'm fed up with it.

What really annoys me is that for so long so many people have made so much money peddling all this man made global warming crap...

Is the planet warming? – [NO!](#),
Is the ice melting at the Poles? – [NO!](#),
Is the sea level rising – [YES](#),
Is it because of man made global warming? – [NO!](#)

That opportunist, [Tim Flannery](#), predicted, in 2004, that Perth would be a ghost town in a few years as it would completely run out of water. In 2005 he said that Sydney would be without water by 2007. [In March 2007](#), he again said that Adelaide and Brisbane would be out of water by the end of that year, and he topped all that off by saying that the country was facing a 'catastrophic' situation.



“Even a year ago this would have been unthinkable”, he said, “I think it is the most extreme and dangerous situation arising from climate change facing any country in the world today” – and because of all his unquestioned scare mongering, he was made Australian of the Year.



In 2003, that once wonderful and revered organisation, the CSIRO, predicted that [Mt Hotham](#) and Mt Buller would lose 25% of their snow by 2020. They added this amazing disclaimer to their report.

“The projections in this report are based on results from computer models that involve simplifications of real physical processes that are not fully understood. Accordingly, no responsibility will be accepted by CSIRO for the accuracy of the projections inferred from this report or for any person’s interpretations, conclusions or actions based on this information”.

One wonders why they would even release a prediction based on “*simplifications of real physical processes*” that they didn’t understand. Doesn’t that just make it a guess??

Last year was a bumper snow year.

And, as for that sooth-sayer [Ross Garnaut](#), a professor of economics, this government has engaged him to advise them on Global Warming - that’s like getting a Radtech to run L Group!!!!



What the hell is it all about???????

2. Government Borrowings.



The Prime Minister has advised that the Government is currently committing Australia to a “temporary” debt of \$300 billion. Trouble is, all that money has to be repaid by you, me and by the rest of the country.

\$300 billion is \$300,000 million. The current 10 year Government bond rate is 4.67 per cent. If we look at repaying the loan over a 5, 10, 15 or 20 year period it gets scary ... really scary.

Debt	\$300,000,000,000	\$300,000,000,000	\$300,000,000,000	\$300,000,000,000
Interest	4.67%	4.67%	4.67%	4.67%
Term (years)	5	10	15	20
Annual	\$67,393,510,622.42	\$37,605,541,412	\$27,853,564,774	\$23,107,054,314
Monthly	\$5,616,125,885	\$3,133,795,118	\$2,321,130,398	\$1,925,587,859
Total repaid	\$336,967,553,112	\$376,055,414,118	\$417,803,471,616	\$462,141,086,278

The table above, using the PMT function in Excel, shows the monthly repayments for each of those periods. For a 10 year cycle, the monthly repayments on a \$300 billion debt come to more than 3 billion dollars, every month, for 10 years.

That means we would pay \$76 Billion (that's \$76,000,000,000) in interest over the 10 year period. And how does the Government raise this money – by taxes of course.....and that's the scary bit!!

And remember, this is a Government that just over 18 months ago had NO debt ... NO debt!!.

In fact it had enough money to create the Future Fund to pay the future liabilities of public servants' superannuation ... and it had enough to stick \$20 billion into the Building Australia Fund last year.

We think the inmates are loose and running the show.....

It's easy to criticize, but if everybody hated you, you'd be paranoid, too.



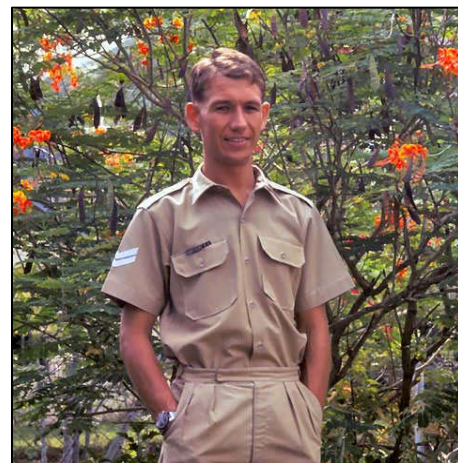
Peter ("Stand to attention when I'm talking you lot, gimme some respect, I was a Sir too you know") DeJonge and John Griffiths at the post Anzac Day March debrief – 2009.

"Political correctness is a doctrine, fostered by a delusional, illogical minority, and rabidly promoted by an unscrupulous mainstream media, which holds forth the proposition that it is entirely possible to pick up a turd by the clean end."

The Hostie.

We received the following from Dick Harcourt who was with the RAF in Butterworth many moons ago. It is sure to bring back a lot of fond memories for blokes were up there in the 60's.

"I just read a note on the RAF Forum from Laurie Bean in Penang that the "Hostie" is no more!! The building and site has been cleared for redevelopment. For the many, and I certainly include myself and my wife Daphne, the Hostie introduced us to Penang and the Far East, waking up on our first day on the Island with its strange sights, sounds and smells.



With two young children we visited the Hostie Medical Centre many times with time always available to feast on the Hostie's Nasi Goreng.

Oh! Happy memories. Long live the Hostie."



The Hostie in 1965.



The Hostie from the beach with tennis courts - 1965.



2003. The Hostie derelict and used for storing imported Ford cars.



2004.



2004



Out in the shed with Ted.

Ted McEvoy

Cheap travel for Seniors.

If you have a State Seniors card you can now travel around Australia's major metropolitan areas, on public transport, for less. Previously, you could only obtain concession travel in the State in which your seniors card was issued, but now your card can be used in all states, with the exception of West Australia, which is expected to fall into line soon. What it means, for example, is if you live in (say) Queensland and have a seniors moment and go down to Sydney you can now get a pensioner excursion ticket with allows you ride the busses, trains and ferries all day – for only \$2.50. The normal fare is \$17.00.



Similarly, if you want to go and watch a proper game of football, you can get a day pass and ride the trams and trains in Melbourne as cheap as chips. If you haven't got a seniors card, and you think you're eligible (eligibility varies from state to state) go to www.seniorcard.com.au where you'll find all the info.

Al Qaeda Terrorist.

The U.S.Navy recently announced that it had released a senior Al Qaeda Terrorist after questioning him extensively for 27 days while being held prisoner aboard a US aircraft carrier in the Arabian Sea.

In a humanitarian gesture, the terrorist was given a small sum of money in cash and a white ex-Navy Ford motor vehicle upon being released from custody. The crew of the ship lined up to see him off and to wish him well.

Click [HERE](#) to see a photo of the terrorist on his way home just after being released by the Navy.

A bloke was driving the Newell Highway, and got into Moree at 2.00am. He decided he was too tired to go any further so he looked for a motel. All were closed for the night, but not wanting to camp in the car he decided to 'wake' one up. He pulled into one in the main street and banged on the door. A sleepy old bloke opened the door and said to him, "What do you want?". The bloke said, "I'd like to stay here tonight.". "Good, well you can", said the old bloke, and slammed the door.

Health Survey.

Participation of ex Air Force and ex Navy personnel in the Vietnam Veterans' Family Study (VVFS).

RAAF and Navy personnel who served between 1962 and 1975, *whether they deployed to Vietnam or not*, are welcome to participate in the VVFS. Although the two main randomly selected groups for the Study consist of Army veterans and their families, ex Air Force and ex Navy personnel and their families can participate as part of a self select study group. These participants will receive the same survey questionnaire as the random sample group, with the results separately reported. Any outcomes from the study will be applied to Air Force and Navy personnel as well as Army.



The VVFS will help them obtain a better understanding of the impact of war service on the health and well-being of the families of veterans. What is learnt from the Family Study will benefit future generations of service families and provide the Department of Veterans' Affairs (DVA) with the opportunity to build on programs currently offered to veterans and their families. This will include veterans and serving members for all service branches. Even if you or your family had no effects from service, you are important to the Study – others can learn from your experience.

Participation in the Study will only require a few hours at different times over the coming years. It won't be onerous. Your main participation will be the completion of a comprehensive health questionnaire. A small number of participants may also be invited to participate in telephone interviews or small group discussions.

For more information on the Family Study, or to register, contact freecall 1800 502 302 or visit the website at www.dva.gov.au/vvfs.

A mother and father take their 6-year old son to a nude beach.
As the boy walks along the sand, he notices that many of the women have boobs bigger than his mother's, so he goes back to ask her why.
She tells her son, 'The bigger they are, the sillier the lady is.'
The boy, pleased with the answer, goes to play in the ocean but returns to tell his mother that many of the men have larger things than his dad does.
She replies, 'The bigger they are, the dumber the man is'
Again satisfied with her answer, the boy goes back to the ocean to play.
Shortly thereafter, the boy returns and promptly tells his mother, 'Daddy is talking to the silliest lady on the beach, and the longer he talks, the dumber he gets.'

Clock

This is the COOLEST clock I have seen yet!! and comes from a Dutch web site. It gives you the EXACT TIME of the DAY in seconds, minutes, hours, days, months and years. It syncs to your computer's time, which itself should be synced to Internet time. (Click [HERE](#) to learn more about synchronising your computer to Internet time)

Click [HERE](#) to see the clock. Study it for a few seconds and it will all become clear to you, just read the green line. Everything's there. Remember these definitions, from the top down:

1st Line is Seconds.

2nd Line is Minutes.

3rd line is Hours.

4th Line is Days.

5th Line is Months.

6th Line is Years.

If you receive an email from the Department of Health
telling you not to eat tinned pork because of swine flu - ignore it.
It's just spam.

Home and contents insurance.

A lot of people don't know that they can now access economical insurance cover on their home and contents – even though they've never used the Defence Service Homes benefit. All you have to be is eligible. You can check if you're eligible for a DSH loan by going to this web site:
http://www.dsh.gov.au/lending/lend_eligibility.htm

The policy is underwritten by QBE and is very broad as it includes damage caused by floods and storms – events that are not normally covered by many home policies.

If you want more info, call Defence Service Homes Insurance on 1300 552 662.



TPI Pensions.

On the 1st June, John (Blue) Ryan OAM, the National President of the Australian Federation of Totally and Permanently Incapacitated Ex Servicemen and Women Ltd sent a letter to Prime Minister Rudd concerning the outcome of the recent budget. The TPI Federation are asking for fairness and have consistently asked for fairness over the last 10 years. Last year the government said they were going to review pensions and the TPI Federation made it very clear to the office of the Minister for Veterans' Affairs and the Repatriation Commission that they expected the disability pensions to maintain their value relative to other government pensions. You can read the letter [HERE](#).

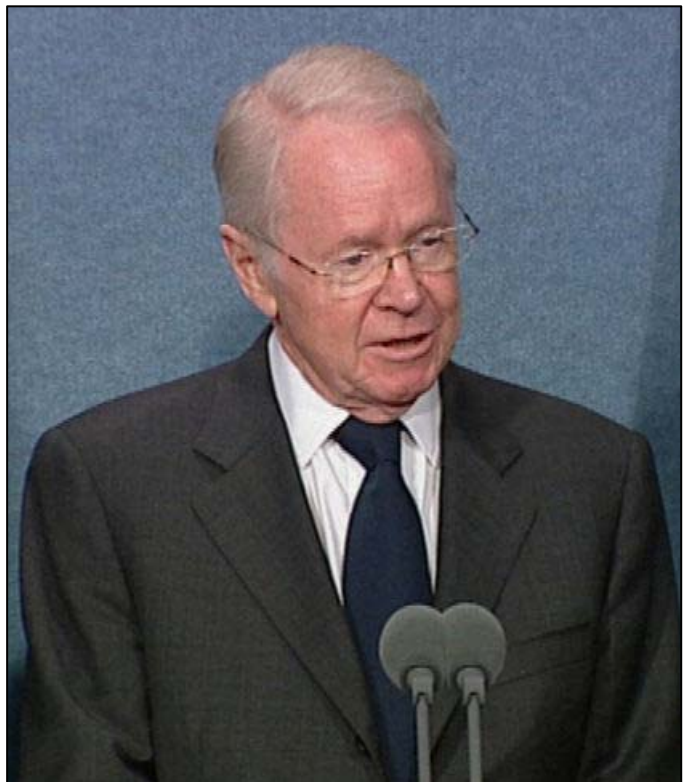
The Clarke Review of 2003 didn't paint a true picture of how government compensates those injured through Military service for the premature aging and loss of earning power which resulted from the intangible effects of war or war like service. For well over a decade TPI's and others have been financially sacrificed on the DVA budgetary altar. Back in 1996 the TPI payment was 47% of the Average Weekly Ordinary Times Earnings (AWOTE). Today the TPI payment has the same community prosperity value ordinary citizens enjoyed back in 2007.

Today the TPI payment is 43% of the average ordinary wage. That is to say the TPI payment today is still \$70 a fortnight down since the 1996 standard. So it is easy to see what all the government rhetoric is about; it's about why the TPI payment was left in auto pilot and no one did anything about it. Or better, no one did 'nothing' about it because of budget constraints, constraints that gave public servants their big fat bonuses.

The TPI payment increased a staggering \$0.90 cents a fortnight between the years 1996, 1997 and 1998 due to negative Consumer Price Index (CPI) values. It was the negative CPI values in those three years that pushed government to change pension indexations from CPI to Male Total Average Weekly Earnings (MTAWE) indexation, all but the TPI payment. In 1998 government also changed the way CPI information was gathered, thus making sure CPI would never fall into a negative value, again to the demise of one group of people ~ TPI's.

No talk as yet regarding restoration against the loss of community prosperity since 1996, so from March 2008, the TPI payment was fully indexed against MTAWE, but TPI recipients will forever be behind community prosperity increases in daily living costs such as rents and rising mortgage repayments because the payment has no benchmark.

The real problem for TPI recipients is their compensation payment today represents no known legislated portion of the average ordinary wage and has only ever been increased by government whim and welfare index increases. Government whim and welfare index increases is not giving TPI's in need any real chance of living comfortably within community norms and enjoying community prosperity.



Justice John Clarke erred by using MTAWE instead of CPI in his assessment of TPI erosion and gave government a great inside running into creating a community perspective that TPI's are well off ~ today even some within the veteran community think that the TPI payment has been fixed.

The Clarke Review certainly fudged the TPI payment by including the Service pension when they presented to government in 2003 that single TPIs were in receipt of 90 per cent of MTAW and married TPI's were in receipt of 115 per cent of MTAW.

The Clarke Review calculated that TPI's suffered no loss in their TPI pension by including the Service pension as their total 'compensation package'. By reason, the Clarke Review in showing no losses of the TPI payment, was very mean and very deceptive in its presentation; unjust and clearly way beyond the bounds of decency. This calculation was grossly unfair and has left needy TPI's on an endless poverty cycle against community prosperity. By Justice Clarke's action of taking a snapshot of one particular year (2002) and determine that no loss was incurred is an inaccurate relationship with wage indexes such as MTAW.

It is obvious Justice Clarke had the time to take a snapshot of the preceding six years, if he did so, his story would most certainly have been different.

TPI recipients were given crumbs after their long struggle for lost living standards against community prosperity. Between 1992 and 2005, Centrelink pensions rose 38% (MTAW) while the TPI compensation payment increased 23%. From 1991 through to 1996 TPI compensation was paid at 47 per cent of the average full-time wage. In 2009 TPI compensation payment is 43%, making it a 4% decrease of the payment over the past 12 years.

How can a supposed generous and caring government hand injured Military personnel a 4 per cent decrease in compensation payments over a twelve year period? The 4% decrease shows the widening gap of community prosperity against government held standards towards injured war veterans.

Government have been crying poor for decades ~ but only toward one small group of Australians, as the [attached XL Spreadsheet](#) clearly shows. This spreadsheet clearly shows how much 'financial caring' federal politicians hold toward injured war veterans since WW2.

DFRB/DFRDB Matters.

There is now a website relating exclusively to Australian Military information that has been put together by John Graham. John has included a paper on pharmaceuticals by Sheldon Maher (right), a subject which he says he feels very strongly about.

He has tried to assemble papers on the problems we all face. Hopefully this site will enable all to understand the arguments and provide a proper understanding for individuals who may wish to make individual submissions. Of course your submissions will differ from the Government's.



John has not finished uploading documents as he says uploading is a continuing process.

You can access the site [HERE](#).

Kate Lundy, who is a senator for the ACT and also shadow federal minister for Sport and Recreation has set up a site where you can make comment with regards to the DFRDB.

Have your say, click [HERE](#)

At the Sunday morning church service, the minister asked if anyone in the congregation would like to express praise for answered prayers.

A lady stood and walked to the podium. She said, "I have an item for praise. Two months ago, my husband, Tom, had a terrible bicycle accident and his scrotum was completely crushed. The pain was terrible and the doctors didn't know if they could help him." You could hear a muffled gasp from all the men in the congregation as they imagined the pain that poor Tom must have experienced.

"Tom was unable to hold me or the children," she went on, "and every movement caused him terrible pain.. We prayed as the doctors performed a very delicate operation, which lasted for over five hours, and it turned out they were able to piece together the crushed remnants of Tom's scrotum, and wrap wire around it to hold it in place." Again, the men in the congregation were unnerved and squirmed uncomfortably as they imagined the horrible surgery that was performed on Tom.

"Now," she announced in a quavering voice, "thank the Lord, after six weeks, Tom is now out of the hospital and the doctors say that with time, his scrotum should recover completely." All the men sighed with relief.

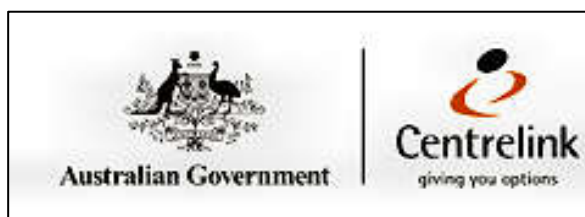
The minister rose, with tears in his eyes, and tentatively asked if anyone else had something to say.

A man stood up and walked slowly to the podium. He said, "I'm Tom." The entire congregation held its breath. "I just want to tell my wife that the word is sternum."

Deeming Rates

Social Security income test deeming rates have decreased in recent months. The latest change was on the 20th March, 2009. The deeming rates are used by Centrelink and the Department of Veterans Affairs to assess income from financial investment for pension and allowance purposes. The deeming rates reflect the returns available to pensioners from a range of financial investments.

The deeming rates are now 2% for the first \$41,000 of total financial investments held by a single pensioner and 2% for the first \$68,200 for a pensioner couple. For financial investments in excess of these amounts, the deeming rate is 3%.



This means that a single pensioner can have \$133,266 in investments and still receive a full pension and a pensioner couple can have \$230,733 and still receive their full pension.

You can obtain further info from Centrelink by ringing 13 2300.

Breath test failing 101

Want to know how to instantly fail a road side breath test? – click [HERE](#)

The first "Testicular Guard" was used in cricket in 1874.

The first helmet was used in 1974.

It took man 100 years to realize that the brain is also an important part of the body.

Birthday.

I had my second 64th birthday early in May. I have decided that once you get to 65, which you must admit, is a pretty good innings, well, once you have done your bit and made the magic 65 and put your feet up you can, if you wish, reverse the onward and upward numbering system and instead start back towards zero.



I think this is a much better idea – after all, who gives a damn about the Queen's telegram, instead of being 100, I'd rather be 30 again, own my own house, have no debt, be retired, plenty of spare time and getting a pension. What could be better than that!!

So! I'm starting a trend, if you wish to join me, send me an email via Radschool@yahoo.com and tell me what you think.

RAAF or Army.

If your son or daughter (or grand-son or grand-daughter) is about to leave school and is thinking of pursuing a career in the Services and can't decide whether to enlist in the RAAF or the Army, perhaps we can help. They say a photo is worth a thousand words, well, here are some photos to help your child decide.. Click [HERE](#)



A man was boarding a plane on his way back from visiting family over the holidays when he heard another passenger shout to a man in the crowd waiting to see him off, "Good bye Fred. Your wife was a great lay!" After the plane was in flight, the first man walked over to the one who had done the shouting and asked, "Did I hear you correctly? Did you actually have the audacity to tell that man his wife was a great lay?" The other man shrugged his shoulders. "Yeah I did, but It isn't really true," he said, "but I didn't want to hurt his feelings."

Eye halve a spelling chequer
It came with my pea sea
It plainly marques four my revue
Miss steaks eye kin knot sea.

As soon as a mist ache is maid
It nose bee fore two long
And eye can put the error rite
Its rare lea ever wrong.

Eye strike a key and type a word
And weight four it two say
Weather eye am wrong oar write
It shows me strait a weigh.

Eye have run this poem threw it
I am shore your pleased two no
Its letter perfect awl the weigh
My chequer tolled me sew.

Mates.

[The Veterans Medicines Advisory and Therapeutic Education Services](#) AKA Veterans MATES, is a program that is of an advisory nature and provides condition specific medical information to Veterans and Health professionals. In the past this has consisted of brochures and other information.

Following on from the success of Veterans MATES, the Department of Veterans Affairs has set up a dedicated web address for this program in order that the information is spread far and wide.

The initial web information was initially for the Health professionals to assess, which has been completed. On 22/4/09 Dr Melanie Harris of UNISA, who is the Project Manager, and with the assistance of a number of TPI Veterans, met in TPI House (TPI SA) to review the program and a number of changes were recommended to make the Veterans research much simpler. These changes will be implemented shortly.



The following is text from the MATES website (www.veteransmates.net.au) and provides an overview of the MATES program:

"Factors such as the increased use of medicines and advancing age can lead to adverse drug events and hospitalisation through confusion and misadventure with medicines. Being aware of these factors and of the high usage of medicines within the veteran community, the Department

has developed a new quality use of medicines program, the Veterans' Medicines Advice and Therapeutics Education Services (Veterans' MATES) to improve the use of medicines in the veteran community.

Veterans' MATES uses data from prescription claims to identify members of the veteran community who may be at risk of medication misadventure and provides information which may assist in improving the management of their medicines. The program puts veterans' general practitioners at the centre of the program and aims to build a team approach to veterans' medicines use by including veterans, their carers, their community pharmacists, other medical specialists and health practitioners. An important facet of the program is to inform and raise awareness of a veteran's chronic medical conditions and to encourage improved communication between veterans and members of their healthcare team.

The Veterans' MATES program is delivered in the form of clinical modules every three to four months. Each module focuses on a particular aspect of medicines management."

An e-mail was received today from DVA through National advising of the following which is in line with the last paragraph of the overview of MATES above:

"MATES Module 19, "Do your part to care for your heart' will be mailed in July to veteran patients who have been dispensed a combination of medicines which suggest they may have heart failure.

The corresponding therapeutic brief to treating LMOs & the identified regular dispensing pharmacist will go out at the same time".

All members should be actively encouraged to view the full list of MATES topics on the website at www.veteransmates.net.au as there may be a health/medicine issue they have that can be resolved through the MATES system.

Swine Flu.

Swine flu is sweeping the world, terrible!! You can see a dramatic example of it [HERE](#)

A Stimulus Package.

This was an article from the Canberra Times Newspaper recently. The Business Section asked readers for ideas on "How Would You Fix the Economy?" This was considered the BEST idea.



Dear Mr. Rudd,

Patriotic retirement:

There are about 4 million people over 50 in the work force, pay them \$1 million apiece severance with stipulations:

- They leave their jobs.; Four million job openings.....Unemployment fixed!
- They buy NEW Australian cars. Four million cars ordered.....Auto Industry fixed!
- They either buy a house or pay off their mortgage.....Housing Crisis fixed!

All this and it's still cheaper than the "bailout".

TRAINEE PILOT. – *Ron Raymond.*



Ron Raymond continues his memoirs [from Vol 27](#). While still at Wagga and part of the way through his studies as a Framie Appy, Ron got the urge to learn to fly. This is the story of his escapades in the seat of a little Tiger Moth at the local civvy flying school.

“I really don’t recall what initially possessed me to learn to fly. The Wagga Flying School was located on the same airfield as the RAAF Ground Training School and had been established by Eric Condon who was an ex-peacetime, ex-wartime, ex-Airforce, demobilised pilot who had taken up a commission at the start of hostilities. Eric was one of those [Boy’s Own](#) characters who had packed two life times of adventure into one lifetime of aviation; when aviation was still an adventure in itself.

I think it was a combination of frustration with the life of an apprentice plus the influences of a dour old pilot named Eric Condon and a dashing crop duster named Freddie Burke (the latter complete with a piratical facial scar earned in one of the spectacular crashes so characteristic of the day) that spurred my growing interest in flying. I decided to earn a commercial pilot licence and become a crop duster just like my new friend.



Inspired by this ideal and as our fortnightly pay as apprentices totalled just five shillings (50¢), I wrote to my long suffering grandfather for help. Granddad was a lovable old patriarch, despite a relatively short fuse at times; generous to a fault within the limitations of his retirement; he was a true pioneer of Tropical North Queensland. He was one of the few relatives who supported my sister and me while our mother strove to provide for our care with reluctant relatives, guest houses and expensive boarding schools. As it transpired, the old chap had actually set aside a sum for my further education and, seeing that the further education bit had ground to a disastrous halt, he agreed to fund my flying so long as there seemed to be light at the end of the financial tunnel and visible progress toward my goal. I duly complied – anything to become a crop duster.

The Wagga Flying School had four Tiger Moths, one Hornet Moth, one Percival Proctor plus an inherited Westland Widgeon. I found Tiger Moths both cold and uncomfortable and our variants had bucket seats for parachutes that we didn’t wear, consequently we had to sit on a cushion which made us unable to see ahead over the cockpit coaming. All of which was a small enough inconvenience when we could simply pull our goggles down, lower the cockpit side flaps and lean into the slipstream to watch the world ahead. The Flying School actually owned a couple of dilapidated parachutes however while they looked gung ho enough to wear around the tarmac in front of airline hosties and assorted pretty girls, we were never prepared to trust our lives to them.

The Widgeon (below) proved to be interesting in its inadequacies. A [parasol configuration](#) saw a single wing supported by [cabane struts](#) above an open cockpit allowing the pilot to reach the inboard training edge of both ailerons in flight. I do not recall if the ailerons were differentially operated to reduce adverse yaw and I doubt if there was any benefit to be gained from claspings them in flight. I do remember the fearsome noise from an exhaust pipe that ran by the left side of the cockpit and a fuel feed line routed from the centre section fuel tank, down a cabane strut, between numbers two and three engine cylinders to the carburettor.



A singular advantage of flying the thing was an ability to see over the nose in level flight. I suppose originally this was a sound enough arrangement; however in 'our' Widgeon the fuel tended to vaporise in the feed line if the engine ran too long on the ground during summer. We learnt of this when the engine stopped as the aeroplane passed over the boundary fence the first time we tried to fly it; luckily there was a handy paddock ahead and the ensuing forced landing was uneventful. We duly recovered the aeroplane by lifting the tail and pushing it to a position from whence it had enough ground run to become airborne and enough endurance to make it back over the fence before the engine stopped. I really do not know how Eric Condon managed to fly it to Wagga, but fly it he did; complete with spectacles tied around a leather helmet with a piece of string to help him see. I never saw him again after that flight – a circumstance that was possibly prophetic in itself.

Eric's master plan involved feeding a number of strategically placed satellite clubs; a barnstorming project that involved landing in paddocks by various country towns and promoting the concept with joy rides, aerobatic displays and stunts like mock dogfights and streamer cutting as a prelude to gaining members for the flying school. He had once promoted a demonstration parachute jump and shoved a bag of dry cow pats out of the aeroplane from 1,500 feet, a spectacle we did not repeat after the local constable threatened to run the flying school out of town when two ladies fainted as the cow shit plummeted earthwards. A student accompanied each licensed pilot (and paid for flying associated with positioning the aeroplane) to guide wing tips; strap in passengers and hand swing the propellers to start the Gipsy Major engines. Not that some of the 'licensed' pilots had much more experience or skill than the students; I recall one flight from Shepparton to Wagga with a chap named 'Phiz' that lasted two full days after losing sight of Eric in low cloud and drizzle.

I called this old girlfriend of mine and asked her if she was free on Saturday night.
She said no, but she would be reasonable.

The normal flying time between Shep and Wagga was about two hours. On this particular trip we landed in a paddock north of Shepparton to find out where we were; then almost crashed on takeoff when the 'licensed' pilot forgot to turn the fuel on, (fortunately I had talked him into taxiing to the end of the field before opening the throttle - the engine stopped just as he did so.) We landed at Corowa to refuel and promptly became lost again before landing at a village named Walla Walla west of Albury to, once again, find out where we were. We spend the night

with the farmer and his family before following the road to Wagga the next day. Our arrival back at the school occasioned Eric's remark, "So here you are I was wondering where you had got to."

Fizz's flying was no better than his navigation – later on he almost collided with me during a formation return from barnstorming at the Wagga Wagga Agricultural show. I can still hear the roar of his engine and see his left wheel a foot or so above my top wing as he desperately banked to avoid a collision.

Although I wonder now at the memory of it all, we treated flying in the belief that we were bullet proof and would live forever. We taught ourselves aerobatics of a sort, climbing through holes in the cloud cover to loop and roll in the brilliant blue yonder before spinning down through the overcast into clear air and finding our way home (we had not learnt to fly on instruments and the Tiger only had a rudimentary set anyway). That was until my engine stopped in the middle of a mishandled loop-the-loop one day, an event that was both unwelcome and unplanned. Fortunately I found a hole to dive through while gaining airspeed and waiting for the propeller to windmill in an attempted re-start – a drill that I had heard about, that I had never witnessed but nevertheless remained my last option before arriving in a the scrub filled paddock below.

Throughout all this we were gaining experience and confidence – if anything too much confidence - added to that I became addicted to the adrenalin hit from the 'rack hack and zoom' of thrill seeking aviation. Something had to bust; which it did in spades when I hit a tree; nevertheless I achieved something, suddenly I realised I was not immortal. Up until then I had decorated myself with a silk scarf, an item I encouraged to stream back in the slipstream so people would know that the great aviator was flying the machine, an ostentatious gesture copied from the World War One aces despite the risk of strangulation. Thereafter I continued to wear a silk scarf however I did not allow it to trail so freely in the wind.



Ron, complete with white scarf, Barny Barnfield and (he thinks) Ron Croft

Letter to the Editor, Air Force News, June 6, 2002.

Aerial Pruning.

'Your cartoon in the March 28 issue makes me believe that someone has been reading Ron Raymond's log book. Back in our Air Force apprentice days when he, Ron Croft and myself were flying Tiger Moths out of Wagga we pounced Raymond's Tiger over the North Wagga training area. Raymond made straight for the deck, did a tight turn around a gum tree and was confronted by a 60 foot pine tree. Up came the nose too late: he trimmed the pine a bit. On landing at Wagga airfield the undercarriage folded up, breaking the



Bob Key (left) and Ron, 1952

propeller. Raymond claimed a heavy landing. When Eric Condon, the club's chief flying instructor and aircraft owner, opened up the engine cowl out fell a sizeable bit of pine tree. Being apprentices we had little money to pay for repairs. Instead Eric made us re-dope and paint his whole Tiger fleet, extracting about 300 maintenance hours out of us. Good experience and good memories, but I didn't know we still use aircraft to lop trees!

R.A.Kee AO
AIRCDRE (Retired)

All of which is how Bob Kee, an apprentice colleague, remembered one of our teenage escapades some 55 years or so after the event. Of course after so long he may be excused for a lapse of memory while, for my part, I still have enough pride to correct the description of the event: first we did not 'pounce' on stray aeroplanes – we 'bounced' them; second, I would not and did not make 'straight for the deck.' although we knew little about air combat at the time, I certainly would not have handed such a massive tactical advantage to the aggressors – I would have held my height, opened the throttle as wide as I dared without wrecking the engine and turned into the bounce with the stick hard back in a maximum rate turn to out-manoeuver my tormentors. I certainly knew enough to bank as tightly as possible in an effort to outturn an opponent during a turning dogfight; to keep my speed up and never reverse the turn. I was never concerned about two versus one if I was alone - two aggressors only got in each other's way while I only had myself to worry about. In the best tradition of the Wright Brothers Flyer, biplanes were outstanding in their ability to lose speed and altitude when pressed (*just remember to climb, cruise, glide and crash at 65 miles per hour old chap*) and the only way to maintain airspeed in a dogfight involved *controlled* sacrifice of height.

Be that as it may, I eventually finished up in the weeds although it was not in that particular mock combat; I was simply low flying, seeing how close I could fly to the trees without hitting them, an event I inevitably celebrated by colliding with a ghost gum and shearing the bolt securing the radius rod to my left wheel strut. Without this bolt the left wheel obediently folded back under the Tiger when I landed in a paddock to check *'if I had busted anything.'* Fortunately the machine didn't catch fire – something attributable to the lack of significant damage and the fact that it was still right way up. Bob is correct when he describes the agriculture falling out of my cowl and how my apprentice friends rose to the occasion and helped work off most of the consequent debt at five shillings an hour. As the man said, it was good lesson; although it failed to quell my lust for the occasional unrehearsed beat-up.



Anyway what else would a frustrated adolescent have done for kicks? Didn't everybody aim their aeroplane straight at a stand of gum trees and leave it until the very last moment to pull up? While I can only speak for myself, and while it might sound a touch suicidal, I had often done that in anticipation of coming out the other side undamaged. Here in the early 21st century

they speak of youth and its propensity for risk taking; of under development of the frontal lobe, an area of the brain governing caution and conservatism; in retrospect I guess it was also the case during our young lives at the Wagga Flying School. We were just eighteen and adventurous to a fault. Coupled with that we were inexperienced, virtually unsupervised and we still had a lot to learn about flying – a dangerous cocktail at best.

Of course nothing lasts forever and granddad's largesse was finally exhausted, fortunately after I qualified for my civilian pilot licence. The question of continued support for my flying led to formation of an RAAF apprentice gliding club, something the service seized on in the mistaken

belief that if it was not an appropriate interest for budding airmen it would at least keep some of them out of mischief; at least stop them trying to shoot out the security light on the ammunition store across a railway line from our quarters or steal a railway 'jigger' and head for Wagga via the same railway line that ran through the Base. We duly started construction of a Heath Robinson affair called a Dixon Primary Glider. I eventually flew the thing but not at



Wagga and even that provided a measure of excitement when an aileron bracket failed and the pilot lost control as the glider rolled over and crashed upside down in a railway culvert – its nose skid on one side of the train track, its tail on the other and the pilot hanging uninjured in his seat strap.

Flt Lts Gooch and Talberg ready to test fly the Merlin 2 at Uranquinty.

In the event the club had an offer that we could not refuse, especially as the Airforce financed the purchase of a broken two seat glider in desperate need of repair. It answered to the name 'Merlin' and seeing that it required a fuselage rebuild and was alleged to have a broken wing spar, we added '2' in tribute to its resurrection: The Merlin2.

There was only one impediment to the Blue Triangle Gliding Club's (as we called ourselves) aspirations; namely a limited repertoire of glider lore, nevertheless where we lacked information and suitable hardware, we compensated with enthusiasm. A Mustang bomb release was fitted as an alternative to an approved tow release; a weird looking spring loaded plate on the wing strut served as an airspeed indicator (a Rattrap Airspeed Indicator was the term of the day) in lieu of a proper glider wheel, a wheel barrow wheel was substituted, two aluminium crew seats from a Beaufort bomber were fitted in the cockpit and, as we did not have any of the circular rubber shock mounts for a skid, we did without them entirely. The actual rebuild of the aeroplane was under the supervision of a wise old Flight Sergeant who insisted on an immaculate finish, a result we achieved: the glider even smelt right.

Unfortunately neither the wise old Flight Sergeant nor anybody else in the apprentice system knew anything about launching recreational gliders and the RAAF could only provide an underpowered truck of sorts called a weapons carrier as a tow vehicle. With a little help, the weapons carrier produced acceleration such that the Merlin wallowed behind barely under control let alone airborne. Occasionally the glider did lift-off and after gaining the few knots that made all the difference, control was achieved and the Merlin 2 climbed away in all its glory; unfortunately by that time the truck had usually run out of aerodrome and the climb was limited to about 800 ft; enough to fly a circuit and land again, certainly not enough to 'catch a thermal'.



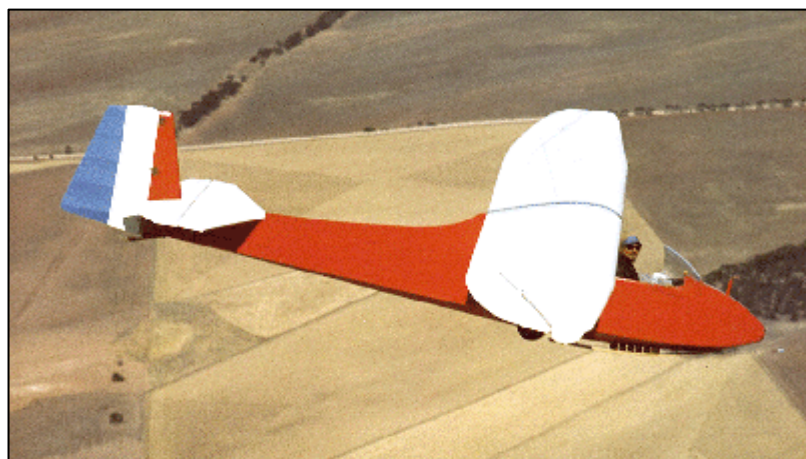
Apprentices never gained much benefit from their creation apart from an occasional ride while the Basic Flying School instructors at Uranquinty tried to come to grips with the thing. Nevertheless we continued our efforts to launch the glider with some degree of dignity and consistency, a process that eventually involved wing runners on each wingtip and two runners guiding the tail in an effort to keep it tracking straight; a scene vaguely resembling something out of a Ben Hur epic. Despite our best efforts however, insufficient control authority and inferior weapon carrier acceleration finally combined to place the machine airborne in an uncontrollable wing-over before crashing back to earth with a fearful thump, minimal injury to the crew and complete destruction of the glider. In reality the only injury involved a cut finger belonging to the instructor (Blue Sweeney - a Korean War veteran who was subsequently killed in a Sabre ejection at Williamtown).

Be nice to your kids. They'll choose your nursing home.

Somehow the challenge of gliding intrigued me and I continued the sport with limited success until I left for RAAF pilot training. One memorable aircraft, known as a UT1, had a particularly curious rattle in its wings as it rolled into any turn that lacked balance. At some stage of its life somebody had left '*something*' inside the wing; an omission that served to remind us whenever we became slack in our handling. The glider had a fabric covered tube steel fuselage, a wooden fabric covered shoulder wing, an open cockpit with a single seat ahead of the wing, a regular tow release, a proper glider wheel, conventional rubber springs for the skid; an altimeter

to reveal its altitude and a 'real' airspeed indicator. Modern gliders are judged by a number of factors one of the more important being the power of their airbrakes. The UT1 had no airbrakes; the pilot either judged his approach correctly or resorted to a sideslip to shed surplus height. Any undershoot involved a rapid change of plan and a frantic touchdown short of the boundary fence.

With the heady acquisition of the UT1, the Club embarked on an expansion program and purchased a H17 glider in Northern NSW. In reality we had gained another wooden single seater of an even earlier vintage, an open cockpit strut braced high wing machine of pre-war



design – almost a shrunken Grunau Baby for gliding historians. Unfortunately I never flew the aircraft as the tow rope broke while it was being delivered to take its place in our growing fleet. The tow route was off the coastline and the pilot only made it to the first line of breakers before ditching in the sea. Fortunately he was a sound swimmer for after removing his shoes and attempting to paddle the glider ashore, he swam the rest of the way when the aircraft broke up in

the surf. He then spent the rest of the afternoon running up and down the beach salvaging glider parts as they washed ashore.

Actually it was a pity it was not the UT1 that ditched. With its tube steel fuselage it would have sunk rather quickly and saved a lot of grief. The UT had a mass balance on the front of the elevator spar; this mass balance comprised a tube steel arm with a lead weight on the end. Over the years the tube had bent due to metal fatigue and eventually jammed a bell crank that operated the elevators. The pilot was left with full-up elevator during a wire launch and crashed following a series of stalls as he fought to regain control. The crash was fatal.

Did you hear about the blonde who got locked in the toilet?
She was in there so long she peed her pants.

Max Meyers

Max Meyers (right) got in touch, through the grape vine. He was looking for **Mike Lancaster** but unfortunately we had to tell him that Mike died back in May 2003. He responded.

"Perhaps it's a feature of increasing age (!) but it seems I recall my RAAF memories more and more these days. Thank you for verifying the story I had picked up somewhere along the way about Mike Lancaster's death. I've often wondered whether his death had anything to do with the fact that when I saw him in 1957 in South Australia he



was flying a Lincoln, based at Edinburgh, through the post-detonation clouds at Maralinga ... to collect air samples! He asked me to come along with him for the ride but (with hindsight ...thankfully) I had other commitments and couldn't do so".

"I may have seen him once again, in PNG, I can't recall".

"I resigned from the Air Force in 1961, at the exalted rank of Flying Officer, after only 6½ years of service. As Lancaster used to say I "took the cloth" and joined Mission Aviation Fellowship, flying for 10 ½ years (9,500 hours ... a lot of work) all over that fascinating country (PNG).



MAF Cessna 206 leaving Aiyura ([the home of SIL](#)) heading for Madang.

I was brought back to Melbourne in 1972 and after a few years in management I became MAF's CEO, leading a fantastic team of people using 32 aircraft from Bangladesh to the Solomon Islands. In 1985 I was appointed CEO of MAF-US ... and the rest of the world became my field of operations. I have basically lived in the US since then. We had a total of about 140 aircraft working in 40 countries. We did church work, of course, but hundreds of thousands of hours in famine and other natural disaster relief, medical, educational and other development work. It was a far cry from the pure fun of flying Meteors with 75 Sqn or Canberras with 2 Air Trials Unit. I missed the RAAF, the camaraderie ... and the sophisticated aircraft! But in many ways the RAAF experience was, for me, a preparation for the most fulfilling and rewarding flying I have ever known.

Having wandered through and had worked in more than 180 countries it is time for my wife and I to become Aussies again ... and I'm enjoying the experience. Still working, though. Now with a US-based Christian leadership organisation trying to help leaders achieve higher levels of integrity and be more effective in their leadership. I have worked for the past few years mainly in Russia and in the South Pacific with assignments in Africa and India. In another few years it might be time to retire!

The memory of Mike Lancaster, Ron Raymond and so many other wonderful men is a source of joy. I have been privileged to be named among their friends. Mike Lancaster was truly worthy son of the old British House of Lancaster. It had never been confirmed to me that he had died, but I picked it up as a possibility somewhere along the track. I was looking through some old photos recently and found one of him, when we were training (22 Course) in 1955 at Uranquinty. There was something very impressive about him.

I valued him deeply as a friend and feel so sad that in the very different directions life has taken us we somehow got separated along the way. If he had any kids (and like most of us, he probably did) I would love to tell them what a great man their Dad was!

The name Coca-Cola in China was first translated to "Ke-kou-ke-la". Unfortunately, the Coke company did not discover until after thousands of signs had been printed that the phrase means "bite the wax tadpole" or "female horse stuffed with wax" depending on the dialect.

RTFV/35 Sqn Anniversary.

Stew Bonet (right) has organised a “Get Together” to celebrate the 45th anniversary of the formation of RTFV/35 Sqn – the Caribou operations in Viet Nam.

The “Get Together” will be held at Coffs Harbour over the weekend, Friday 31st July to Sunday 2nd August.



The RAAF began its service in the Vietnam War on 8 August 1964 when three Caribou aircraft of the RAAF Transport Flight Vietnam landed at Vung Tau. Three more aircraft arrived on 29 August. In 1965 a seventh aircraft was added and on the 1st June 1966, RTFV became 35 (Transport) Squadron. For many veterans, however, the squadron will always be remembered as ‘Wallaby Airlines’.



The bulk of 35 Squadron’s operations in Vietnam were known as ‘milk runs’ - routine, and by implication, relatively safe flights but often they also carried out wide-ranging unscheduled tasks, allocated at short notice, including transporting military and civilian passengers, medical evacuations and delivering mail or general cargo (food, fuel, livestock, ammunition, spare parts.)

Benign though they sound, ‘milk runs’ involved certain dangers. Airfields at Special Forces outposts, where the Caribous often landed, were usually outside the camp’s perimeter. Attacks on the aircraft in the dangerous moments of take-off and landing were always possible, but even where the enemy was absent the airfields’ very location and condition could prove hazardous. For 35 Squadron crews there was little margin for error, some airstrips were just a few metres longer than the minimum needed for a Caribou to take off. Others eroded under the flooding monsoon rains and more than one 35 Squadron Caribou crashed on these remote landing strips. After 1966 the squadron’s workload increased further when Luscombe Field was opened at Nui Dat. Now the Australian Task Force base was part of the Caribous’ regular run and work with the 1st Australian Task Force became a regular feature of the squadrons’ operations.

Australia's Caribou detachment in Vietnam began winding down in June 1971 and the last aircraft arrived back at Richmond on the 26th February, 1972. During nearly eight years of operations in Vietnam, RTFV/35Sqn’s Caribous carried over 600,000 passengers.

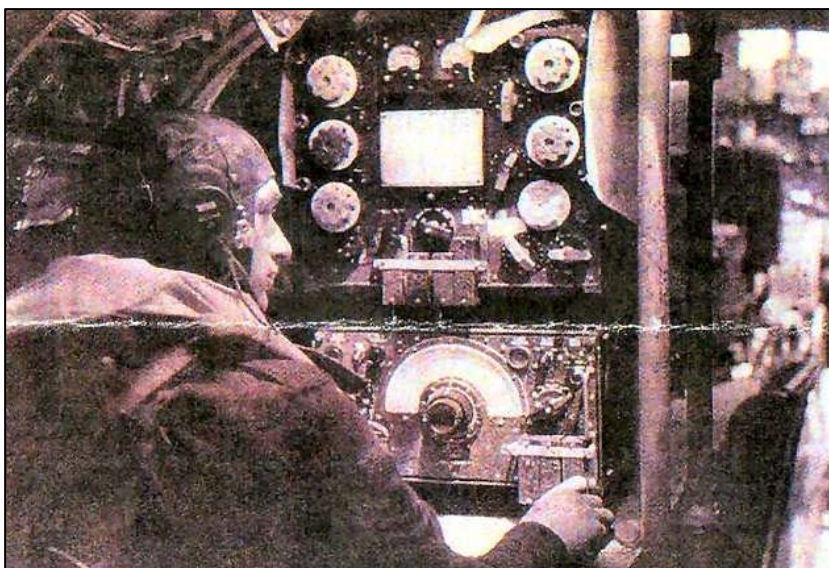
Further information on the Anniversary Celebration can be obtained [HERE](#)

Marconi

In our [last issue](#), Peter Holmes was talking about Marconi transceivers.

He's sent us a picture of the set (the LF/HF Marconi Transceiver T1154-R1155, right) about which he was talking. This photo was of a radio operator in a Lancaster bomber in 1943.

He says the transmitter (T1154) is on top in the photo at right, with the large tuning knobs of Red, Yellow and Blue – see below.



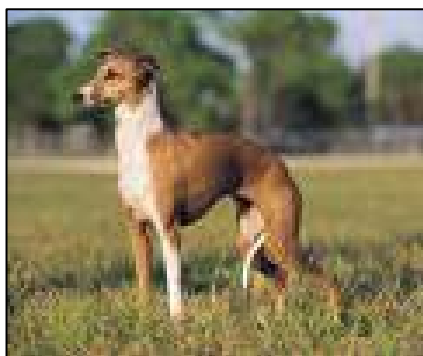
The Greyhound – John Elliot

I'm not all that good on names, especially after all this time, but I think the bloke in question in this story was Graham Beckman and I'm not sure if this happened during my 1963-64 training as a Telsop or in 1968 when I was back at Radschool retraining as a Telegraphist, BUT it's a story about a Graham and the greyhound.



Graham decided to take me under his wing and teach me the finer points of greyhound racing.

This damn dog of his could not win a greyhound race if it started first and was the only dog in the race, but Graham had the faith (and the force??), the right books on training and he reckoned he only used scientific methods that were tried and tested, which I might add included a couple of injections before it went into the starter's box (remember this was the 60's).



I happened to drop by his house one evening to see Graham, but he was not home. His wife and kids were there and although amused when I walked inside, I was not surprised to see the bloody dog (I'd also been encouraged by Graham to bet on the damn thing and seem to remember always losing), in all its glory sitting by the fire place sharing an ice-cream with the kids.

Wife said that she and the kids felt sorry for the dog on cold nights and liked to bring it inside and give it a treat. I promised to not tell, but I only backed the dog for a place after that, and then only under pressure.

The Scope Iron.

[Last issue](#) we had a story on someone who deliberately and maliciously took advantage of a poor little equippo by substituting a dummied up piece of wood, metal and wire and passing it off as a U/S scope iron – with the full and premeditated intention of extracting from store a new iron and transformer.

We have since discovered that the scoundrel in question was none other than that dastardly rascal from across the sand - Ted McEvoy.

We hope the Service Police don't get to hear about this as there's sure to be trouble.....



My job at Myer.



After landing my new job as a Myer greeter, a good find for a retiree, I lasted less than a day.....

About two hours into my first day on the job a very loud, unattractive, mean-acting woman walked into the store with her two kids, yelling obscenities at them all the way through the entrance.

As I had been instructed, I said pleasantly, 'Good morning Madam and welcome to Myer. Lovely children you have there. Are they twins?' The ugly woman stopped yelling long enough to say, "Hell no, they ain't twins. The oldest one's 9, and the other one's 7. Why the hell would you think they're twins? Are you blind, or just stupid?"

So I replied, "I'm neither blind nor stupid, Ma'am, I just couldn't believe someone slept with you twice. Have a good day and thank you for shopping at Myer."

My supervisor said I probably wasn't cut out for this line of work.

Landing on an aircraft carrier during the day is like sex, it's either good or it's great.

Landing on the ship at night is like a trip to the dentist, you may get away with no pain, but you just don't feel comfortable.

Sir Keith Park.

"If ever any one man won the battle of Britain, he did. I don't believe it is recognised how much this one man did, with his leadership, his calm judgement and his skill, to save not only this country, but the world."

Lord Tedder GCB, Marshal of the Royal Air Force, 1947.



[Sir Keith Park](#) commanded the Royal Air Force, 11 Group Fighter Command, the squadrons which bore the brunt of the Battle of Britain. The failure of Nazi Germany to defeat the RAF in 1940 was Hitler's first major setback – and forced him to call off his planned invasion of Britain.



Many in the UK are campaigning for a statue to Park, the

leader of The Few, to be erected on the fourth plinth in London's Trafalgar Square beneath Nelson's Column – a memorial to another hero who defended UK's freedom in her hour of need.

Keith Park was born in New Zealand in 1892 and fought with the NZ Army in the First World War at Gallipoli and the Somme before joining the RAF. Park flew the new Bristol Fighter (a two-seat biplane fighter and reconnaissance aircraft) and soon achieved successes against German fighters, earning the Military Cross for shooting down one, two "out of control" and damaging a fourth enemy during one sortie.



After a break from flying he returned to France as a Major to command [48 Squadron](#). There he showed his ability as a tough but fair commander, showing discipline, leadership and an understanding of the technical aspects of air warfare.

By the end of the war the strain of command had all but exhausted Park, but he had achieved much as a pilot and commander. He had earned a bar to his Military Cross, as well as the Distinguished Flying Cross and the French Croix de Guerre. His final tally of aircraft claims was five destroyed and 14 (and one shared) "out of control". He was also shot down twice during this period.

At the outbreak of the Second World War, Park was commanding the RAF squadrons that defended the South East of England. Another hero, who fought in the Battle of Britain, the RAF pilot [Douglas Bader](#), said that "the awesome responsibility for this country's survival rested squarely on Keith Park's shoulders.

A man was sobbing in a bar. His friend asked 'why?'
He said: "my wife makes me pay \$ 100.00 for every time we have sex!"
His friend said: "you're lucky, she charges me \$250.00!"

Why a memorial Statue?

There are many who say that the lack of a suitable memorial to Keith Clark is an oversight that needs to be addressed. (The SE of England includes: Kent, Surrey, East and West Sussex, Essex, Hertfordshire, Buckinghamshire, Oxfordshire, Berkshire, Hampshire, and the Isle of Wight).

In addition to his considerable achievements in commanding 11 Group, he also commanded the RAF in Malta (1942-43) and under Mountbatten in 1945 he was



Allied Air Commander-In-Chief of South East Asia. With his previously distinguished career in the NZ and British Army, Sir Keith Park's accomplishments in various theatres demonstrate what a remarkable man he was.

Trafalgar Square currently celebrates some of the UK's military leaders – naval and army. It can truly be termed a 'Square for Heroes'. Incorporating a statue of Sir Keith Park would appropriately acknowledge the accomplishments and feats he secured in both world wars, but especially in defending the South East and London during the Battle of Britain. Such a statue would add to those in Trafalgar Square and celebrate his steadfastness in defence of the UK and his unique blend of management and leadership style that enabled the pilots, aircrew and ground support staff to defend the UK and the free world during those dark days.



There is no conclusion other than if the Battle of Britain in 1940 had been lost, then the outcome of the Second World War, and our current lives, would have been very different.

If you would like to support the campaign, please sign the [petition](#) – click [HERE](#)

A bloke comes home from work, walks into his bedroom,
and finds a stranger having sex with his wife.
He says, "What the hell are you two doing?"
His wife turns to the stranger and says, "See? I told you he was stupid."

RAAF Kombi Information Needed.

Bruce Walker recently bought an ex-RAAF Kombi that he wants to restore back to its original RAAF livery and he's trying to source as much information on them as possible. He's hoping someone will be able to give him a hand and provide some info on the insides of the vehicle.



Bruce has provided a couple of photos of the vehicle in its colours, as it was used, and he hopes the photos will jog a few memories and someone will know something about the little beasts and will pass it on.

Bruce is 'reasonably sure' that the vehicle was used as a mobile control tower and he's also 'reasonably sure' that the vehicle in the photos was used for a majority of its career at Pearce.

After it left RAAF service in the early 90's and was put out to BOS, it was modified extensively and Bruce needs some help in finding what it was like when used, specifically the fit-out inside the van, both the cabin and the main area in the rear.

Bruce thinks the vans had a 'console' in the rear with a number of radios etc, and also had a stand section for 2 chairs.

He thinks the cabin had a number of extra items in the dash which controlled the electricals etc, but again he doesn't have specific details.



Bruce would love to hear from anyone who knows anything about these particular vehicles, it may only be that you saw them in service (location, years?), or maybe you know someone who used them. He says funny stories would be great, or even some detail on how they were used...whatever you have, he's interested.

He intends to take the little machine to car shows, air shows, and displays when it is finished and on the road, and therefore wants to get it back to it's original condition.

If you can help, please let us know and we'll pass your info onto Bruce.

Why do we press harder on the TV's remote control when the batteries are nearly dead?

Email – Bruce Jones

"I learned a computer trick today that's really ingenious in its simplicity. As you may know, when/if a worm virus gets into your computer it heads straight for your email address book, and sends itself to everyone in there, thus infecting all your friends and associates.

This trick won't keep the virus from getting into your computer, but it will stop it from using your address book to spread further, and it will alert you to the fact that the worm has got into your system. Here's what you do:

First, open your address book and click on new contact,' just as you would do if you were adding a new friend to your list of email addresses. In the window where you would type your friend's first name, type in 'A'. For the screen name or email address, Type:-
AAAAAAA@AAA.AAAAAAAA@AAA.AAA



Now, here's what you've done and why it works:

The 'name 'A' will be placed at the top of your address book as entry #1. This will be where the worm will start in an effort to send itself to all your friends. When it tries to send itself to AAAAAA@AAA.AAAAAAAA@AAA.AAA, it will be undeliverable because of the phoney email address you entered.

If the first attempt fails (which it will because of the phoney address), the worm goes no further and your friends will not be infected.

Here's the second great advantage of this method: If an email cannot be delivered, you will be notified of this in your In Box almost immediately. Hence, if you ever get an email telling you that an email addressed to AAAAAAA@AAA.AAAAAA@AAA.AAA could not be delivered, you know right away that you have the worm virus in your system. You can then take steps to get rid of it!

Pretty slick huh?"

(It's a good story Bruce, and we've received it from several sources, but unfortunately, it's a Furphy – it doesn't work. See [HERE](#) – tb)

If Tarzan lives in the bush,
why doesn't he have a beard?

Canberra A84-231

On the night of 3 November, 1970, Canberra A84-231 (radio call sign 'Magpie 91') failed to return from a night Skyspot mission in support of ARVN forces. Missions of this type were, by this time, being flown only infrequently by Australian personnel.

The aircraft had taken off from Phan Rang at 7.00 pm, crewed by Flying Officer M.P.J. Herbert and Pilot Officer R.C. Carver, and made a transit northwards before reporting in to the USAF ground control 63 minutes later. The weather for this mission was unremarkable; over the target - a known enemy position in Quang Nam province, 65 kilometers [southwest of Da Nang](#), it was the best it had been for some time with clouds which topped at about 6,500 feet and only thin cirrus cover above that. There were no thunderstorms in the area and very little turbulence above 10,000 feet. The mission controller, instructed Herbert to adopt an altitude of 22,000 feet in order to place the Canberra well above the maximum range of enemy anti-aircraft artillery known to be present in the area. He then asked the RAAF airmen to prepare to deliver their six 750- pound bombs in a single salvo with instantaneous fusing.

The aircraft made a normal bombing run, dropping its ordnance at 8.22 pm before breaking left. The ground station then came on the air to give the crew a brief description of the target they had engaged, and to tell them that their performance had been excellent. Flying Officer Herbert acknowledged this message, before signing off from Hanig's control and switching tactical frequency in the usual manner for



A89-235 at Phang Rang

the return flight to Phan Rang. At this point the aircraft would probably have begun climbing to 27,500 feet, which was the normal height for aircraft homebound from that region.

When Magpie 91 still had not returned to base by 10.15 pm, the usual procedures for an overdue aircraft were initiated within 2 Squadron. A check of all possible diversion airfields was undertaken, and 45 minutes later the request was made for search-and-rescue units on routine stand-by to be activated. A report from the American radar facility at Udorn in Thailand, which had been tracking the Canberra as it maintained a steady course on a heading of 120 degrees magnetic, indicated that contact had been lost at 8.22 pm when the aircraft abruptly disappeared off screen - apparently just moments after Herbert's last message.

A search by American air units based at Da Nang began at 4.30 am the next morning and was joined at 8.00 am by 2 Squadron's seven remaining Canberras which abandoned normal missions for the next three days. The search was finally suspended after 67 sorties had been carried out involving nearly 200 hours of flying time; 38 of these sorties, totalling nearly 114 hours, had been flown by 2 Squadron aircraft and crews.

Despite this effort, hampered by low cloud associated with bad weather and the double and triple canopy jungle which covered much of the search area, nothing was found which provided any clue to the fate of Herbert and Carver. Significantly, in view of later speculation regarding the cause of A84-231's loss, none of the aircraft engaged in the search had encountered any enemy fire, even though much of the effort had been flown at only 500-1,000 feet above ground level.



Major Jack Thurgar and Sqn Ldr John Cotterell at a briefing on the discovery of A84-231.

It was the second and last Australian Canberra bomber to be lost in the Vietnam conflict. That was more than 38 years ago.

However, recently came the stunning news that wreckage of the bomber had been located in rugged jungle terrain in Vietnam's south-central Quang Nam province and hopes have been raised that some remains of Herbert and Carver, the last two members of the Australian Defence Force missing in Vietnam, might also be found.

A briefing was held in Canberra on the 23rd April and Allan George has sent us a copy of the transcript of the meeting and you can read it [HERE](#). You can also see the photos of the remains of the aircraft [HERE](#).

If people evolved from apes, why are there still apes?

Heaven and Earth.

Global Warming: The Missing Science Ian Plimer.

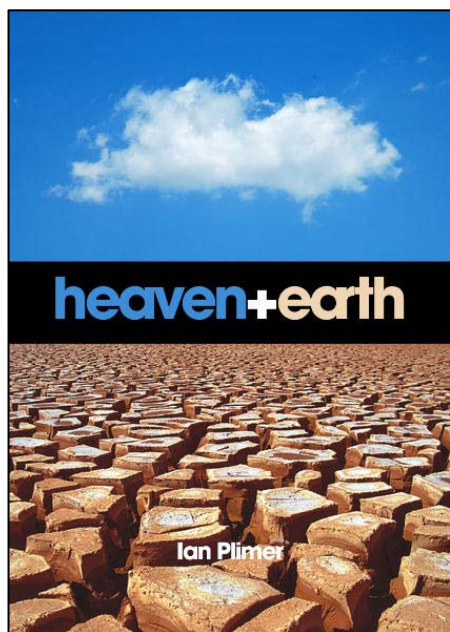
Ian Plimer is a professor of Mining Geology at the University of Adelaide.

Frank Alley sent us a copy of this article written by [Ian Plimer](#) and which appeared in [The Australian](#) on the 5th May 2009. Frank says, although he doesn't agree with the arguments presented by Ian Plimer, he says it is an important part of the whole "Climate Change" debate.



"IN my book, [Heaven and Earth - Global Warming: The Missing Science](#), I predicted that the critics would play the man and not discuss the science. Initial criticism appeared before the book was released three weeks ago.

Well-known catastrophists criticised the book before they actually received a review copy. Critics, who have everything to gain by frightening us witless with politicised science, have now shown their true colours. No critic has argued science with me. I have just enjoyed a fortnight of being thrashed with a feather.



Despite having four review copies, ABC's Lateline photocopied parts of chapters and sent them to an expert on gravity, a biologist and one who produces computer models. These critics did not read the book in its entirety. The compere of Lateline claimed that he had read the book yet his questions showed the opposite. When uncritical journalists have no science training, then it is little wonder doomsday scenarios can seduce them.

In The Age (Insight, May 2), David Karoly claims that my book "does not support the answers with sources". Considering that the book has 2311 footnotes as sources, Karoly clearly had not read the book. Maybe Karoly just read up to page 21, which showed that his published selective use of data showed warming but, when the complete set of data was used, no such warming was seen.

Robert Manne (The Weekend Australian, Inquirer, April 25-26) claims to be a great democrat yet demonises dissent on a matter of science. He is not a scientist. The gains made in the Enlightenment, the scientific method, history and integrated interdisciplinary science are all ignored in an ideological push to remodel the economy.

Primary producers should be very worried about an emissions trading scheme underpinned by incomplete science. Unions in industrial centres may even make conditional financial support of the ALP because the workforce they represent will be lambs to the slaughter with an ETS.

(ETS is now being called the "Employment Termination Scheme" by radio announcers in Brisbane – TB)

Capital city ABC and newspaper media outlets have treated the public with disdain. They have used arrogant pompous scientists who talk down to the public and yet these scientists forget that the public employs them. My critics are never asked: Who funds them? What have they to gain by following their party line? Why have they ignored a huge body of contrary science? What are their political associations? What unelected groups support them? Yet I am constantly asked these questions.

The huge number of recent letters tell me that there are winds of change. The average punter has been told for more than two decades that we are all going to fry. He is not stupid and is blessed with a rare commodity missing in many academic circles: common sense.

Life experiences of rural people are very different from those of city folk who have little first-hand experience of nature. My correspondents feel helpless and disenfranchised with the unending negative moralistic cacophony about climate change. They know it smells but they cannot find where the smell comes from. The reason why the book has been a publishing sensation is because the average person knows that they are being conned and finally they have a source reference.

The hypothesis tested in my book was that increased atmospheric CO₂ creates global warming. This was shown to be invalid on all time scales and by a diversity of methods. In the past, climate change has never been driven by CO₂. Why should it be now driven by CO₂ when the atmospheric CO₂ content is low? The main greenhouse gas has always been water vapour. Once there is natural global warming, then CO₂ in the atmosphere increases. CO₂ is plant food, it is not a pollutant and it is misleading non-scientific spin to talk of carbon pollution. If we had carbon pollution, the skies would be black with fine particles of carbon. We couldn't see or breathe. Climate Change Minister Penny Wong appeals to science yet demonstrates she does not have a primary school understanding of science.



The atmosphere contains 800 billion tonnes of carbon in CO₂. Soils and plants contain 2,000 billion tonnes, the oceans 39,000 billion tonnes and rocks in the top few kilometres of the crust contain 65,000,000 billion tonnes of carbon in carbon compounds. The atmosphere only contains 0.001 per cent of the total carbon in the top few kilometres of the Earth.

If all the fossil fuel on Earth were burned, the atmospheric CO₂ would double. The Earth has been there before and high atmospheric CO₂ has accelerated plant growth and increased biodiversity. It is the sun, water vapour, rocks and oceans that have stopped a runaway greenhouse or a permanent snowball Earth.

I would like to see some fundamental questions answered by the climate catastrophists.

- If CO₂ drives temperature, why were there past ice ages when the atmospheric CO₂ content was many times greater than at present?
- Why has the role of clouds been ignored, especially as a 1per cent change in the amount of cloudiness could account for all the changes measured in the past 150 years?
- If natural forces drove warmings in Roman and medieval times, how do we know that the same natural forces did not drive the late 20th-century warming?

- Why didn't Earth have acid oceans and a runaway greenhouse when the atmospheric CO₂ was hundreds of times higher than now?
- Is the present increase in atmospheric CO₂ due to the medieval warming?

It is human arrogance to think that we can control climate, a process that transfers huge amounts of energy. Once we control the smaller amount of energy transferred by volcanoes and earthquakes, then we can try to control climate.

Until then, climate politics is just a load of ideological hot air.

To argue that human additions to atmospheric CO₂, a trace gas in the atmosphere, changes climate requires an abandonment of all we know about history, archaeology, geology, solar physics, chemistry and astronomy. We ignore history at our peril.

I await the establishment of a Stalinist-type Truth and Retribution Commission to try me for my crimes against the established order and politicised science.”



Why do people constantly return to the refrigerator
with hopes that something new to eat will have materialized,
since they last looked?

ICE is expanding in much of Antarctica.

Contrary to the widespread public belief that global warming is melting the continental ice cap, ICE is expanding in much of Antarctica.

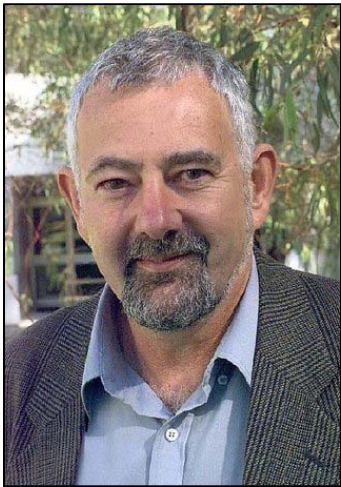
The results of ice-core drilling and sea ice monitoring indicate there is no large-scale melting of ice over most of Antarctica, although experts are concerned at ice losses on the continent's western coast. Antarctica has 90 per cent of the Earth's ice and 80 per cent of its fresh water, therefore, extensive melting of Antarctic ice sheets would be required to raise sea levels substantially. The destabilisation of the Wilkins ice shelf, which is on west Antarctica is what generates international headlines, however, the picture is very different in east Antarctica, which includes the territory claimed by Australia.



East Antarctica is four times the size of west Antarctica and parts of it are cooling. [The Scientific Committee on Antarctic Research](#) report prepared for last week's meeting of Antarctic Treaty nations in Washington noted the South Pole had shown "significant cooling in recent decades".

The graph at right is the Antarctic Sea Ice Index since 1979 – it shows a steady increase in the amount of ice.

Australian Antarctic Division glaciology program head Dr Ian Allison (left) said sea ice losses in west Antarctica over the past 30



years had been more than offset by increases in the Ross Sea region, just one sector of east Antarctica. "Sea ice conditions have remained stable in Antarctica generally," Dr Allison said.

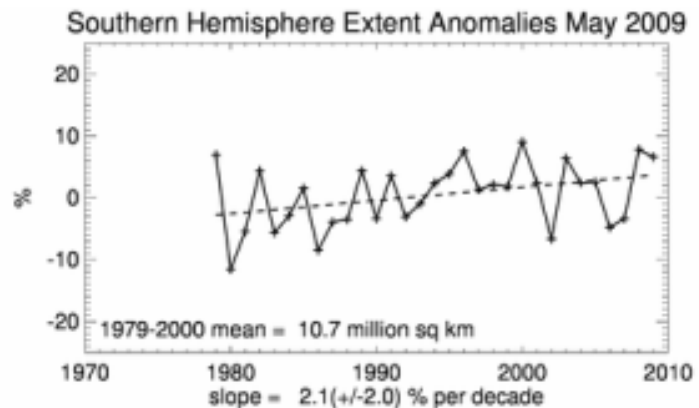
The melting of sea ice, fast ice and pack ice, does not cause sea levels to rise because the ice is in the water. Sea levels may rise with losses from freshwater ice sheets on the polar caps. In Antarctica, these losses are in the form of icebergs calved from ice shelves formed by glacial movements on the mainland.

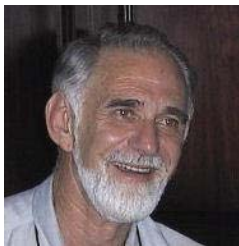
Last week, federal Environment Minister Peter Garrett said experts predicted sea level rises of up to 6m from Antarctic melting by 2100, but the worst case scenario foreshadowed by the SCAR report was a 1.25m rise. Mr Garrett insisted global warming was causing ice losses throughout Antarctica. "I don't think there's any doubt it is contributing to what we've seen both on the Wilkins shelf and more generally in Antarctica," he said.

Dr Allison said there was not any evidence of significant change in the mass of ice shelves in east Antarctica nor any indication that its ice cap was melting. "The only significant calvings in Antarctica have been in the west," he said. And he cautioned that calvings of the magnitude seen recently in west Antarctica might not be unusual. "Ice shelves in general have episodic carvings and there can be large icebergs breaking off -- I'm talking 100km or 200km long -- every 10 or 20 or 50 years."

Ice core drilling in the fast ice off Australia's Davis Station in East Antarctica by the Antarctic Climate and Ecosystems Co-Operative Research Centre shows that last year, the ice had a maximum thickness of 1.89m, its densest in 10 years. The average thickness of the ice at Davis since the 1950s is 1.67m.

A paper to be published soon by the British Antarctic Survey in the journal *Geophysical Research Letters* is expected to confirm that over the past 30 years, the area of sea ice around the continent has expanded.



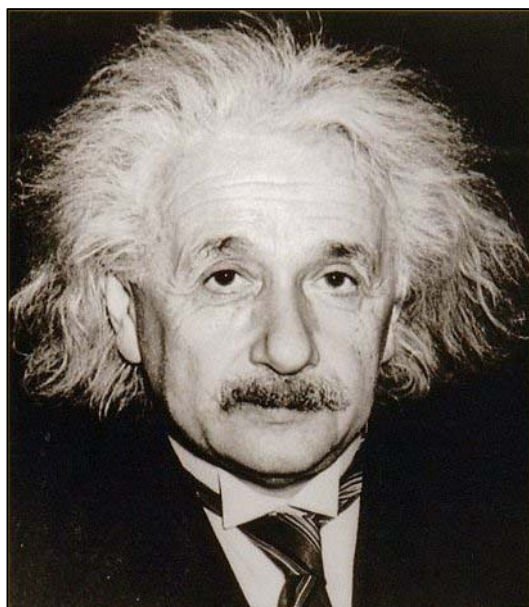


Figuratively Speaking.

Frank Alley.

Do you trust scientists?

Most people in our community will have never met a scientist, but will nevertheless have a perception of who scientists are. Sadly, in my experience, that perception of scientists held by many, if not most Australians, is a rather negative one. And you might well ask, why is that?



Those who have not had anything to do with scientists will probably get their views from the popular press/TV and movies they have watched. A popular image is that of this photo of Einstein, the strange looking man, forgetful, peacenik, father of the bomb (not true actually). There are those of course who have an axe to grind and will give a lot of attention to those scientists who present ideas and information contrary to what they believe, beliefs sometimes based on prejudice and sometimes on genuine faith. It is not often that the popular media refer to those scientists who do not seek media attention. Occasionally there is a Nobel Prize winner to celebrate, but generally the common view amongst many Australians is that, yes scientists are clever, but you know, they don't have common sense, something apparently the working man is full of.

This is, of course sheer nonsense. It's a copout. That view saves the common man from having to do any simple analysis of the news which contains scientific matter. Science teachers are required to teach their students amongst other things, a few fundamental ideas, such as, suspend your judgement until you have enough data (information) to draw a conclusion. Also ask the question 'why am I being told this in the media?' Unfortunately, these days science teachers are supposed to be 'edutainers', science must be made into fun, which can result in a devaluing of science and what it has to offer.

In my view, the popular press has a lot to answer for. Years ago, at the Sydney Royal Easter Show, the education department had its own stand, at a time when there was a lot of teacher bashing in the press.

Channel 7 sent a film team to the stand and began interviewing young kids there. A colleague



of mine watched the process with some interest because the kids being interviewed were consistently getting the right answers asked of them by the Channel 7 team. Then one kid could not answer the questions correctly and guess which kid was featured on the Channel 7 news that evening.

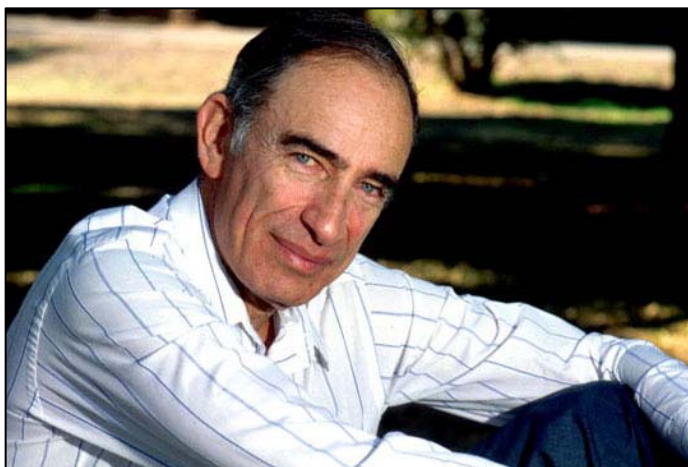
In the 80's Channel 7 sponsored what it called '**The great nuclear debate**' at a time when many were pushing for the establishment of nuclear power reactors in Australia. In the interviews put to air,

all of those supporting nuclear power were dressed in suits, were well groomed and were often portrayed in front of shelves of books. Those against nuclear power were similarly carefully selected, but were never dressed in suits, often had long hair and were certainly not portrayed by Channel 7 as being in any way erudite. They did not for example interview my professors of physics, all two of whom were always well dressed, wearing ties. One of them, John Ward, had nearly won a Nobel Prize and had actually designed Britain's first hydrogen bomb and the other, Peter Mason, was a popular radio presenter on the ABC (The Light Fantastic) who in a public meeting said 'you can have nuclear reactors in Australia over my dead body, because some day there is going to be a terrible accident'. The Chernobyl accident was not far in the future and it was not predicted by the powers that be at the time. Above, Peter Mason left, John Ward right. I had the privilege of being taught physics by both of these men.

The tabloid press and commercial television is in the business of making money and it will give the public what it thinks it wants. Unlike with the ABC and SBS, there will be no real attempt to educate the public except in things that are seen as scandalous or outrageous, sensational. One only has to look at the advertisements we see on commercial TV to get an idea of what they think of us. They really do think we are dumb. We aren't are we?

Let's consider some popular scientists:

Paul Ehrlich, (right) a biologist, often seen on TV pushing the case for population control and the case for conservation. He probably coined the phrase 'cowboy society' where we consume, consume and discard. He was detested by big business and many economists who foolishly asked him on TV once, 'what if [the second law of thermodynamics](#) is wrong?' Their question was met with derision by the entire scientific community and would still be treated with the contempt the question deserves.

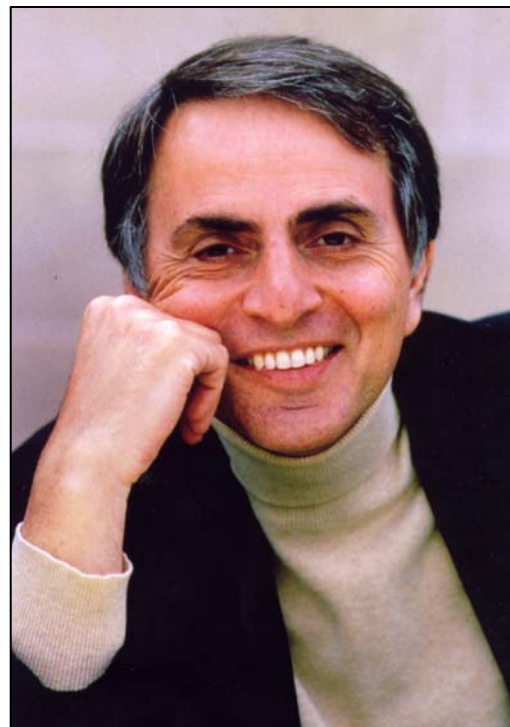


Carl Sagan, (right) an astro-physicist who had his own TV program. He was the author of a book which became a successful movie 'Contact' starring Jodie Foster and featured time travel through features of space suggested by Einstein's 'worm holes'.

Sagan believed that the [Drake equation](#), on substitution of reasonable guesstimates, suggested that a large number of extraterrestrial civilizations would form, but that the lack of evidence of such civilizations highlighted by the [Fermi paradox](#) suggests technological civilizations tend to destroy themselves rather quickly. This stimulated his interest in identifying and publicizing ways that humanity could destroy itself, with the hope of avoiding such a cataclysm and eventually becoming a spacefaring species. Sagan's deep concern regarding the potential destruction of human civilization in a nuclear holocaust was conveyed in a memorable cinematic sequence in the final episode of Cosmos, called "Who Speaks for Earth?".

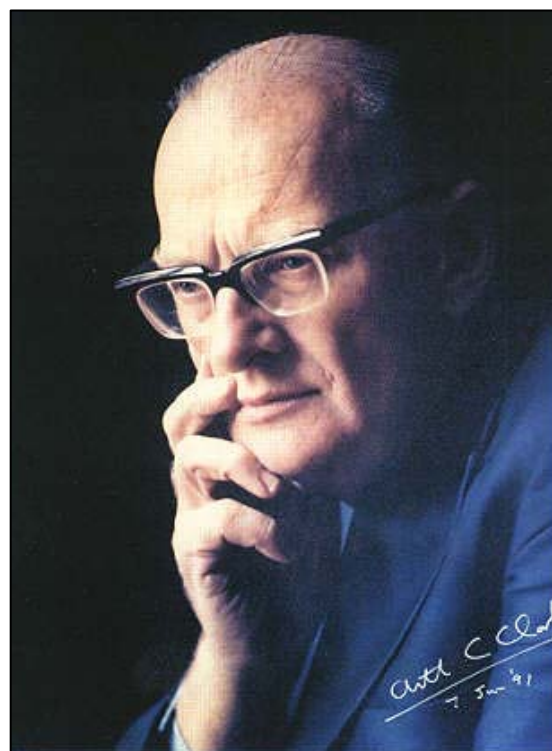


Following his marriage to his third wife (novelist Ann Druyan - left) in June 1981, Sagan became more politically active—particularly in regard to the escalation of the nuclear arms race under President Ronald Reagan. (Wikipedia)

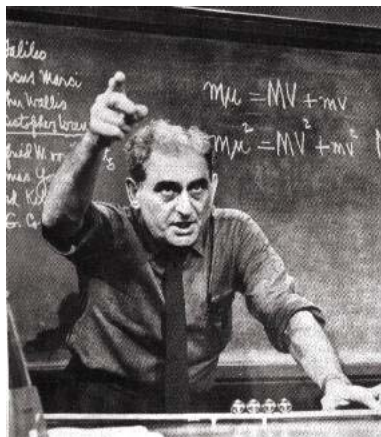


Arthur C. Clarke, (right) Sir Arthur Charles Clarke, CBE (16 December 1917 – 19 March 2008) was a British science fiction author, inventor, and futurist, most famous for the novel '2001: A Space Odyssey', written in collaboration with director Stanley Kubrick which also produced the film of the same name; and as a host and commentator in the British television series, Mysterious World. Clarke served in the Royal Air Force as a radar instructor and technician from 1941-1946, proposed satellite communication systems in 1945 which won him the Franklin Institute Stuart Ballantine Gold Medal in 1963. He was nominated for the Nobel Prize for Peace in 1994. He was the chairman of the British Interplanetary Society from 1947-1950 and again in 1953.

Later, he helped fight for the preservation of lowland gorillas. He won the UNESCO-Kalinga Prize for the Popularization of Science in 1961. (Wikipedia)



Julius Sumner Miller, (below left) author of 'Why is it So' and star of that TV program sponsored by the University of Sydney Faculty Nuclear Physics, headed by Harry Messel. The ABC TV program was immensely popular and indeed encouraged some to follow a career in science. However, despite its inclusion of some of the great scientists of the world, such as the

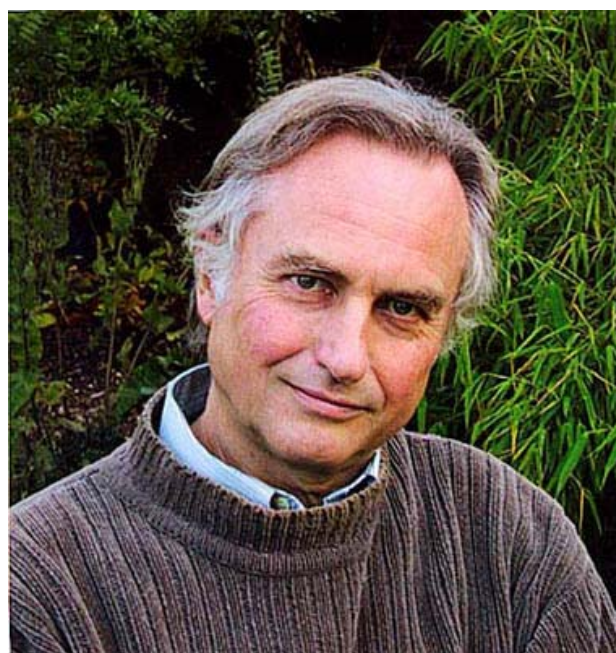


mathematician **Herman**

Bondi, (above, middle) the astronomer **Thomas Gold**, (above right) the nuclear physicist Stuart Butler, Sumner Miller's method put science out of the reach of ordinary people. He insisted that if you did not have an education in Latin and Greek, you could not understand science. What tosh! He did however make himself unpopular with the establishment when opposing space research as in his view it was a colossal waste of money. Indeed, one wonders what the world has gained usefully from the program to put a man on the Moon. Teflon??

Sumner Miller returned to Australia and taught in one of Sydney's private schools. It was said that he could clear a staffroom in seconds.

Richard Dawkins (right), Professor of Biology at Cambridge University, a pre-eminent scientist and the world's most prominent atheist, author of the book '[The God Delusion](#)', universally hated as the anti-Christ by evangelical Christians. I noted the comment by Peter Kennedy (Brisbane Catholic priest) on Australia Story on the ABC (25May2009) that despite his devout belief in Christ, that there was no contemporary evidence as to Christ's existence; brave man. Dawkins continues to write and lecture and refers to 'good people doing bad things' in a TV program where he met and talked to fundamentalists, both Christian and Muslim. Dawkins has little or no tolerance for fools and the ignorant because he sees that those people are easily led by those who have axes to grind. Hence he can be very unpopular with 'the masses'.

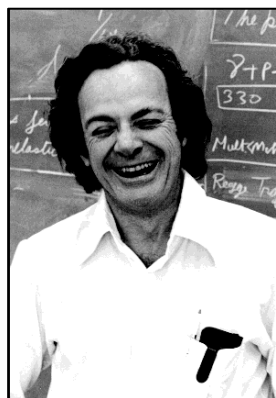


Paul Davies (right), formerly Professor of Physics at the University of Newcastle (on Tyne), then Adelaide University and now Macquarie University in Sydney. Davies is prolific writer and sometimes appears in TV programs, one hosted by Phillip Adams who was soon out of his depth, but not realising it. Davies wrote a very popular book 'Superforce' the science of which was accessible to non-scientists.

He also wrote 'The Mind of God' and rather laborious work of philosophy. Davies left England to get away from Thatcher and what had become of his homeland. Australia's gain. Davies' great strength is his ability to make what is extraordinarily complex, simple enough for those with some knowledge of science, to understand. He is one of the better communicators in science.



Scientists in Movies



Unfortunately, it has proved convenient for those who indulge in the great sport of 'tall poppy cutting', that scientists featured in movies are often portrayed as evil, mad and most often, illogical. And in most such movies the day is saved, not by the scientist, but by the handsome, risk-taking non-scientist. The great American physicist **Richard Feynman** (left), when a young man, found that if he saw a girl we wanted to bed, he would approach her with, 'if I buy you a cup of coffee, will you sleep with me?' Apparently the line worked (for him) most of the time. For me the best of the movie scientists was Doctor Strangelove (below left, played by Peter Sellers) in the brilliant Stanley Kubrick film of the same name, or 'How I learned to stop worrying and love the bomb'. You will remember General Jack T. Ripper (below right,) in the film who saw the fluoridation of water as a 'commie plot', not doubt thought of by those 'commie scientists'.



The Public View

I feel that the public has come to distrust scientists though things imagined and things real. Nuclear weapons were developed by scientists and engineers and there was a period when many people were not convinced we would survive through the 60's. However, it was scientists from both America and Russia who did the calculations (computer modelling) that predicted a 'nuclear winter' should there be a nuclear war between the great powers and that life would cease to exist on the earth within a year at the most. Scientists also produced the herbicides 2,4,5-T and 2,4-D that became known as Agent Orange containing 'dioxin', the most poisonous substance ever produced by man. Dow Corning was a big employer of scientists, but after revelations about the use of napalm in Viet Nam, the company had difficulty recruiting brighter university graduates. They had to do with the 'also-rans'.

There are any number of cases where scientists can be blamed for evil; the politicians and businesses getting away scot free at times. Doctors working for the Nazis and Japanese army who performed hideous experiments on innocent people. It is worth noting that where the Nazi doctors were punished, the Japanese doctors were free to leave their butchery in China behind them upon trading their experimental data to the US army in 1945.

Scientists have been in the vanguard of showing where evil exists, such as in the cases of asbestos, cigarette smoking, other carcinogens, radiation sickness (after Hiroshima, data which was initially suppressed). Perversely, alternative medicine is popular with some because of their mistrust of allopathic medicine which is practised by western doctors. Attempts by conventional science to prove the efficacy of such pursuits as homeopathy, naturopathy, colour therapy, iridology, aromatherapy and others seem to have failed. However there seems to be some scientific support for Chinese traditional medicine and acupuncture.



Occasionally a scientist captures the public's imagination. **Stephen Hawking** (left) of Cambridge University is such a case. His book, 'A Short History of Time' was a best seller, but did not offer anything particularly new as much of what he had to say had been written before. His moan about not having won the Nobel Prize did him no favours. The Nobel Prize in Physics is only given to theories that have been proven by experimental evidence.

Hawking has recently been inclined to withdraw from some aspects of his theories. I suspect what strikes us about Hawking is his amazing ability to do mathematics whilst so physically handicapped.

For me, the greatest of all the publicly known scientists is **Marie Curie**, (right) perhaps the greatest woman who ever lived



Marie Curie who won two Nobel Prizes, one in Physics and the other in Chemistry, would not sell her discoveries to business as she and her husband Pierre, believed that scientific discovery belonged to everybody. Those were the days. Nowadays all scientific discoveries are patented with the view of making money. Marie Curie, during WWI, raised money to buy ambulances and drove one to the front to take back wounded soldiers to hospitals. I think she regretted not selling her discoveries because it would have meant more money for her charitable work. One of her daughters, Irene Joliot-Curie, also won a Nobel Prize (Chemistry) in partnership with her husband, Frederick Joliot.



Frederick and Irene at work in the laboratory.

Perhaps the most unknown of the important physicists of the 20th century is **Lise Meitner**. (below)

Rather than talk of the father of the atomic bomb, here is the real parent. Lise was Austrian born and one of only two women allowed to have an important position in a university, let alone get a degree. Whilst in Germany, which had become her home she became Director of Physics at the Kaiser Wilhelm Institute for Chemistry. She was of Jewish origins and had to leave Germany secretly where she had been in research partnership with the German chemist, Otto Hahn. When nuclear fission was discovered, Hahn took all the credit and refused to acknowledge Meitner's major contribution. Whilst living in Sweden where she was treated as a servant by her boss, she continued to help Hahn in his work. In fact, the scientific world could not understand why Meitner was not awarded the Nobel Prize for Physics.



Something similar to this happened with Werner Heisenberg and Max Born. Heisenberg was awarded the Nobel Prize and refused to acknowledge the contribution made by Born who had actually developed the mathematics that Heisenberg used in his theories. Born was Jewish and was later awarded a Nobel Prize. Like many professional groups, the scientific community is riddled with jealousies and competitiveness.

I feel that the mistrust the public feel for scientists is founded in their lack of understanding of what scientists are really like and what they do. Often it is difficult to see what benefit is being gained from much research done in universities. My own research field was in energy traps in molecular crystals, back in 1973. It didn't seem very important then and indeed there were only two other groups involved in this field, one in India and the other in Germany. It is certainly relevant now as the drive for alternative sources of energy that can be carried has become so important.

There is another problem, particularly in Australia. As a population, we don't like clever people, those who make us feel a little inferior. As a teacher I found that so many teenage boys in our schools resented being taught anything. Girls who were academically clever were shunned by their peers and even bullied sometimes. Other girls didn't like them and the boys certainly did not. The tendency to put down the clever in our society is aided and abetted by the popular media. What a pity.

As Trevor says, the Australian public would rather listen to the opinion of say Wally Lewis than say the Australian born Professors Barry Marshall and Dr Robin Warren, Nobel Prize winners in Physiology (Medicine).

Next issue will be about the scientific charlatans, con men and BS artists.

Definitions.

Banker: Someone who lends you his umbrella when the sun is shining and wants it back the minute it begins to rain.

Disarmament: An agreement between nations to scuttle all weapons that are obsolete.

Life Insurance: A contract that keeps you poor so you can die rich.

Get Together.

On the 2 May, 2009, the Telstechs had a reunion at the Laverton Sgt's Mess. Neil Hunter and Julie Steward sent us the following.



Julie Steward, Pat Reynolds, Dianne Hoopert.

This is the second year that Neil Hunter has successfully organized a Telstech reunion at RAAF Base Laverton, now known as RAAF Williams. It was a fine turn up for the communications sector of days gone by. Parade time was 1400hrs for blokes, blokettes and WRAAFettes at the Sergeant's mess. Nineteen turned up for the parade and marched on into the afternoon with a bunch of beers, buckets of wine and tons of nibbles to begin what was an enjoyable reunion.

Neil Hunter was the ever entrepreneurial host to all who attended. The camaraderie and mateship was ever present, as it always is at these special gatherings. I personally, didn't know anyone, all were before my time, (am I THAT old??) but I was made most welcome and thoroughly enjoyed the whole event. Of course, I started off with a bottle of wine and shared a bunch of stories about our service careers with other WRAAFettes, as well as a bunch of lies and where we are now in our personal lives.

By 1600 hrs, Neil Hunter had changed hats from the entrepreneurial host to the 'Gordon Ramsay' chef. He had the BBQ cranked up, the professional Chef's apron on, ready for the sausage sizzle to feed the troops who remained for the duration for a few more beers, and undeniably discuss their adventures complimented with the company of the day. Unfortunately,

I had to bid my farewell early to all, and left with the aroma of the sausage sizzle in my nostrils, the nostalgia of days gone by and comrades still in arms!

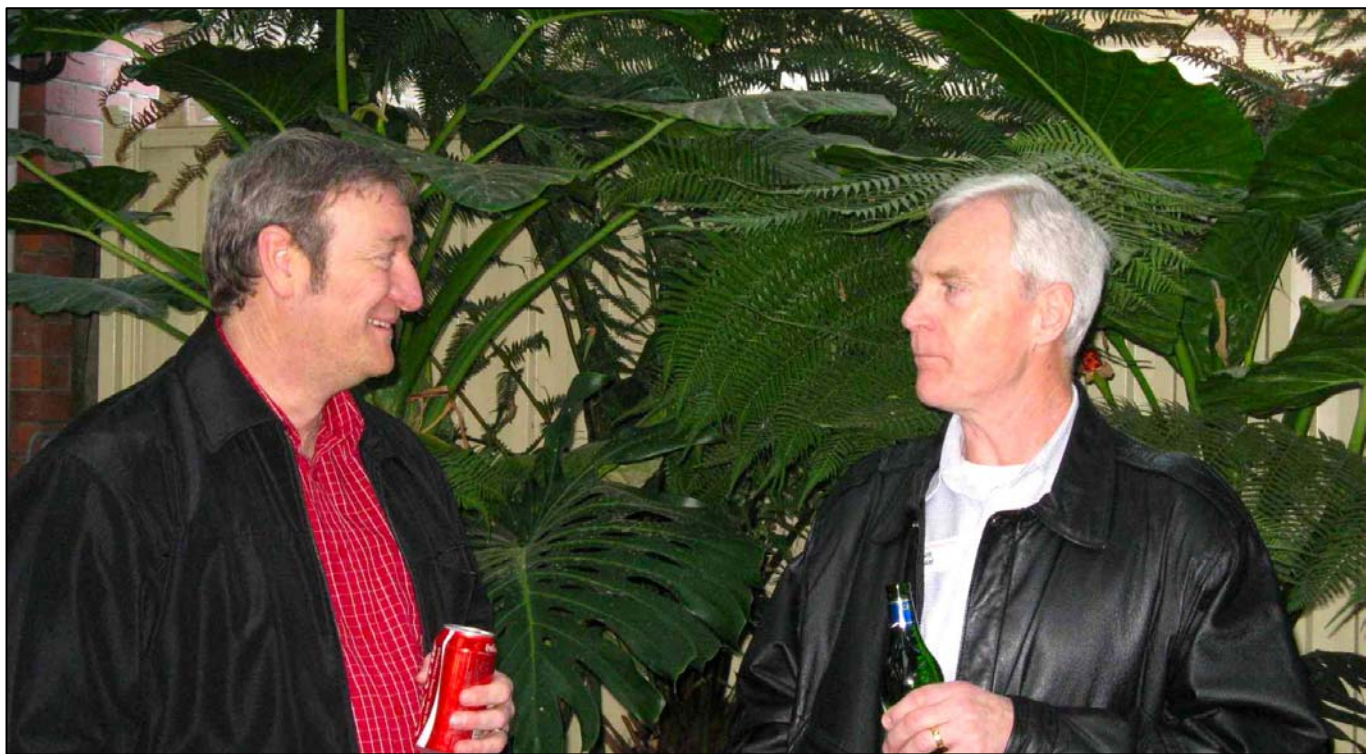
IRONY AT ITS BEST

90 people get the Swine Flu and everybody wants to wear a mask.
A million people have AIDS and no one wants to wear a condom.



Val Robinson and Ray Miles

I was thinking about re-entering the work force but gave that up after trying a new job.
Man, they were so strict at that job that I had to quit.
It was constantly: "No personal calls." "Don't surf the web."
"Put your pants back on."
I mean, who can work in an environment like that?



Col Arney and Dennis Bingham.



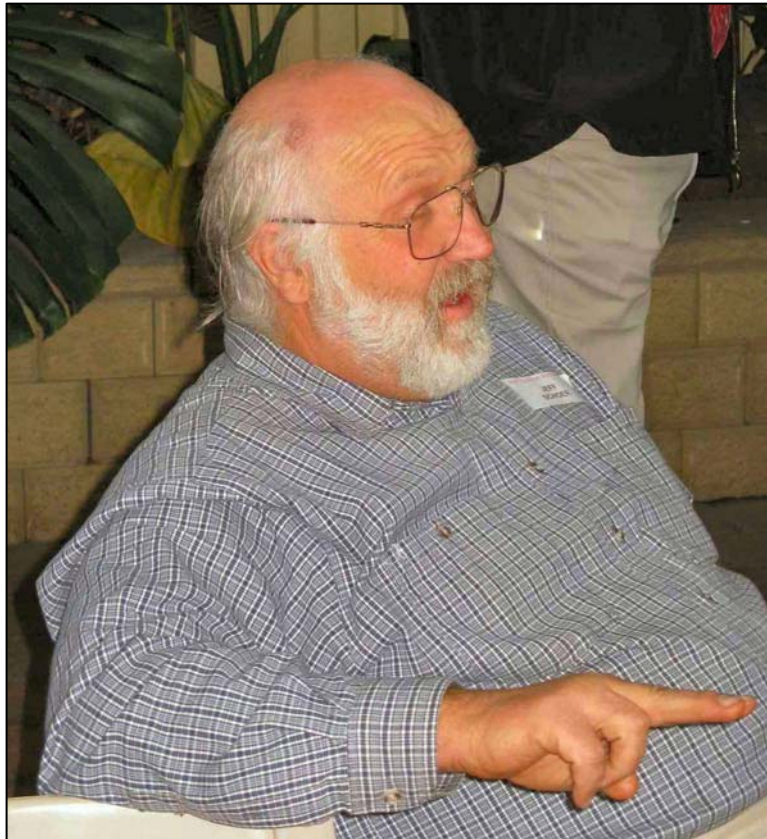
Gary Anstis and Ken McDougall.



Ian Hughes and Brian Kennedy.



Ian "Ricey" Curry and Dave Zilm



Jeff Schoer.



John Forrest



Roy Smeaton and Brian "Lofty" Carthew



Kel and Pat Reynolds

Long Tân.

This Article was printed in [The Australian Newspaper](#) on the 30th April 2009 and was sent to us by "Dutchie" Foster.

The Battle of Long Tân was fought between the Australian Army and Viet Cong forces in a rubber plantation near the village of [Long Tân](#), about twenty seven kilometres north east of [Vung Tau](#), on 18th August 1966. It is arguably the most famous battle fought by the Australian Army during the Vietnam War.

Late in the afternoon of August 18, 1966, as the Battle of Long Tan raged at a nearby rubber plantation, Australian Army Commander Brigadier David Jackson grew more agitated by the minute at his headquarters at Nui Dat.

A few kilometres from the Australian base, 120 men from Delta company, 6th battalion Royal Australian Regiment (6RAR), pinned down, were fighting for survival. They were about to run out of ammunition and in grave danger of being overrun by a 2000-strong force that included Vietcong fighters and a crack North Vietnamese army battalion.



"I am about to lose an entire company. What the hell's a couple of choppers and a few more pilots?" an angry Jackson shouted at the RAAF's taskforce air commander, Group Captain Peter Raw. Because of a heavy tropical downpour over the area, Raw had demurred when Jackson requested an urgent ammunition resupply operation using two helicopters from 9 Squadron. He was worried not just about the weather but about the potential risk to his pilots.

While the Battle of Long Tan hung in the balance and Raw hesitated, a young Australian flight lieutenant, the RAAF's most experienced Bell UH-1B Iroquois pilot, Bruce Lane, took the initiative.



"I said, 'Well, I am going anyway.' I wasn't captain of the aircraft. But I probably had more time on Iroquois than anyone else. I would have flown on my own," Lane told The Australian this week. "It was a very heavy thunderstorm, poor visibility with low cloud."

Raw then reluctantly authorised the mission and Lane and his fellow pilots went off to load the precious ammunition. Lane was sure the RAAF would lose at least one Iroquois and insisted that both helicopters be loaded with ammunition, just in case.

Just before 6pm the two Iroquois were airborne, the first piloted by Flight Lieutenant Frank Riley with co-pilot Bob Grandin (right) and the second by flight lieutenants Cliff Dohle ([recently deceased](#)) and Lane. Lane's machine, laden with nearly half a tonne of ammunition, was the first to drop its precious cargo to Harry Smith's Delta company in the fading light just five minutes' flying time from Nui Dat.



"We flew at 30 feet and after about five minutes we came to a hover. People in the back just pushed the ammunition out. We were as low as comfortable," Lane recalls.

The ammunition arrived in the nick of time, saving Delta Company from annihilation. Riley was awarded a Distinguished Flying Cross for the mission but Lane's initiative and courage, like those of so many of Smith's troops on the ground, went unrecognised by officialdom. Nearly 43 years later, the story of the Long Tan resupply mission and the saga surrounding the RAAF Iroquois squadron's role in supporting the Australian Army in Vietnam still stirs passionate debate among army and air force veterans as well as war historians.

In the movies - A man will show no pain at all while taking the most ferocious beating but will wince whenever a woman tries to clean his wounds.

The story has had profound consequences for the RAAF and the army, consequences that are still unfolding and will continue to resonate for years. Arguments over how well prepared RAAF units were for war in 1966 echo the ones about the preparedness of army and RAAF aviation assets, including helicopters, for combat operations in Afghanistan.



Major Harry Smith

Views of the RAAF's battlefield helicopter experience in Vietnam, however distorted, have also shaped perceptions in US military circles about the appetite of the RAAF to engage fully in wartime combat operations.

Exactly 20 years after Long Tan, in 1986, Australia's army chiefs succeeded in wresting ownership of the battlefield helicopter fleet from the air force. That was a bitterly contested decision strongly opposed by RAAF chiefs. The army's view is that it needed to integrate the helicopters into its order of battle as an essential element of evolving

land warfare doctrine.

Historians agree the army's view about controlling battlefield helicopters was directly influenced by its experiences in Vietnam with RAAF and US Army helicopter pilots.

For the RAAF and its helicopter crews who fought in Vietnam, it is the pervasive myth fashioned largely out of the events surrounding Long Tan in August 1966 that has been most hurtful. The rumour, first aired at the time, that 9 Squadron had refused to fly in support of Smith's D company, has proved impossible to dispel.

RAAF 9 Squadron veterans also take issue with recently published Vietnam War histories, including Paul Ham's 2007 bestseller *Vietnam: The Australian War*. "Accustomed to US pilots swinging in to help on call, the Australian infantry at first maligned the RAAF pilots as cowards," Ham writes. Acknowledging the many courageous missions flown by 9 Squadron, Ham says the RAAF's alleged reluctance to undertake certain missions "became an instant part of army lore".

Ray Scott, 9 Squadron's commanding officer in Vietnam during 1966, says the squadron never refused to carry out a mission requested by the Australian taskforce HQ during the time he was in command.

"The lie that No 9 Squadron would not operate in insecure LZs (landing zones) and lacked courage is particularly galling. Some members of the squadron gave their lives attempting to support army personnel in insecure areas," Scott says.



Scott has pointed out that 9 Squadron had to scramble to adapt to the rigours of fighting in Vietnam. Only 12 weeks elapsed between the announced deployment of the Australian taskforce to Nui Dat and the arrival of the squadron. Essential equipment had to be scrounged and initially crews were inadequately protected from close ground fire.



In all, 9 Squadron flew 237,424 missions in Vietnam between June 1966 and November 1971. Through a combination of professionalism and good luck, the squadron only suffered four combat deaths, the first of which occurred in July 1970, four years after the initial deployment. A total of seven aircraft were lost.

The unit carried 414,818 personnel and 4357 men were medivaced. Only three army personnel died while flying with the RAAF during its five-year deployment in Vietnam.

Another former 9 Squadron officer, Hedley Thomas, says Ham and other writers have overlooked his unit's critical role in inserting and extracting Special Air Service troops in covert operations.

"There was an exceptionally strong bond between the men of the SAS and the air crews of the squadron, and it exists to this day," Thomas observes. "We always got them out, night or day, regardless of the diabolical situations they were often in. I estimate that about 200 or so extractions were performed while the SAS (was) in contact with the enemy. On each one,

the pilots knew before starting their approach they would be under fire while on the ground or in the hover. Cowards do not deliberately fly into hot areas."

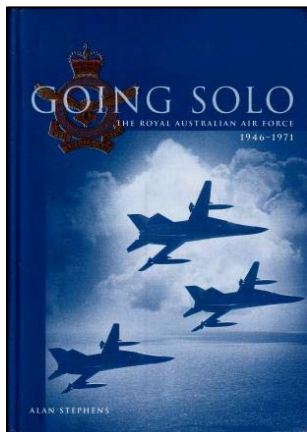
Retired defence force and army chief General Peter Gration, who served in Vietnam, says there was a policy, "rightly or wrongly", that 9 Squadron would handle its helicopters differently from the US Army, which lost 4,000 machines in Vietnam. They "were employed in a different way. This is not to cast aspersions on their bravery or anything like that," he says.

Veterans of 9 Squadron maintain to this day that with their relatively tiny force they had to adopt different operational procedures from the Americans, half of whose helicopter losses in Vietnam were in accidents.

Gration (right) recalls a night operation in the village of Dat Do in late 1969 when his patrol requested a medical evacuation. "We couldn't get the American dust-off choppers. We had a 9 Squadron helicopter that came and he stayed overhead for 20-25 minutes. I was a lieutenant-colonel at the time, trying to get him to land. But he wouldn't do it and eventually he went back to his base. He thought it was too insecure. That sort of thing does make an impression. I am sure a lot of Australian Army people who have served in Vietnam were aware that for most of our hot insertions into tactically dangerous situations and casevacs (casualty evacuations), we used the Americans."



The fairest and most judicious account of the controversy comes from the RAAF's official historian Alan Stephens.



"While No.9 Squadron was to return to Australia after six years with the highest of reputations for its combat record, its experience during the first three months was an inter-service disaster," Stephens writes in *Going Solo: The Royal Australian Air Force 1946-1971*, published in 1995.

Stephens notes that when 9 Squadron arrived in Vietnam in June 1966, just eight weeks before Long Tan, it was not prepared for war. Only two of its eight Iroquois were fitted with armoured seats, none had door gun mounts and the aircrew did not have chest protectors. The friction between the army and the air force over helicopter missions started right then, with the army quickly growing impatient with the

RAAF. Soon after 9Squadron's arrival, Jackson even tried to dictate the composition of crew for some missions.

In the movies - When paying for a taxi, never look at your wallet as you take out a note,
just grab one at random and hand it over,
it will always be the exact fare.

"The most unfortunate aspect of the whole business was that from Long Tan onwards, No.9 Squadron provided the taskforce with exemplary support, unquestionably flying to higher standards and achieving better results than any comparable unit in the country," Stephens

says. "Such was No.9 Squadron's skill, the SAS would not work with other (American) Iroquois units."

Scott says one of the main reasons why 9 Squadron was "not ready for war" was that the Defence Department had insisted the squadron would be given 10 years' notice before being sent into a conflict but, for Vietnam, it had only 12 weeks' notice.

By the end of the war, the squadron was widely regarded as the best Iroquois unit in Vietnam. Some American units came to Vung Tau to learn how the Australians managed to achieve such high mission availability from their helicopters, he says.

In the movies - Word processors never display a cursor on the screen, instead they will always say: "Enter Password Now."

Stephens has no doubt that the seeds of the 1986 decision to transfer the battlefield helicopters to the army were sown in the tumult of mid-1966, when Australians based at Nui Dat became used to hearing shouting matches between Jackson and Raw.

"As a consequence of the RAAF's perceived reluctance to provide the service they wanted, a group of army officers resolved eventually to gain control of the helicopters. It is questionable whether those officers understood either the full implications of their subsequent campaign or the proper use of air power, and an argument could be made that they were motivated primarily by prejudice and ignorance," he says.



Vice-Admiral Michael Hudson

In November 1986 the defence chief, General Phillip Bennett, supported by Gration, then army chief, and navy chief Vice-Admiral Michael Hudson, determined that the army should take over the battlefield helicopters.

At the time Gration argued that the army needed the authority to organise, train and equip battlefield helicopters in peacetime. The army argued that in operations the helicopters must be under full army control: they were not merely a transport vehicle but a combat arm.

Gration denies Long Tan was the catalyst for the change of ownership in 1986. "The central reason was by that time in sophisticated armies around the world, the helicopter had become a vital part of the tactical land battle," he tells The Australian.

"The helicopters were one of the elements of the manoeuvre land battle. That's the principal reason that we argued they ought to come to the army."

Some former air force chiefs and former flyers with 9 Squadron strongly disagree with Gration, arguing that the past two decades have proved the handover was not a sound strategic move. They argue the army has struggled to develop the flow of highly trained pilots, the technical know-how and the complex logistics and maintenance back-up needed to operate a new generation of battlefield helicopters, including the Tiger armed reconnaissance machines.

"I don't think the army (has) yet advanced to the stage where they are totally familiar with battlefield helicopters' operations," says former air force chief David Evans.

Evans, who has written extensively on the subject, admits there is still lingering rancour in the RAAF about the 1986 decision. "It was a very foolish thing to do and it's proven to be that way since. We can't afford to have three air forces, but that's what we have now got."

Present defence chief, Air Chief Marshal Angus Houston, a highly trained and decorated helicopter pilot, has no qualms about the army's ownership of battlefield helicopters.

In 1987-89, when he was the CO of 9 Squadron, Houston, in a masterly feat of inter-service diplomacy, oversaw the transfer of the helicopters to the army's Aviation Regiment. Houston told *The Australian* yesterday that there was no chance the decision would be revisited and praised the performance of the 5th Aviation Regiment Black Hawks in a string of complex operations during the past decade.

RAAF experts continue to argue that the combat effectiveness of the ADF has suffered from the decision taken way back in 1986.



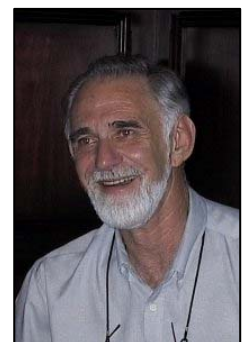
They point to allied air forces such as Britain's, in which the battlefield helicopters are a combat arm jointly owned and operated by the Royal Air Force and the army, as a more appropriate model for Australia.

In the movies - The Eiffel Tower can be seen from any window in Paris.

Global warming.

Frank Alley saw this article in the *Australian* on the 22nd April, 2009. It was written by Professor Peter Doherty and he thought we might like to publish it. Here it is..

AS an active researcher in an equally complex, but very different area of science, I have been grappling with the whole climate change issue. My understanding is that, in contrast to the interpretation in The Weekend Australian, the findings regarding temperatures, snow cover and ice sheets



are exactly what the IPCC has been predicting and in no way discredit projections about the impact of climate change on Antarctica.

The IPCC message is that warming in the tropical regions is leading to a more intense hydrological cycle, which may in turn give a 3-20 per cent increase in Antarctic ice mass over the next century.

With regard to your overall commentary on this and related climate change issues, while everyone understands that there have been cycles of warming and cooling through geological time, the current situation reflects an additional variable: 6.8 billion human beings and their consumption of fossil fuels. Even small effects can skew complex systems and these effects are not small, especially when we consider the additional impact of tropical rainforest clearance. That's why the IPCC process that uses the best available technology to integrate new research findings and attempt predictions from a broad range of disciplines is so very important.

Complex science is data driven. It's not religious dogma and nothing is set in stone.

(Professor Peter Doherty is with the Department of Microbiology and Immunology, University of Melbourne. He was awarded the 1996 Nobel prize for medicine)

When Doherty refers to 'Even small effects can skew complex systems and these effects are not small' he is talking chaos theory where an amplification effect occurs such as in 'when a butterfly flaps its wings in Madagascar, a violent storm eventually results in the Caribbean.

Recently a professor of geology from Queensland published a book attempting to show that humans have had no effect on climate change and of course, the deniers have jumped onto this, including The Australian newspaper, a champion of climate denial. The deniers generally find one small aspect of climate that does not follow the predictions of the IPCC and for them, that proves that climate change is not occurring, or that humans have had no influence. It's a bit like those pushing Intelligent Design over Darwinism, they search desperately to find a single thing that cannot be explained by current biological knowledge and that apparently proves their case that all biology is incorrect.

Reminds me of Erich von Daniken (right), the author of '[Chariots of the Gods](#)', who used the strategy of 'if you can't explain how this occurred, then it must have been done by extra-terrestrials'. The book was a good read, much like "[1421: The Year China Discovered the World](#)", also a good read, but full of inconsistencies and barefaced lies. Both of these books rely upon people's mistrust of scientists and the hope that there is magic out there. Just have a look where, over the years, in so many American movies, the scientist is the illogical one and the handsome non-scientific hero saves the day.



Frank also found this video on "You Tube" and he says it's worth a [LOOK](#).

We recently saw a small video clip that proves, beyond doubt, that the climate is warming – if you wish to see it, click [HERE](#).

Another indisputable article of proof is to look at how the need for warm clothing has changed over the years – see [HERE](#)

In the movies - Kitchens don't have light switches.
When entering a kitchen at night, all you have to do
is open the fridge door and use that light instead.

NZ's role in Long Tan.

Gunfire at Long Tan: The Kiwi FO's Story

Until March 1966 1RAR, 105 Bty RAA and my unit 161 Bty, RNZA were attached to the U.S. 173D Airborne Brigade at Bien Hoa. In May/June 1966 5RAR and 6RAR arrived in the theatre to establish the 1 Australian Task Force Area at NUI DAT in Phouc Tuy Province.



The motto, UBIQUE, used by a lot of artillery people means “Wherever Honour and Glory May Lead”.

As 161 Bty was to be in direct support of 6RAR, I was assigned as FO to D Coy from the time 6RAR assembled on the beach at Vung Tau. The sojourn on the beach ended when we occupied the base at Nui Dat. From then on my two radio operators and I, the three Kiwi gunners, shared the heat and mud with D Coy. We had D Coy laundry numbers and were involved in all of their activities.

By August 1966 our party was virtually part of the establishment.

The circumstances preceding the battle of Long Tan, the course of it, and the outcome, are now fairly well known. Indeed, many of us know more about the battle now than we did at the time. This, then, is my recollection of experiences as D Coy's FO at Long Tan.



I can recall on the morning of the 18th of August, getting ready to go on a patrol with D Coy. We assembled near the perimeter of the Task Force and walked out into the tactical area. The mission was to relieve a much smaller patrol from B Coy which had been out for some time searching for a VC mortar base plate position from which an attack had been launched on the Task Force base. The movement to the rendezvous with the B Coy patrol was uneventful and simply done, as was the hand over of information between the two patrols.

When we arrived at the rendezvous I spoke with the FO who was with the B Coy patrol, Captain Pat Murphy, another New Zealander. He briefed me on the situation as he understood it, he explained where we were, about the track system and the understanding of the next line of movement that might be followed and then we had a very comfortable lunch.



After that Maj Harry Smith (right), the Company Commander, decided on the method of advance with his platoons. It was my role to stay with the Company Commander all the time, no matter where he went I was to stay with him, so that I could provide any advice or support that he wanted. I needed to know how he was manoeuvring his platoons. I also needed to know our location, what direction the platoons were and how far away they were from me.

The initial contact began with the chatter of small arms fire. It was quite exciting and was regarded as something to be expected, although not something which D Coy had often come across. At that time Company Headquarters was not directly involved in the contact at the front from where the sound of rifle and machine gun fire was coming. I was keen and enthusiastic to apply gun fire into the area where I knew that it would be useful. However, at that time we received VC mortar fire from the south generally and into the area where Company Headquarters was waiting. Harry Smith decided that we would move away from that place very quickly. He did not need to emphasise any orders on that occasion; we simply moved. It was obvious to us that the enemy was not observing that fire because it became ineffective. After that, Harry Smith appreciated that 11 Platoon, which was in contact, was getting into trouble. I could hear the voices on the company command net and knew that Harry Smith was trying to have 10 Platoon assist 11 Platoon. That was not totally successful.

In the movies - You're very likely to survive any battle in any war
unless you make the mistake of showing someone
a picture of your sweetheart back home.

There came a time when neither Harry Smith nor I could perform our role while we were moving and, if we could not perform our functions, then the platoons would be in greater trouble. So it was decided to stop and establish some firm ground with one of the platoons. It was in that place where the wounded and members of the other platoons were gathered to establish a company defended area. My most intense recollections are of that final position.

Soon after initial contact, Harry Smith and I agreed on the grid reference of our location and he requested fire support. Battery Fire Missions were fired at some distance from the known position of 11 Platoon. Later, I upgraded the fire to Regimental Fire Missions when the situation had deteriorated and there were obviously large numbers of VC confronting us.

At the time my response was instinctive and not based on firm information about the size or location of the enemy force.

The rain started late in the day as usual, but soon developed into a tremendous storm. This deluge and the fact that our final position was on a slight reverse slope were two factors in our favour. Rain and the intense gunfire caused this area to be shrouded in smoke, steam and fog.

This helped me because my judgement of distance was assisted by the observation (or lack of it) of flash against this screen and the enemy were silhouetted, as were our own troops.

I realised how important it was that my communications remained effective and that the guns were able to maintain the constant and accurate fire that they were called upon to produce. I needed the comfort of knowing that my Battery Commander (Harry Honnor), an experienced gunner, was on the end of a radio, and could provide constant support for me. On one occasion I actually reported on that net that the situation was too confused to use the guns and it was Harry who suggested I engage another grid reference and adjust the fire from that position. That stabilised me at the time.



Fortunately my radio communications on the artillery net remained effective. Although we could not hear all messages, all our transmissions were heard at Nui Dat. My operator, Willie Walker, was able to keep the set operational under the most trying conditions until the battery collapsed at the end of the battle. He seemed to be concerned only with the radio and I with my map.

I wondered whether the fire which was called down was an over-violent reaction to the situation because there was no way of knowing the total size of the enemy force at the time. I had seen several groups 20 to 50 strong moving about between the rubber trees. I have since found out and now believe that the fire was justified. 108 men of D Coy had engaged about 1,500 VC.

In the movies - If you need to reload your gun, you will always have more ammunition, even if you hadn't been carrying any beforehand.

I have been asked how I was able to direct the fire. It was essential that I knew my location, and that I knew the direction of the platoons and roughly how far away they were. I tried to have my map oriented with the north point on the map facing north, then looked towards the noise of contact and small arm fire. That was the only way I had at that time of determining the grid reference at which to open fire. It was difficult to tell the distance the leading troops were from me, so the safety factor was that fire was opened some considerable distance, even up to 1,000 metres, away from where we were.

Adjustments were made to move the gun fire closer. On one occasion I was told on the company net that it was too close. I actually screamed a number of times over the radio net the word "stop". This was because I could not hear many of the acknowledgements from the gun

area when transmitting fire orders. Normally the artillery observers will give fire orders and will receive the acknowledgement. When I screamed "stop", the guns had to stop and they did. Another occasion when the guns had to stop and they were stopped for me, was when a helicopter was despatched to resupply small arms ammunition into the company area.



Sergeant Bob Buick took command of 11 Platoon after his platoon commander was killed. When he requested artillery fire on his own position I spoke with him directly on the company radio net. He had apparently assessed that with about 10 men left out of 28, they could not survive more than another 10-15 minutes.

Even though he insisted, I declined. He advised me later that the fall on shot continued to be 50-100 metres from him and amongst the VC.

Everyone in the company was running short of small arms ammunition. I had some for the Armalite and Willie had some, but we did not have a particular use for it. We were too busy. Jack Kirby, a very fine Company Sergeant-Major, came to me and said, "Excuse me, Sir, have you any spare ammunition?" I could not understand why he should act in such a polite way. I told him to help himself from my pack and he did that. He said, "I am leaving you one magazine". He also left Willie Walker with one.

In the later stages of the battle when we were all in this base of ours with the wounded, members of the platoons had joined us, and there were far more people around in the Company Headquarters area. But it was at that time there were two incidents, one which impressed, and one which worried me. Most of the men were young, of the age 20 or so. One man I heard saying "steady, aim, fire". I think that was an example of what makes a soldier tick. After thorough training and even under stress he knew what was required and that is how he did it.

It was just at that time, in fact just after Jack Kirby had collected ammunition that I was very concerned because the VC had started attacking from a different direction. I ordered the removal on one battery from the Regimental Fire Mission and applied it in that area. Jack Kirby saw it as well and we were very worried that we were going to be done. It did not deter Jack, he just went around collecting ammunition and distributing it.

The arrival of the relief force seemed to signal the end of the battle and, later Harry Honnor suggested that harassing fire in depth continue throughout the night.



When the battlefield was cleared the next morning an eerie silence pervaded a scene of utmost devastation. The men may have been mentally and physically exhausted after their ordeal but they continued their duties at Long Tan until it was time to return to the Task Force base at Nui Dat.

A Digger from D Coy later recalled:

"It got to the stage where we all thought that there was no way we could get out of there. The only help we seemed to get was from the artillery. Every time the enemy troops got close to us it seemed that a salvo of artillery would land amongst them, just in time. We didn't have all that much ammunition anyway, and we were using our fire properly and not wasting it. When they did build up and move in quickly it was always the artillery that kept them out of our way."

I am proud to have been with D Company 6RAR on that day.

Maj M.D. (Morrie) Stanley , M.B.E.

In the movies - Once applied, lipstick will never rub off - even while scuba diving.

Caribou Farewell.

John Sambrooks has confirmed that the dates for the Hangar Party and Farewell Parade for the Caribou will be held in Townsville from Thursday 5th November until Tuesday 11th November. The Melbourne Cup is on the 3rd November so it won't clash.



If you are thinking of going, would you please download the RSVP form from [HERE](#), fill it in and post it back to John Sambrooks at the address on the form. John has ordered 50 plaques (see [HERE](#)). 32 have already been sold so if you want one, you had better hurry.

You can also order caps and iron on transfers also, you can see what they look like [HERE](#). Sambo reckons he's ironed one of the transfers onto a shirt, but as Keith Kinch says, "*That's bullshite Sambo! When have you ever used an iron.*"

If you want to order any of these items, contact John by email johnsambrooks@optusnet.com.au

Seen in Dubai recently, so that's what 38Sqn is up to.....



Foreign aid might be defined as a transfer of money from poor people in rich countries to rich people in poor countries.

Job Offer

We received the following from Noel Hadfield. He was approached by GSA, a recruiting company, which has a job they are trying to fill. If you are not interested, perhaps you know someone who would be.

The job is with a Caulfield (Vic) based Aerospace Company which is seeking a Service Delivery Manager (SDM) to interface with their clients; the ADF and Government Aviation authorities. You can obtain a copy of the job description [HERE](#)



Further information can be obtained from:

Geoffrey Schmidt Associates (GSA)
Recruitment Specialist-Defence & Aerospace
Tel: 0418 210526 or (02)6255-8999 (AH)
ABN: 56 183 531 388

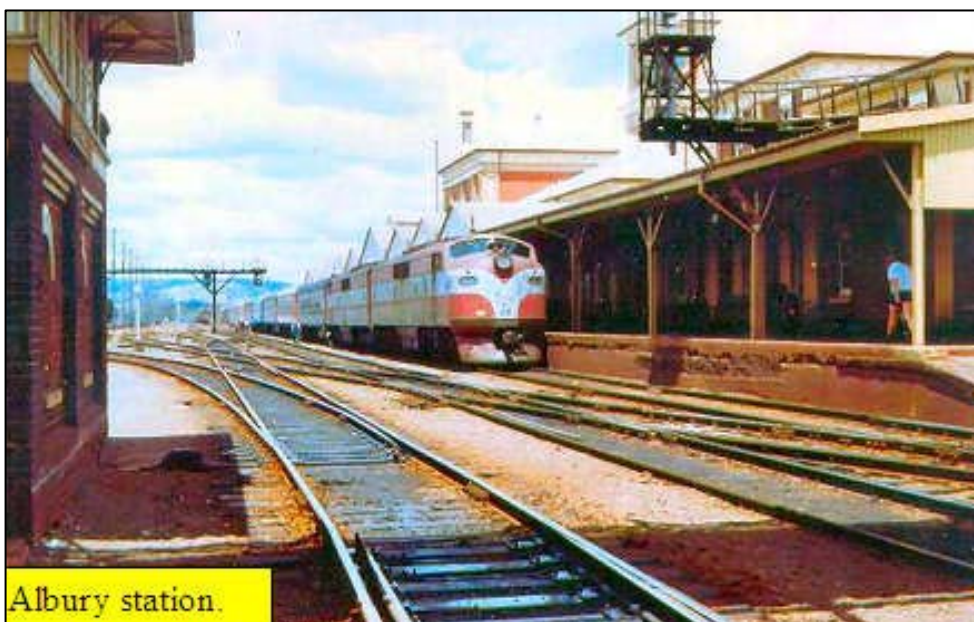
Why does "slow down" and "slow up" mean the same thing?

Prisoner – John Elliott

During my time on pool (1963-64), waiting for a radtech course, I got called to the WOD's office (was his name Chalky White?) and was told, "AC Elliott, you live in Sydney?? Got a job for you, you are to take a prisoner to Sydney for discharge". Shite says I, do I get a gun and handcuffs??? (Now just for the record I'm about 5ft 6in and definitely not of the athletic type). "No" says the WOD, "you are escorting an apprentice to Sydney for discharge"



Seems the story was that this lad had a long dalliance with a young lady on the base that just happened to be the daughter of a senior officer. I remember at Spencer Street station that a very nice young lady was there to see him off. I also seem to remember the trip to Sydney was memorable due the alcohol consumed.



Albury station.

His first act as the train pulled out of the station was to rip the Appy patches off his uniform and we then both proceeded to the bar for a drink. After a change of trains at Albury, I was able to convince the carriage train guard that I had a prisoner to escort (showed him the papers) and he let us have a "dog box" compartment to ourselves. I was also able to convince him that as there were a couple of navy boys on the train they could assist me. So the time between Albury and Sydney was one continuous game of cards and consumption of alcohol.

Does anybody remember who this person might have been (or were there so many young lads being tempted by the sins of the flesh).

41 RTC Get Together

These three blokes, who recently got together at lunch time, haven't been together since 1967 when they left Radschool after completing 41 RTC, the last of the split radio Mech/Tech courses.

Years ago, they would have met in a pub and batted on until stumps – oh, how times have changed. This meeting was held in a Coffee Club – sad isn't it???



L-R: Graeme Benthien, retired, living in Perth, West Australia
Trevor Benneworth, retired, living in Brisbane,
Laurie Gray, managing a group of Travel Agencies, living on the Gold Coast.

I went to a cemetery yesterday and saw four pall bearers walking around with a coffin.
Two hours later they were still walking around with it. Then I thought:
"These poor buggers have lost the plot!"

Discovery.

Noel Hadfield sent us some fantastic photos of the space shuttle Discovery. A lot of these photos have never been seen before and show the huge amount of preparation that goes on behind the scenes prior to each launch. If you want to see them (you will need PowerPoint) click [HERE](#). And if you want to see some fascinating information on the Space Station, click [HERE](#)

3AD

Kev Rosser says when he arrived at RAAF Amberley in 1967, 3AD consisted of two wooden framed hangars, one for Canberra E servicing and the other for Sabre E servicing.

The photo below shows two Sabres in a state of dismantle and was taken from the wing of a Canberra which had been put in the hangar due to the other hangar being chock full of Canberras which were in various stages of "in bits".

At the time, 1967/68, Vietnam was in full swing and there was a big push for serviceable aircraft. He says "I remember having to work right through 3 weekends in order to finish aircraft."



(Unfortunately you don't see images like that above in the Air Force any more. This photo was taken back in the days when Air Force people fixed their own stuff and got a lot of satisfaction from the job. Today it's a lot like working in pitt lane, fill the tanks, check the oil and change the tyres - tb)

At the time the troops at 3AD radio were:

Jeff Chapman (deceased)
Paul Thomas
Keith Lamb
Ken Winning
Chiller Sutton

Kev "Beastie" Bettiens
Blue Blinco
John Harris, and
Roy Dash (the angry ant)

The CO of 3AD at the time was the late (Sir) [James Rowland](#). I remember him well, as he awarded me with 14 days CB for having guns and ammo in my locker!



Only in Queensland – the Smart State!

Tough Life.

If you've ever thought life was tough, this will really put things into perspective. Click [HERE](#)

Alien Fishing.

Bruce Jones sent us this, we reckon it's one of the cleverest and funniest adds we've seen for a while. You can see it [HERE](#)

You don't stop laughing because you grow old; you grow old because you stop laughing.

Djinnang get together.

The Queensland branch of the Djinnang Association, which consists of ex RAAF Communications Personnel, had their annual get together and general meeting on the 30 May 2009.

As has been the case for the past 5 or so years, the event was held at the Queensland Public Service Club in Brisbane and was well attended with about 80 members and their partners attending.



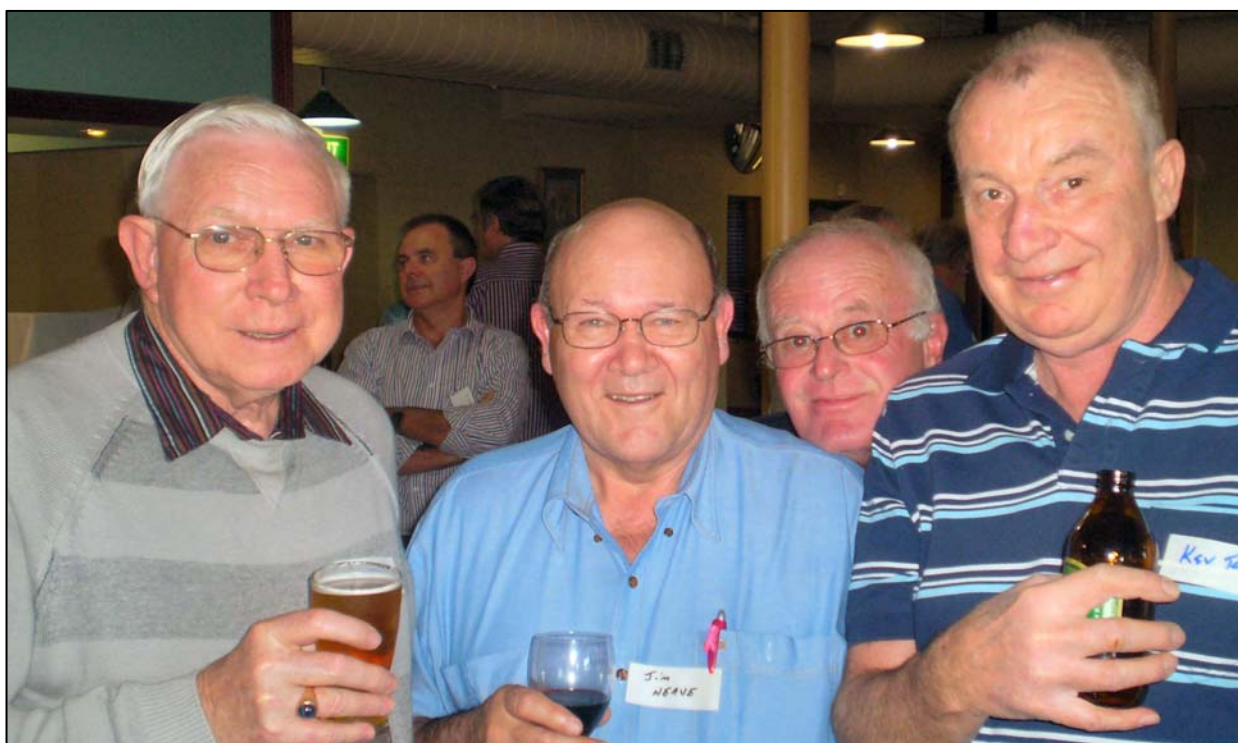
Mick Lawson was re-elected, unopposed, as the President of the Association.

The photos below are of just a few of the people who attended.



Cath Tierney and Yvonne Paget.

Why do toasters always have a setting that burns toast so black
that no sensible human being would dare eat it?



Ernie Gimm, Jim Neave, Tony Ireland, Kev Taylor



Sharon Mitchell, Barry Mitchell, Monica (Drew) Coles, Rob Coles



Lallee Jagiello, Shirley Watson, Betty Yardley.

The reunion was very well attended with some coming from far and wide. Cath Tierney and Dianne Hoopert followed the sun and came up from Hoppers Crossing in Victoria, Mick and Yvonne Paget came from Windsor and Lynton Clarke from Blaxland in NSW, Barry and Sharon Mitchell from Swan Reach, SA, John and Cathy Richards and Jim and Lorraine Neave came up from the windy ACT, Kev Taylor and Ian and Marg Greenacre came all the way over from WA, Lallee Jagiello left her winter woollies in Burnie, Tas, tossed the bikini into the bag and arrived ready to party, and Ernie Gimm heard she was coming so he left his shorts and thongs in Townsville, tossed the duffel coat into his kit and headed for Brisbane with a glint in his eye.

Why do people run over a piece of string with their vacuum cleaner
three or four times, then reach down, pick it up, examine it,
then put it back down on the floor again
to give the cleaner one more chance?



John and Cathy Richards.



Lorraine Neave.



Mick Paget, Dianne Hoopert.



Geoff White, Col Mallett, Ron Bellert.



Mick Lawson, Roy Smeaton, Ron Faulkner, Paul Curran.

The future ain't what it used to be.



Lynton Clarke, Rick Smith



Norm Simpson, Brian Paterson, Esme Paterson, Ray Thompson, Jim Neave.



Warren Faver, Dennis Greig, Pat Prior, Sandy Faver, George Harris





Marg Greenacre, Roslyn Smith, Ian Greenacre

The Prime Minister was in Iraq and was chatting to 3 blokes, one from each of the 3 services.

He asks each one what they would do if they woke up one morning and found a [camel spider](#) in their tent?

The digger says, "I'd reach over, grab my bayonet and stab it to death!"

The matelot says, "I'd reach over, grab my boot and bash it to death!"

The airman says, "I'd reach over, pick up the phone, call hotel reception and ask who the hell put a tent in my room?"



A man and a woman were sitting beside one another in the first class section of an airplane. The woman sneezed, took out a tissue, gently wiped her nose, and then visibly shuddered for ten to fifteen seconds. The man went back to his reading. A few minutes later, the woman sneezed again, took out a tissue, wiped her nose, and then shuddered violently once again.

Concerned that the woman might have a cold, the man was nevertheless curious about the shuddering. A few more minutes passed and the woman sneezed yet again and as she did earlier, she took out a tissue, wiped her nose and her body shook even more than it did before.

Unable to restrain his curiosity, the man turned to the woman and said, "I couldn't help but notice that you've sneezed three times, wiped your nose and then shuddered violently. Are you OK?"

"I am sorry if I disturbed you", she said. "I have a very rare medical condition; whenever I sneeze I have an orgasm." The man, somewhat embarrassed now, was still curious. "I have never heard of that condition before" he said. "Are you taking anything for it?"

The woman nodded, "Yes, Pepper!!"

OOPS!

On Jan 30, a USAF C-17 Globemaster made a “gear up” landing at [Bagram Air Base](#) in Afghanistan. The aircraft was extensively damaged. The crew escaped the aircraft safely and the emergency resulted in the temporary closure of the runway although normal operations resumed next day.

The picture at right shows the gear lever was in the UP position for landing, meaning the two pilots either forgot to, or for some operational reason, did not select the gear down. If both forgot, which, in a modern, multi crewed aircraft, is un-comprehensible, it would suggest that the pilot and the crew could have a little explaining to do.



This accident was the second bad C-17 landing in Afghanistan during the past two months: on Dec 23, another C-17 overran at Kandahar after landing.

What does this suggest?? Are the crews overworked or do the operating procedures need looking at.

Two Irish hunters chartered a plane to fly them to Canada, to hunt moose, and they managed to bag six. As they were loading the plane to return, the pilot said the plane could take only four moose. The two lads objected strongly. 'Last year we shot six. The pilot let us take them all, and he had the same plane as yours'. Reluctantly, the pilot gave in and all six were loaded. However, even on full power, the little plane couldn't handle the load and went down. Somehow, surrounded by the moose bodies, Paddy and Mick survived the crash.

After climbing out of the wreckage, Paddy asked Mick, 'Any idea where we are?' Mick replied, 'Yeah, I think we're pretty close to where we crashed last year.'



Lockheed – Alf Smith

During World War II, the US Army Corps of Engineers needed to hide the Lockheed Aircraft Plant at “beautiful downtown Burbank” to protect it from possible Japanese air attack. They covered the whole complex with camouflage netting and [trompe l'oeil](#) to make it look like a rural subdivision from the air. Back in the early 1940's, this was as close to special effects as you could get.



airport.

The photo at left is of the plant before camouflage commenced.

The airport runway, in the bottom left corner of the photo, was built in 1930. By 1934 the airport had become Los Angeles' primary airport known as Union Air Terminal. During the 1930's the Lockheed Aircraft Company, adjacent to the field, had evolved into one the nation's largest aircraft manufacturers and in 1940 Lockheed purchased the

It was then renamed Lockheed Air Terminal and used to test and pre-delivery Lockheed aircraft. It also remained Los Angeles' primary civil airport and remained the area's only civil airport throughout the Second World War.

During the war, the Royal Air Force's Air Technical Services Command and the US Army Air Forces Western Technical Training Command had operations at the field.

Once camouflaged, the main Lockheed plant and runways were made to appear as grain fields and houses, and the parking lot was covered over with netting to appear as alfalfa fields. In addition, an extensive smoke screen system was installed to hide the plant under smoke.

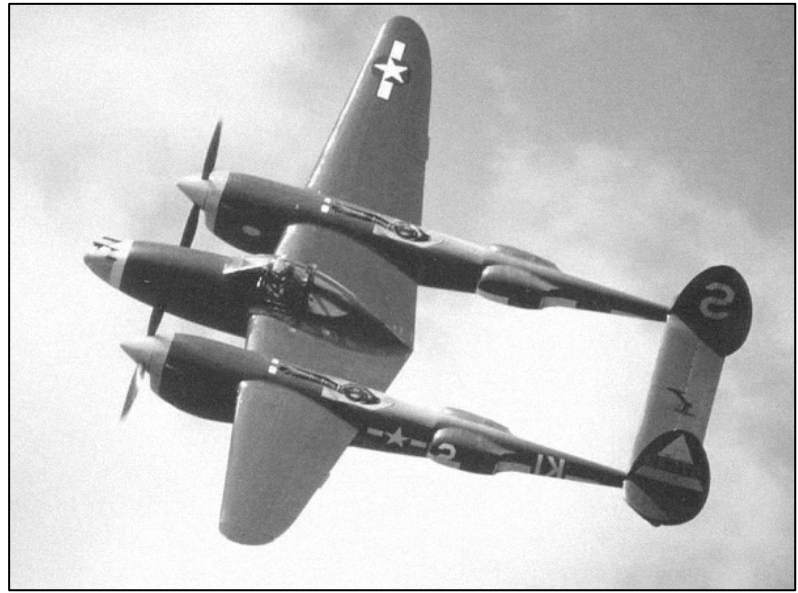
The photographs below were taken during the early 1940's by the U.S. Army Corps of Engineers as they were completing the massive camouflage effort.



During the war years the American people and the military were quite concerned about possible attacks by the Japanese on the mainland. Lockheed was a huge military aircraft manufacturing centre in California, as well as an active P-38 fighter base.

What should you do if you see an endangered animal eating an endangered plant?

At this facility they manufactured the famous Lockheed P-38 Lightning, right, and the Hudson bomber, below.



You can be overwhelmed and you can be underwhelmed, but can you be whelmed??





Humans are the only species on earth that have face-to-face sex.

The idea of deceiving the enemy as to what you are doing was not new. Trying to hide individual items from observation was not new, trying to hide whole factories from aerial bombing during The Second World War was new.



After December 7, 1941 the Lockheed and Boeing aircraft factories along the West Coast were put under netting to try and hide them from Japanese aircraft attack. The Boeing plant went even further with fake houses and trees over the factory. The effectiveness of this was never tested, no Japanese aircraft got anywhere near these factories, but it did instill the sense of the war, the collective threat, to the people not on the front lines in those areas.

The Germans also went to elaborate lengths to hide factories with netting

and smoke screens - even so far as to build dummy oil refineries with similar reference points to fool bombardiers trying to hit it instead of the real factory a few miles further on – it's actually known to have worked once. However, besides from that rare case, hiding a factory would ONLY work if no aerial - or any type of images - of the factory was in possession by the enemy before the pre-mission photo-recon picture had been taken. Hiding a SINGLE item this big never worked - the bridges, rivers, prominent intersections etc would all still be there to allow a proper bomb drop on the factory.

You would have to hide everything around it within a couple of miles so that the person toggling the bombs could not be sure exactly where the target was. Off by 10 seconds means you miss the whole target. Thus you need to fake the scale in the camouflage or shift it over by at least a mile by making a new complete factory along with roads, intersections etc to match the original.

Early in the war that may not have helped - 60% of American bombs that were dropped often missed the real target aiming point (a 1000 foot circle) and hit everywhere around it, so doing the camouflage work then may have actually caused more damage. By late 1943 it had



changed so that 60% of bombs dropped usually hit within the 1000 foot radius of the aiming point.

Early in the war a typical mission would have between 250 to 350 B-17s hitting a single target, which means anywhere from 3,000 to 4,200 individual 500

pound bombs exploding within 1000 feet of the aiming point - which would utterly destroy any target. This never happened. The longer the distance flown the less bombs carried. So for a deep raid, each aircraft would have only eight 500 lb bombs in the bomb bay with the remainder of the bomb bay filled with extra fuel tanks. With the accuracy so poor higher numbers of aircraft had to be sent so that statistics would ensure enough actually hit the target. By late 1944 they would send a single group - 56 aircraft to hit a single target and it would be destroyed. The accuracy had gone up due to better ballistic calculations and training of the bombardiers plus better bombing formation tactics employed.

Show me a man who always has two feet on the ground,
and I'll show you a man who can't take his pants off

But, as bombing became more accurate, deception techniques actually worked better since every second of flying meant at least a 227 foot (70 metres) error. A person at 25,000 feet looking through a scope cannot see both ahead to see what is coming up and the immediate view of the traversing ground at the same time. A bombardier had just 120 seconds to line up and drop his load of bombs. Thus if the target comes into view just 10 seconds earlier than he thought it would and he drops - and at this time of the war the whole group dropped on the signal of the lead plane's smoke marker - the whole group drops early and you can save the real target.

It's interesting to note that in January of 1944 there was a change in policy which stated that all aircraft were to be left in their natural metal finish. This cut down production time as there no painting required plus it saved weight - which meant either more fuel or bombs could be carried. Back then, paint was lead based and weighed about 20 lbs/gal and had a coverage of about 200 sq feet a gallon. The weight of paint would reach 500 lbs or more on a Flying Fortress.

Tower: 'Qantas 123, ...and for your information, you were slightly to the left of the centerline on that approach.'

Qantas 123: 'That's correct; and, my First Officer was slightly to the right'

Djinnang Health Survey of ex Technicians and Operators.

– Russ Walker



The Djinnang Association (ex 3TU staff and associates) has been conducting a health survey of ex technicians and operators for nearly two years now. There has been a concern among members that, particularly those who did not serve overseas have been ignored by DVA in relation to numerous health issues.

At the 2007 Djinnang Association meeting in Brisbane we had a straw poll of members who had claims rejected by DVA. A majority responded. We then did a show of hands survey which indicated that the prominent issues were skin problems, eye problems and a range of skin cancers (BCC, SCC and Melanomas). However the major concern expressed was the significant number of our contemporaries who had died of cancer or cancer related illness. The whole spectrum of illness is covered in the responses to the survey but some are one-offs. Establishing the significance of each illness or type of illness is beyond my limited resources and skills.



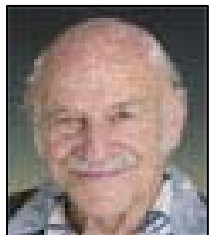
It is probable that there is an underlying problem that caused the most common illnesses.

After the 2008 meeting I wrote and distributed (through Ernie Gimm) a paper that outlined a more [detailed survey/questionnaire](#) which would include predominantly people who had worked in commcens as operators or technicians. Scope was available for technicians who worked in Depots, workshops, TX, RX or Radar sites to also respond as well as people from Navy and Army. The intent of the survey was to identify the range and types of illnesses experienced and to see if there was any clustering of particular illnesses or symptoms. Interestingly, we have received three responses from Navy staff (TelsTech equivalents) that were exposed to [TurcoSolv](#) and exhibit similar illnesses and symptoms to the RAAF personnel.

Perhaps, by good fortune, the survey has covered both a period and people with whom I was either familiar or closely acquainted. To me that makes the survey all the more realistic and somewhat personal. To date the database contains 50 cases many with multiple illnesses. The most chilling statistic is that 29 persons recorded a cancer related illness that had required medical treatment and in many cases on-going treatment. The other sad statistic is that of the 50, there are 22 deceased - the majority from some form of cancer or another. With the exception of a couple of the operators, I knew each person personally. For a number of them I had worked in the same or similar environments at the same time periods. In some ways this tends to validate the scope of the sample i.e. a group of people who worked together in a particular environment, at a particular time, and were exposed to the same working conditions. Unfortunately a number of that particular population is now deceased.

The road to truth is long and lined the entire way with annoying bastards.

In my claim to DVA I provided evidence that the solvent cleaner TurcoSolv in the formulation used from 1960 to possibly 1980 was a known and gazetted carcinogenic. I also argued that apart from the direct contact the fumes from the solvent was circulated throughout commcens via single air-conditioning system in use at the time and these fumes were supplemented by PCB (see note below) fumes from KW26 power supplies (right) and cigarette smoke. I had this theory tested by Dr John Pollak (below) a toxicologist at the Sydney University and he supported



the claim. He has written many papers and a book on toxicology and was also involved in studies on Agent Orange and its effects on Australian servicemen. However, DVA would not recognise him as he was a PhD not a medical doctor. They sent me to a Brisbane doctor who did not mention Dr Pollak's findings in his report and predictably



did not agree with a single issue that I had claimed. In disgust I withdrew from the process. The stress of fighting with DVA was making me quite ill.

Since the advent of the F111 de-seal/re-seal claims; Air Force has set up an ex serving members office at Amberley to examine health effects on past serving members. I will be presenting the findings at the Djinnang Association meeting on 30 May 2009 here in Brisbane. Our intention is to try and get some recognition that these statistics show a high incidence of cancer related deaths and a high incidence of skin and eye disorders amongst ex serving members. We will also be seeking to have a more detailed study made of our findings, perhaps by a university. Our long term objective is to have DVA soften its very hard line approach to providing services to people who have in fact been injured because of past unsafe work practices. It seems that the [Statement of Principles](#) used by DVA does not recognise TurcoSolv as a carcinogenic. To be able to change this alone would be a major victory.

The [Australian Cancer Council](#) web site states that there are typically 37,500 deaths from all types of cancer in Australia per year. We have a population of about 21,732,000. That makes the typical death rate due to cancer about 0.2% of the population. Our survey shows cancer deaths in our sample population at close to 30% overall. Even if the sample population and timing is in some way skewed the fact that there were actual people at a particular time and place is hard to refute. However, it still flags that there is an underlying problem that needs to be addressed.

We intend to approach the RAAF ex serving members office at Amberley initially but any other ideas or approaches would be most welcome.

Notes: PCBs [Polychlorinated Biphenyls](#) which were used as an additive to oil filled transformers from the early 1940 to as late as 1980 when it was prohibited because it was identified as a carcinogenic substance. The substance is toxic and as a double

whammy techs used TurcoSolv to wash PCBs off their hands because it was so difficult to remove.

My personal experience was that soap and water was ineffective. Dr Pollak warns in his studies that it is the mix of numerous in-use cleaning solvents that harms the human immune system.

Carbon Tetrachloride (CTC), TurcoSolv and PCBs added to soldering flux removal solvents and Isopropyl alcohol also used for cleaning were used commonly throughout the RAAF from the 1960s to the 1980s and possibly later.

The other key consideration is the effects of unintended exposure to side stream cigarette smoke. As you would know smoking was permitted in all commcens and sometimes it looked a bit like making your way through smog as a high percentage of operators were smokers.

CTC was the main component of the Freon spray cans used to clean electronic components in the RAAF. Unfortunately there were no warnings of their toxicity or potential for long term deleterious health affects.

A man who just died is delivered to a local mortuary wearing an expensive, expertly tailored black suit. The female blonde mortician asks the deceased's wife how she would like the body dressed. She points out that the man does look good in the black suit he is already wearing.

The widow, however, says that she always thought her husband looked his best in blue, and that she wants him in a blue suit. She gives the blonde mortician a blank cheque and says, 'I don't care what it costs, but please have my husband in a blue suit for the viewing.'

The woman returns the next day for the wake. To her delight, she finds her husband dressed in a gorgeous blue suit with a subtle chalk stripe; the suit fits him perfectly. She says to the mortician, 'Whatever this cost, I'm very satisfied. You did an excellent job and I'm very grateful. How much did you spend?' To her astonishment, the blonde mortician presents her with the blank cheque. 'There's no charge,' she says. 'No, really, I must compensate you for the cost of that exquisite blue suit!' she says.

'Honestly, ma'am,' the blonde says, 'it cost nothing. You see, a deceased gentleman of about your husband's size was brought in shortly after you left yesterday, and he was wearing an attractive blue suit. I asked his wife if she minded him going to his grave wearing a black suit instead, and she said it made no difference as long as he looked nice.'

'So I just switched the heads.'

Russell presented a report to the 2009 Djinnang annual meeting/reunion, and you can read a copy [HERE](#). If you have a health problem that you feel results from your time in the service, and you are having a job getting any help or support from DVA, you should complete the questionnaire and return it to Russell. The RAAF have set up a special cell at Amberley which

could make things a lot easier for you and Russell is about to make representation to them. If you want your situation argued for you, you should complete the survey/questionnaire and return it to Russell ASAP. You can access the questionnaire [HERE](#).

Your health is your most important asset – don't mess with it.....

Common Sense.

Today we mourn the passing of a beloved old friend, Common Sense, who has been with us for many years. No one knows for sure how old he was, since his birth records were long ago lost in bureaucratic red tape. He will be remembered as having cultivated such valuable lessons as: Knowing when to come in out of the rain; Why the early bird gets the worm; Life isn't always fair; and maybe it was my fault.

Common Sense lived by simple, sound financial policies (don't spend more than you can earn) and reliable strategies (adults, not children, are in charge).

His health began to deteriorate rapidly when well-intentioned but overbearing regulations were set in place. Reports of a 6-year-old boy charged with sexual harassment for kissing a classmate; teens suspended from school for using mouthwash after lunch; and a teacher fired for reprimanding an unruly student, only worsened his condition.

Common Sense lost ground when parents attacked teachers for doing the job that they themselves had failed to do in disciplining their unruly children.

It declined even further when schools were required to get parental consent to administer sun lotion or an Aspirin to a student; but could not inform parents when a student became pregnant and wanted to have an abortion.



Common Sense lost the will to live as the churches became businesses; and criminals received better treatment than their victims.

Common Sense took a beating when you couldn't defend yourself from a burglar in your own home and the burglar could sue you for assault.

Common Sense finally gave up the will to live, after a woman failed to realize that a steaming cup of coffee was hot. She spilled a little in her lap, and was promptly awarded a huge settlement.

Common Sense was preceded in death, by his parents, Truth and Trust, by his wife, Discretion, by his daughter, Responsibility, and by his son, Reason.

He is survived by his 4 stepbrothers;

- I Know My Rights.
- I Want It Now.
- Someone Else Is To Blame.
- I'm A Victim.

Not many attended his funeral because so few realized he was gone.

WRAAF Telsop Course, 1966.



Rear L-R:- Lynn Perring, Ruth Heeding, Mal Tait, Terry Cable, Ann Gledhill, June Ford
Front L-R:- Sandra Guy, Lillian Weber, Gerry Dradge, Pauline Davis, Leonie Kelly, Andy Rutherford

Does anyone know where any of these girls are today.



Allan George reckons that Father's Day is just around the corner and he wants one of these. He reckons this is a BBQ that is guaranteed to get everyone's attention.....he thinks it should be towed with the barrel facing backwards....you wouldn't have to worry about anyone tailgating you....

There's just enough religion in the world to make mankind hate one another,
but not enough to make mankind love one another.

Mosquitos.

Dick Harcourt, who was a radio bod with the RAF in Butterworth many moons ago, has sent us these wonderful old photos of RAF [De Havilland Mosquitos](#). He is sure the aircraft were of 105 Squadron RAF which, during the war, was stationed at [RAF Marham](#), in Norfolk which is about 100 miles north east of London. 105 Sqn was the first RAF squadron to operate the Mosquito.



Dick thinks the time would have been somewhere around December 1942. You can see the photos [HERE](#).



What ever happened to Stripe toothpaste??

WW II Monopoly Game - interesting secret.

Starting in 1941, an increasing number of British airmen found themselves as the involuntary guests of the Third Reich and the Crown was casting about for ways and means to facilitate their escape.

Now obviously, one of the most helpful aids to that end is a useful and accurate map, one showing not only where stuff was, but also showing the locations of "safe houses" where a POW on-the-lam could go for food and shelter.

Paper maps had some real drawbacks -- they make a lot of noise when you open and fold them, they wear out rapidly, and if they get wet, they turn into mush.

Someone in MI-5 got the idea of printing escape maps on silk. It's durable, can be scrunched-up into tiny wads, unfolded as many times as needed, and makes no noise whatsoever.

At that time, there was only one manufacturer in Great Britain that had perfected the technology of printing on silk, and that was John Waddington, Ltd. When approached by the government, the firm was only too happy to do its bit for the war effort.



By pure coincidence, Waddington was also the UK Licensee for the popular American board game, Monopoly. As it happened, "games and pastimes" was a category of item qualified for insertion into "CARE packages" dispatched by the International Red Cross to prisoners of war. Under the strictest of secrecy, in a securely guarded and inaccessible old workshop on the grounds of Waddington's, a group of sworn-to-secrecy employees began mass-producing escape maps, keyed to each region of Germany or Italy where Allied POW camps were located. When processed, these maps could be folded into such tiny dots that they would actually fit inside a Monopoly playing piece. As long as they were at it, the clever workmen at Waddington's also managed to add:



What ever happened to heated hair rollers?

1. A playing token, containing a small magnetic compass.
2. A two-part metal file that could easily be screwed together.
3. Useful amounts of genuine high-denomination German, Italian, and French currency, hidden within the piles of Monopoly money!
4. British and American air crews were advised, before taking off on their first mission, how to identify a "rigged" Monopoly set -- by means of a tiny red dot cleverly rigged to look like an ordinary printing glitch, located in the corner of the Free Parking square.

Of the estimated 35,000 Allied POWS who successfully escaped (seems a huge number to us?? – tb), an estimated one-third were aided in their flight by the rigged Monopoly sets. Everyone who did so was sworn to secrecy indefinitely, since the British Government might want to use this highly successful ruse in still another, future war.

The story wasn't de-classified until 2007, when the surviving craftsmen from Waddington's, as well as the firm itself, were finally honored in a public ceremony.

It's nice when you can play that "Get Out of Jail Free" card for real!

(We don't remember who sent us the above, it's a good yarn, but we do believe it could be an eRumour.....who knows????? – tb)

Vet Affairs.

If you're a vet, you're probably a bit unsure as to the benefits and facilities that are available for you. Well, the Government has provided a very useful "Kit" which sets out all your rights and benefits and outlines the support that is available to you.



While the Kit will not answer all your questions, it is none the less very comprehensive and covers 51 pages. It is in PDF format and will give you a wide-ranging guide to payments and services available to veterans and their families.

This issue contains the current rates of pensions and allowances from 20 March 2009 to 30 June 2009, after 30 June, you can get the new (if any) rates from [HERE](#)

You can download your copy of the Kit from [HERE](#).

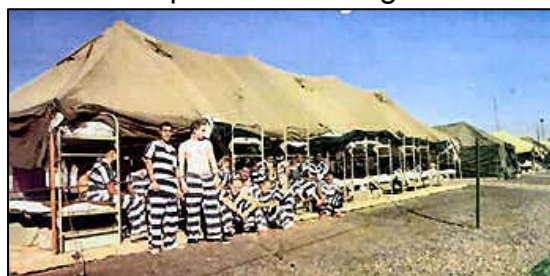


What ever happened to Velvet Bar Soap??

SHERIFF Joe Arpaio of Arizona!

Sheriff Joe Arpaio was first elected as Sheriff in Arizona in 1993 and it was he who created the '[Tent City Jail](#)'. He stopped smoking and porno magazines in the jails and he took away the prisoners' weights and cut off all but 'G' movies.

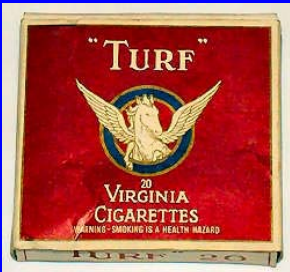
He started chain gangs so the inmates could do free work on county and city projects and in 1996 he started chain gangs for women, not so he wouldn't get sued for discrimination, as is often stated in articles about him, but because it suited his beliefs – "I don't believe in discrimination in my jail system" he is quoted as saying, "Crime knows no gender and neither should punishment.



He is also proud of having lowered the cost of feeding inmates in his care. Though assorted news articles quote slightly differing figures, a 40c per serving expenditure is the one most often touted. "It costs more to feed our police dogs than our inmates. The dogs have never committed a crime and they work for a living," Arpaio said.

In 1998 Arpaio instituted a policy of charging inmates for their meals, levying a dollar-a-day tariff against

each of those incarcerated. In 1994 he banned coffee from the Maricopa County Jail, but he did so not because of its lack of nutritional value, but to protect inmates and guards from hot-coffee assaults by other inmates and to lower costs. (By eliminating the estimated 5,000 cups of coffee served daily for 5,400 inmates, it was expected the county would save \$594,158 a year.)



What ever happened to Turf cigarettes?

When the inmates complained, he told them, 'This Isn't the Ritz/Carlton..... If You Don't Like It, Don't Come Back.'

On one occasion, when the temperature reached 116°F (47°C) about 2,000 Inmates, living in a barbed-wire-surrounded tent encampment at the Maricopa county jail were given permission to strip down to their government-issued pink boxer shorts. Another time, with the temperature reaching 138°F (59°C), hundreds of men, wearing just boxers, were either curled up on their bunk beds or chatted in the tents. Many were swathed in wet, pink towels.

Sheriff Arpaio, who long ago started making his prisoners wear pink, and eat bologna sandwiches, was not one bit sympathetic. He said he had told all of the inmates: 'It's 120°F in Iraq and our soldiers are living in tents too and they have to wear full battle gear, but they didn't commit any crimes, so shut your mouths!'

Maricopa County was spending approx. \$18 million dollars a year on stray animals, like cats and dogs. Sheriff Joe offered to take the department over, and the County Supervisors said okay.



Whatever happened to Vincent's Powders?

The animal shelters are now all staffed and operated by prisoners. They feed and care for the strays. Every animal in his care is taken out and walked twice daily. He now has prisoners who are experts in animal nutrition and behavior. They give great classes for anyone who'd like to adopt an animal. He has literally taken stray dogs off the street, given them to the care of prisoners, and had them placed in dog shows.

The prisoners get the benefit of about \$0.28 an hour for working, but most would work for free,

just to be out of their cells for the day. Most of his budget is for utilities, building maintenance, etc. He pays the prisoners out of the fees collected for adopted animals.

Many have long wondered when the rest of the country would take a look at the way he runs the jail system, and copy some of his ideas. He has a huge farm, donated to the county years ago, where inmates can work, and they grow most of their own fresh vegetables and food, doing all the work and harvesting by hand.



What ever happened to vertical grills?

He has a pretty good sized pig farm, which provides meat, and fertilizer. It fertilizes the Christmas tree nursery, where prisoners work, and you can buy a living Christmas tree for \$6 - \$8 for the Holidays, and plant it later.

In July 2007 Sheriff Arpaio launched a hot line for calling in tips and information about people living and working in Maricopa County illegally. Then in September 2007 he unveiled “moving billboards” in the form of four trucks and eight inmate passenger vans plastered with the hot line number and signs reading “Do Not Illegally Enter” and “Help Sheriff Joe Arpaio Fight Illegal Immigration and Trafficking.” Critics contend that this move constitutes racial profiling: Sheriff Arpaio maintains that his signs say nothing about ethnic backgrounds: “It says illegal immigration and trafficking. I don’t care where they’re from.” He said Immigrations and Customs Enforcement wasn’t doing enough in his eyes, so he had 40 deputies trained specifically for enforcing immigration laws and he bought 4 new buses just for hauling folks back to the border.

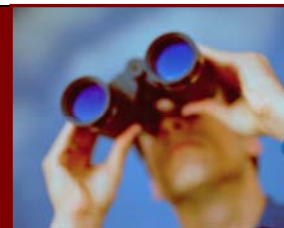


What ever happened to Reckitt's blue?

Maybe if all prisons were like this one there would be a lot less crime and/or repeat offenders. Criminals should be punished for their crimes - not live in luxury until it's time for their parole,

only to go out and commit another crime so they can get back in to live on taxpayers money and enjoy things taxpayers can't afford to have for themselves.

Where are they now?



Ian Champion is trying to find **Chris Roberts**, ex RadtechG as there is a 26 Appy reunion planned and Ian would like to ensure **Chris** knows about it. **Chris** was last heard of at 3CRU, and Ian believes he may have continued working at 3CRU as a civvie after he was discharged. If anyone knows of **Chris'** whereabouts and if he is interested in catching up with his old course mates would they ask him to contact Ian Champion via [EMAIL](#)

Jock Young is looking for **Rob Montgomery** (right), who was an electrician and when Jock knew him they were both with 38 Squadron. He used to live next door to Jock in Westmarket Street in Richmond. He was married and his wife's name was Joan.

Jock thinks **Rob** would now be about 72-75.

Does anyone know of his whereabouts??



Ernie Gimm sent us this. He says: "The following was received from Sol, the daughter of **Bruce (Sticky) Gluyas**, who is seeking input on his life in RAAF communications as a Teleg. I spent time in Malaya with Bruce in 1960/62, at MTU, at Nui Dat 66/67 and later in Darwin in 77/79. I last saw him as an Army Reserve Captain in the mess in Penrith in 1981. Bruce passed away some 17 years ago

of cancer. I have passed this on to Sol but Bruce was a bit of a legend in his time and I'm sure that there are stories out there that would gladden his daughter's heart. Below is her plea.....

Dear Sir/Madam, I am seeking information about my father **Bruce Edward Gluyas**. Dad was born in Young NSW on October the 30th 1926, he joined the Air Force at the age of 20 and stayed for 32 years, he worked in communications. In 1960 we, his wife Shirley, daughter Yvonne, son Colin and myself (at the time known as Cheryl) were posted to Penang, we returned to Australia about 2 years 8 months later and were sent to Windsor NSW. Shortly after this, Dad was given a posting to Werribee Vic, my mother refused to continue moving which

resulted in us losing our father. At one time when I was about 14 dad came down from Darwin where he was then working and took my mother to court to try and get custody of me, I wasn't allowed to attend and was given no choices,

I stayed with my mother who shortly after sent me to work on a dairy farm near Lismore. At the age of 17 I hitch hiked to Melbourne as I heard that my father was back in Werribee, rang the sergeants' mess and found him. He found me accommodation and I stayed in the area for 6 months or so. After that I lost touch with him for a few years, he was in Vietnam and Darwin while I drifted.. After my grandmother died my father transferred to the department of defence in Canberra so he could be near to Young to help my grandfather on his property. As I was now living in Sydney I was able to see him quite often as I went to the property at least every shearing season to help him, this was made very difficult due to his current wife's jealousy and her attempts to keep him away from his family.

Dad was extremely proud of his R.A.A.F days and had his medals and other memento's displayed on a wall chart he had made. By this time he had inherited his father's property. Dad rang me one day to let me know that doctors had found a 'shadow' on his lung, I went to stay in Canberra where he was in hospital, after an operation he was sent home but was so badly looked after that he soon ended up in a hospice in Young where his wife was banned from visiting him as she continually argued with him and hindered his progress. I went and stayed in a hotel in Young so I could visit with him. Some how his wife managed to get him transferred back to Canberra hospital from where she managed to sell our family property and bought a house in Tickera SA about 100 kms from Adelaide. SA family law differs from NSW, she hired a private plane and flew him to SA on Christmas Eve where he died on January the 4th isolated and alone apart from his wife.



His wife rang me at about 4am to tell me he had died, she had him buried two days later, I was not able to attend his funeral as I had two small children and no way of getting there with such short notice and no money, I am not happy about him being buried in SA, have never been there and don't know where he is, he shouldn't be there, he had no association with SA and is left there alone as his wife sold that house soon afterwards and moved to Melbourne. Ideally I want him moved to Young NSW where he was born and all of his relatives are buried.

Why I am writing to you is that I know hardly anything about him, His wife passed no information, mementos, medals, photos of what he achieved. I miss him so much and regret not having more time to talk to him, every day I worry about him and think about him. Time doesn't help or heal, it is 17 years since he died and I need to know what he achieved and where he went while working for the RAAF, I feel that no-one cares about his life or what he did, my son cares but I don't know much about his Air Force life to pass on any information.

Thank you - Sol Gluyas

If you can help, direct your mails here and we will pass them on. - tb

Bob Richards was on 62 RTC in 1972-74 and is looking for Warrant Officer Nothard, Ron Baker, John Farrer and Peter Haddow from Radschool days. He's also wishing to make contact with Ted Morley. Can anyone help.

Your say!



Force 2030.

The (then) Minister for Defence, The Hon. Joel Fitzgibbon MP, advises that the publication "**Force 2030 - Your Guide to the 2009 Defence White Paper**" is available for downloading as a PDF. If you want a copy you can get yours [HERE](#).

How many of you believe in telekinesis? Raise MY hand!

John Richards would like all members of the Djinning Association to know that some of the blokes who lived in the Airmans' Blocks 29, 30, 76 and the girls who lived in the WRAAF Barracks in Darwin between 1967 – 1970, will be heading to Darwin for a get together in October this year.



Some are travelling up to Darwin via the Ghan from Adelaide, meeting up with others who will be flying/driving there. He says, "At the moment we have 8 sure attendees but we'd like more. Your husband, wife, boyfriend, girlfriend, live in lover, whatever, are also most welcome. I will be trying to arrange a visit to the Base and hopefully lunch at the SGTS Mess

This is something different. Anyone who wishes to come along and join us would be most welcome. If you're a Djinning Assoc member and didn't serve in Darwin during

the period 1967-1970, no matter, you're still welcome to come. At this stage there is no formal agenda, with the exception of the Base visit."



The following have indicated their intention to attend:

- Keith (Blue) Green and Jenny
- Ian (Macca) McLaren
- Mike Golden (Goldie)
- John (JB) Barrett and Liz
- Peter (Jacko) Jackson
- Alan Webster
- Jackie Raisin (the first female Trinop posted to Dawin post WW11.
- John Richards (JR) and Cathy.

“If you want further details you can contact me via [EMAIL](#) or ring me on 0407 454 954”.

Friction can be a drag sometimes.

Steve Hartigan writes, he says, “I have received the following from Eric Easterbrook: *I have recently returned from 18 days volunteer fencing at East Kilmore in the Vic Bush fire area. When I left, the group that coordinated the volunteers had had 2300 volunteers go through their books for a total of 35,000 manhours/7 days a week.*



If you could let your readers know that there is still about 7,000 kms of farm fencing to be done and that a day, two days, a week or more would be very much appreciated. There were people from all walks of life, all parts of Australia and overseas volunteering. The group that I was with is called BlazeAid and can be found at blazeaid.com on the internet.

So if any folk have a bit of spare time on their hands and are looking for something healthy and worthwhile it may be something to consider.

Ian Champion got in touch and asked that we remind everyone that there is a proposed reunion of all bods that were on 26 Appies



course, irrespective of whether it was Appy Laverton or Appy Wagga – it's open to all trades, provided you were on 26 Appy. Ian says they have located all but one of the graduating members of 26RAC, which is Chris Roberts, so if anyone knows where Chris is, please let us know.

He says the Wagga guys have still got people to find but the numbers are good. If you want further info you can contact Ian via [EMAIL](#)

A bumper sticker - Blow your horn if you love peace and quiet.

Ian Collett wrote, he says, Hi all, I had hoped there would be a re-union on ANZAC Day this year - perhaps another time. If there's another trip to the Laverton site I would be in it. Thanks for keeping the magazine going.

We've tried Ian, but there doesn't seem to be enough interest in holding a reunion - tb.

Noel Hadfield wrote to remind members of the REOA that:

- **Mid Year Lunch** By popular demand we have sought formal approval to make use of the Officers' Mess in Victoria Barracks on Wednesday 17 June at midday. Approval is pending. We can accommodate up to 108 people in the main dinning room. Subject to approval for the lunch we will also offer a tour of the Victoria Barracks complex same as last year which also proved to be very popular. More details will be provided in the near future but pencil this date into your diaries.
- **Affiliation with RAAFA** No objections have been received from members for the REOA to become an affiliate membership group to RAAFA, in fact this is a comfortable and natural fit for us. As such we have paid the \$45 fee and we are now fully registered as an affiliate group to the RAAFA.
- **Badges..** The committee has been investigating supply and cost for metal badges similar to the current lapel badges the RAAFA and other associations/groups already have. An indicative cost of a one off cost of \$150 for setting up and a per unit price of about \$6 each for 50 badges has been quoted. A prototype using the REOA log is being sought to share with you and to gain interest.



- **DVA grant application.** A community grant has been lodged with the DVA for about \$9,000 to purchase necessary office equipment for use by the REOA. The grant is currently with the Minister and we expect to hear whether we have been successful or not within the next few weeks.
- **Proposed tour of RMIT building 9.** A tour/visit to RMIT has been proposed as we feel there would be a high level of interest given the large number of REOA members who would have undertaken some of their initial technical training at RMIT either as an apprentices or cadet. Initial contact with RMIT has been very positive. The committee will explore this further and seek interest for such a visit later in the year.

We heard from **Michael Butcher** who is an ex Tels Tech from 1TMT, he says, Hello there, read your article on James "Scotty" Potter just now. As a former member of the infamous "Rebound" band I would like to contact him. Currently my wife and I are travelling around the country for 12 months or so and we would like very much to catch up with him when he visits Australia. We will be back in Perth around December this year. I have incriminating photos of the band featuring Scotty, Ron Clayton, Peter Van and myself. Hope you can help, Regards.

Remember that silence is sometimes the best answer.

We also heard from **Wally Jolley**, he says, "Dear Radschool Association, My name is Wally (I will go to Charleville to do the engine change because it will keep me off the booze) Jolley (Elect Fitter - 38 Sqn).



Your coverage of [Laurie Lindsay](#) was cute and accurate; and I picked up on a few things about his sporting prowess that I hadn't known before, although I'm sure he would have told me if I'd have asked. Laurie was my avionics boss at 38 Sqn when I was there (did TPNG and Smartra). It was the days of the real RAAF with many a hard day followed by many a hard session after hours. There were a lot of characters about at the time; John (Porky) Donohue, Ted (the toe) Struggnell, (right) and

who could forget "Throbber" (I can weld any metal, except blue metal) McMullan.

One night, over the road from Richmond, at Ma's hotel, we managed to remove half of Laurie's moustache; we also introduced Laurie to faggot racing; which he seemed to enjoy, but which he had to deny when the CO questioned him about this strange practice the troops were getting up to on the second floor of the single's men's block.



The CO reckoned he must have known something about it as we kept singing "Hooray for Laurie, hooray at last, hooray for Laurie - he's a horse's xxxxx.

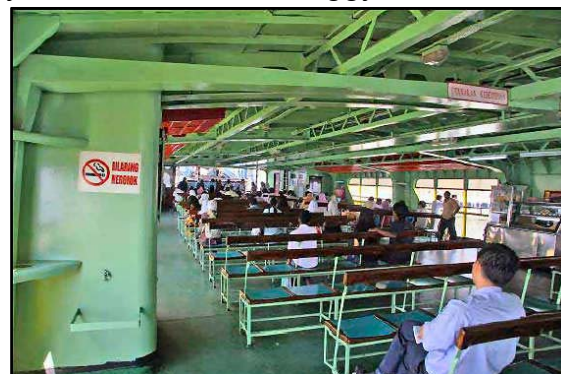
I'm currently working at RAAF Laverton and one of the Rads bods here is Robert (Bugs) Rose and he pointed out my coverage in the Rads Association. I have since read through most (which I think are well presented); and I was sad to see my old Rad mate [Jock Storer](#) (from 77 Sqn Butterworth days) had passed away. Good to see a few others, ie Sticks; and those terrible pair Broughton and Benneworth (right). I catch up with John and Trev on Anzac Day in Brisbane. Have to go back each year so Trev can remind me what we talked about the year before and how to get along with DVA. It is a great day in Brisbane; and the crowd really gets into it.



On [page 5 of Vol 23](#), I think the Sarge in the front row, on the left on Photo 1982 St Louis; is an Equipo, Laurie Taylor. Laurie now lives in the USA.

When I was in Vietnam, they reluctantly let Porky, Ted the Toe and me go for a bit of R and R in Butterworth. Well the trip over was fairly uneventful except the port engine kept back firing a bit (not exactly what you want to hear when you're 8½ thousand feet up). Anyway, we got to Butterworth OK and immediately got stuck into trying to fault-find that narky engine. While we rolled out the stands the rest of the group were waiting around as I had the expertise and the knowledge of where the best places were to go in Penang for one or six and a bit of fun. I'd foxed the place out pretty well when I was there in 1967-69 with the Mirages. Well the normal things were checked like the HT leads to the Maggy etc; and I took off the front cover of the maggy to check the insulation on the primary lead as the original insulation used to rub through and short out to the body. Anyhow, the insulation was the upgraded type and looked OK.

Just at this point some one bumped the prop, and luckily I noticed that the maggy breaker cam didn't move. Strange I thought; and we re checked; yep did not move. So I took out the Maggy and bingo, there was the problem. Turned out the internal drive in the engine for the maggy was bung. Result?? engine change for sure and a couple of extra days in Penang looked very much on the cards. We sent off an AOG to Vung Tau, but when the Engo saw who was on the flight, namely, Porky, Ted the Toe and me, he didn't believe us and sent one of the drivers down to check us out; obviously he thought we were pulling a stunt (What would they have known anyway??). Anyhow, the engine change got the go ahead, we closed the cowl, hit the tub, bunged on the clean



clobber and onto the ferry and into Penang we went. A few days after, over came the replacement engine; with the SENGO, WOE and our top sumpie, Ian “Beatle” Bailey. We finished the engine change and then back to Vung Tau we all went.

Anyhow, you have a great site and I enjoy having the read; and at least catching up on a few of the Rad guys I have enjoyed working with. All the best.

Trev Sanderson, who now lives in NZ, wrote, “As Course Mum of NO 4/87 SERGSUPMGMI Course 20JAN87-27FEB87, I can fill in the blanks



REAR L-R:- SGT John BURGESS, CPL Don MACQUEEN, CPL Dan VAUGHAN, SGT Grant JONES, SGT John ROSER, SGT Ken GRAHAM

CENTRE L-R:- CPL Eric GATEHOUSE, SGT Dennis PARK, CPL Wayne GIRDESTONE, SGT Peter MEEKINS, SGT Bill GIBSON, CPL Greg MILLINGTON, CPL Flo NIGHTINGALE, SGT Kel ROSER (Course Horse)

FRONT L-R:- CPL Sandy SMITH, CPL Dave HALL, FSGT Trev SANDERSON (Course Mum), CPL Milo KOPREK, CPL Bob CARRUTHERS.

As a result of the photo appearing in your wonderful Radschool Magazine I have had contact from friends I have not heard from for years –This was my first course as a Superman instructor and they were a fine bunch till the last night – but what happens in the boozier stays in the boozier.

Finding this site when it has a history of 27 Vols and started in May 1999 up April 2009 it has provided me with a few weeks of reading and seeing names that I served with and memories flooded back– like picking up a piano that John Broughton had purchased at an auction and Stu Walters coming along to help lift it into the Ute, the piano was full of white ants and parts of it crumbled as we lifted it into my Ute at Richmond in the early 70s or when Dave Lugg (right) moved out of his rental at 4 Hobart St, Richmond and he lined me up to move in, he didn't tell me at 7.00am every Sunday the C141 would pass over and the whole house would shake and rumble. (I checked it out on Google, the house is still there) a lot more memories are there but I will save them for another day. Cheers NB: Well done on your magazine, it is a beauty!"



Ron Ledingham has been working with Veterans' Affairs to obtain a grant to assist REOA's activities. Ron's efforts have been successful, as the attached self-explanatory message shows. He is now trying to arrange for the Minister or his representative to present the cheque at the REOA luncheon at Vic Barracks on 17 June 2009.

From: Gavin Marshall, (Senator)
Sent: Friday, 15 May 2009 3:18 PM
Subject: Veteran and Community Grants

Dear Squadron Leader Ledingham

It is my pleasure to congratulate the RAAF Engineers Officers' Association as a successful applicant in the Veteran and Community Grants program.

The Minister for Veterans' Affairs, Alan Griffin, has approved a grant of \$8,994 for the RAAF Engineers Officers' Association which will help you to purchase computer equipment to develop a website and produce a newsletter. It will also assist you to purchase equipment to aid in your presentations.

[Veteran and Community Grants](#) provide an important source of funding to local organisations for projects and initiatives that support the health and well-being of the veteran community.

Through Veteran and Community Grants, the Australian Government is supporting hundreds of projects across the country, which provide practical support to our veteran community.

These grants provide project funding to local organisations to meet the needs of veterans, war widows, widowers and their dependants. It is important to note that in many instances, these projects also benefit the wider community.

Projects funded by Veteran and Community Grants include promoting healthy lifestyles, community activities, helping veterans live independently at home and carer support. Your dedication to maintaining the welfare of our local veterans is greatly appreciated, and I am pleased to be able to recognise your efforts with a Veteran and Community Grant.

This is a valuable project that will be of great benefit to the veteran community here in Melbourne.

I congratulate you on your organisations success and I wish you all the best with this project.

Yours sincerely
Gavin Marshall
Labor Senator for Victoria



I tuned into the ABC to try and get some info on the Swine Flu epidemic.
All I got was crackling!

Noel Hadfield advises that the REOA committee is looking into the introduction of a lapel badge for members. He says “As our logo is quite a complex shape, it would be very expensive to provide a metal badge to this shape. A more economical approach is to use a standard badge style such as a round 25 cm diameter style and print our logo on it. We have been discussing the project with [Millers Badges](#) and this [LINK](#) shows in colour some further examples of the badge designs that are commonly available from Millers. Based on the response from Millers, we estimate that such a badge would cost members about \$8 each, plus pack and post where applicable. The latter could probably be provided free in the Melbourne area. To help with gauging interest in the proposed badge, please let me know when convenient if you would like to purchase a badge on the terms indicated.”

Ernie Gimm sent us this, he says “Following in the footsteps of John Richards' initiative for a Darwin reunion for the 1967-70 era, I am testing the water for a similar venture for some of us earlier types, the 1959-60 period. The idea actually came out of Ken Hillebrand's grey-drive a couple of weeks ago and we have been exchanging recollections of names we could muster from our time. So far, we have come up with the following list:

Tony Smith, Brian McDonald, Lester Cook, Wally Hull, Ron Usher, Bruce Waghorn, Lofty Carthew, Lofty Madison, Billy Budd, Merv Groves, Bob Harrison, Shorty Broadhurst, Jim Robbins, Mike Shannon, Des Grey, Clarrie Kitzelmann, Ollie West, George Kleinig, Darryl Corbett, Rod Lohse, Paddy Gardner, Jack Carrick (?), Ken Parish (MTD), and others who have slipped my failing memory.

Many of the old identities may be no longer with us but it would be good to reach as many of the survivors as possible and try to stir some interest in trekking back to the "Chew and Spew" and the "Hot and Cold" bar, in the unlikely event that they still exist. I reckon we could settle for a decent dinner and a tour of the modern Darwin (with skyscrapers, even).

Anyone who is interested can let me know and we can take it from there. 2010 is the target (during the dry) as this year is a bit congested. Pass the word around anyone you know who was in the old Sigs Hut 29 in our era.

Anyone interested can email John Stewart at jontish@tadaust.org.au or Ken Hillebrand at kenhillebrand@tadaust.org.au

Steve Hartigan has received the following request "My name is Neil Roche, and I served with 3RAR SVN, from 1967 to 1968. I have video footage of a Huey crew (not sure if it's 9 Sqn or not), and written on the back of the pilots helmet is either KUNNANARA KID or KOOKABURRA KID, and I'd like to be able to id the crew. Would any of your members be able to assist in this matter?" If you can throw some light onto this please get in touch with Neil direct at neilandsueroche@bigpond.com.

We've also received the following request for information from Gary (Gus) Parker, who is the President of the [National Vietnam Veterans Museum](http://www.nationalvietnamveteransmuseum.com.au) at Phillip Island. Gary says "Our Models Curator, John Loughman is chasing information on a Huey A2-1025 \"Ned Kelly\". Would you please see if any of your fellows has any information on it and contact both John and myself either way. If you can help please send your info to jjayel37@iinet.net.au

Ernie Gimm says he received the following request was received from **Ian Priddy**, who is the son of **Ivan H Priddy** "My fathers name was Ivan H Priddy. He served in Malaya and Hong Kong that I know of. He held the Active Service Medal 1945-1975. His service number was A12410. He was present when the Governor General's banner was presented in 1991 in WA, I think it was, and attended reunions as long as he could. He passed away in May 2007. Any other information you could pass on to me about his service time would be greatly received.

Thank you"



Ernie says he recalls the name but cannot assist Ian with any further information. He's hoping that some of our older ex 3TU members may be able to assist. Ian's email address is ianprid@hotmail.com If anyone can assist, could you please add Ernie's email address (gimms@internode.on.net) as a cc to your reply so that he can have his dad's name added to our Honour Roll if applicable.

Bob Richards says he just joined the Association after coming across the Radschool website - better late than never he reckons. We agree!!.

Bob was on 62 RTC at Laverton back in 1972-74 and about half way through the course, due to low numbers, they joined 62RTC and 63RTC course together and called the combined course 63RTC. He remembers the WOD at Radschool at the time was WOD Nothard.



Bob says he remembers an incident at Radschool, around 1974, as it was quite funny at the time. It involved a message being painted in black on the footpath, near the WOD's office! it read "It's nothard to be an a*se"

Maybe someone else remembers this.

A major investigation was mounted to find the culprits, but Bob doesn't think

they were ever found though nearly everyone was interviewed by the Super Sleuths to see if they knew anything!

After Radschool he spent some time at Willytown with 481 Maintenance Sqn (1974-1979). He says if he can find any old pics he will send them in.

Bob says, "I have always wondered what ever happened to those 4 valve superhet receivers we all (Radtech A's) had to build, tune and demonstrate as working. Can anyone remember the circuit? I can't remember if it used 7 pin valves 6BE6/6BA6 or 9pin 6EA8/6BL8 in the RF stages but I'm sure the audio stage was a 6BM8.

I'm getting old!."



Chinook / Huey footage

Ted McEvoy says he received the following from **Neil Harvey** who is making a film. He says. "I'm looking for some footage of any Chinook or Huey helicopter that has been filmed from the ground flying over. Alternatively, if anybody does know of period helicopters flying in the next few months I am willing to travel and film it.

The film is called Contact. It is loosely based on a poem written by an Australian soldier who served in Viet Nam and, like many, returned with PTSD. It is not a political film, nor is



it naively an anti-war film, it is simply about what happened to a generation of young men. The film has been made by a group of committed young people over the past year and we are hoping to have it ready to present to distributors around September/October. We've shot in Queensland, Northern NSW, and even some stuff in Viet Nam. Although we have quite limited funding, we have worked hard to try to be as accurate as we can to the period and details and want nothing more to make it as realistic as possible".

If you can help please contact Neil direct on the following email. Neilnfharvey@yahoo.com.au

News and Reunions!



REOA News!

DVA Grant Application.

Ron Ledingham advised that they have been formally notified that they were successful in gaining a DVA grant for \$8,994 for the purchase of an office set up and web design/update work. The paperwork formally accepting the grant has been signed and returned to DVA. Ron is unsure when the cheque will be available but approved items will be purchased as soon as possible plus updates to our web site.

Good outcome.

Metal lapel badges

The committee has agreed by popular choice a metal badge design of a pentagon shape (looks like a post box) with the REOA coloured logo centrally placed on a gilded gold background with single pin arrangement for wearing. The committee will now arrange to order some 80 badges for sale to the membership at \$8 each. The REOA will cover the once off charges for set up of design artwork of \$150.



Mid Year Lunch

Noel Hadfield advised that some 31 members had indicated their attendance at the lunch and 17 for the tour of Victoria Barracks. He said he has also received advice from the Federal Office of Senator Gavin Marshall that the date of our lunch coincides with sitting of parliament but Helen McMurtry from the Minister's office will attend our lunch on his behalf for formal handing over of the DVA grant.

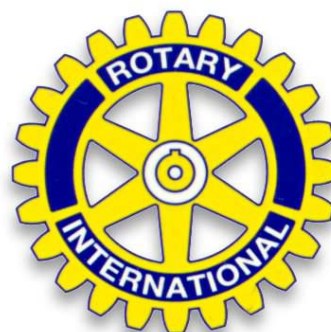
According to a new survey, women say they feel more comfortable undressing in front of men than they do undressing in front of other women. They say that women are too judgmental, where, of course, men are just grateful.

An e-mail has been received from Bob Bartram (right) detailing an informal approach from the "Red Door Group" which is for GPCAPT and above and is mainly centred in Canberra. The committee agree that this should be followed up and we should invite them to join us at our end of year function which is planned for Thursday 5 November 2009.



A tour/visit for member to RMIT has been proposed as we feel there would be a high level of interest given the large number of REOA members who would have undertaken some of their initial technical training at RMIT either as an apprentices or cadet. Initial contact with RMIT has been very positive. The committee will explore this further and seek interest for such a visit later in the year.

Col Muir, who will be known to a number of members, has recently been appointed as a District Governor of Rotary. This is a very significant appointment and of credit to Col. The committee agreed that we would draft a formal letter of congratulations to Col from the REOA committee and membership. Well done Col.



10 and 11 Squadron.

2009 marks the 70th anniversary of the formation of both [Number 10](#) and [Number 11](#) Squadrons, RAAF. A warm invitation is extended to all past and present members of 10, 11 and 492 SQN, as well as all those who flew, flew in or fixed the Catalinas, Sunderlands Neptune and the Orion Aircraft.



Schedule

The event will be planned around:

- semi formal first day at RAAF Edinburgh with a welcome, aircraft statics and an informal gathering in the hangar
- formal second day with a parade, and a dining-in night in Adelaide.
- Sports day with more opportunity to catch up with old friends and the option of watching the AFL Grand Final (go the Western Bulldogs).

The VP International bar will be open across the three days for all to meet and enjoy a convivial ale, whether you choose to attend all the formal functions or not.

DRAFT SCHEDULE OF EVENTS FOR 70TH ANNIVERSARY

Thursday, 24 Sep 09

Event	Location	Comments	Timings
Opening Brief	Base Cinema	Due to limited seating may be run in two sessions – 10SQN and 11 SQN (morning tea from 0900h if two sessions)	1000h – 1200h
BBQ Lunch	VPI	VPI will also be the attendee reception area for the event	1200 -
Open Day	FLTLINE	Static aircraft, section displays, crew rooms open, AFS/OMS open, HARS and possible P3 flying displays	1200 – 1700h
10 SQN Bash	Hangar	Informal mixed meet and greet to include food, entertainment	1830 - 2200
11 SQN Bash	Hangar	Informal mixed meet and greet to include food, entertainment	1830 - 2200
After Party	VPI Bar	Recovery function	2200 -

Friday, 25 Sep 09

Event	Location	Comments	Timings
Colours Parade	Parade Ground	Simple, but full parade including parading the Colours	1000h
BBQ Lunch	VPI		
Open Day	FLTLINE	Static aircraft, section displays, crew rooms open, AFS/OMS open, HARS and possible P3 flying displays	1100h – 1600h
Formal Dining In Night	Adelaide Convention Centre	Formal Dining In for both SQNs in separate areas of the convention Centre initially then join together. (Mixed event)	
Informal function	Base Messes	For those not attending DI	
Informal function	VPI Bar	Following formal DI Night	

Saturday, 26 Sep 09

Event	Location	Comments	Timings
Sport Event	Multiple	Golf/Lawn Bowls (Golf on RAAF EDN- Ambrose event?)	0800 - 1330
BBQ Lunch	VPI	Late Lunch perhaps	1330
Football Oval		AFL Match 10SQN versus 11SQN	

Aircraft Static Displays

The committee acknowledges the fantastic support given by HARS in providing both the PBY Catalina and Neptune aircraft for the event and for static display. The AP-3C Orion will likewise be available.

Transport

TBA

Accommodation

TBA

Contact Us

You can contact us via email. Please Click [here](#)

UPDATES

The large number of people, now spread across so many locations and occupations, that we would love to see at the anniversary will make this web site the central method of disseminating the plan for the event. Operational demands will mean that some details will change as the plan matures, but the organising committee will post them promptly. We look forward to seeing all old comrades, friends and family at what will be a great couple of days.

RSVP

If you would like to attend you can RSVP [HERE](#)

When the authorities warn you of the dangers of having sex,
there is an important lesson to be learned.
Do not have sex with the authorities.

RAAF Communicators reunion.

If you are an ex Operator, Technician, Officer or Switchy, then there is reunion planned for you on Saturday 5th September 2009.

It is being held at the [Canberra Club](#), ACT, starting at 11.00am with lunch being served from midday. The cost per person is \$30 and this includes nibblies and a very good lunch.



There is also a "Meet and Greet" night planned for the Friday night, 4 Sept, also held at the Canberra Club, starting at 5:30pm.

You can download a flyer with all the details from [HERE](#)

When Noah's creatures left the ark, two by two, they lost no time in procreating their species, but months later a pair of little snakes were still eating their dinners alone. Noah was very sorry for them, and enquired if he could help them.

'Oh yes please, Mr Noah.' said Mr Snake. 'Please could you make us some wooden furniture.'

Mr Noah was puzzled as to how this might help the little snakes to reproduce, but made the furniture. Soon he took it to the snakes, they were so pleased.

'Thank you so much, Mr Noah.' said Mr and Mrs Snake.

A few weeks later, Mr Noah returned to visit the little snakes, and was overjoyed to find lots of little snakes wriggling around. He was still puzzled as to how he had helped the snakes, but Mr Snake answered Mr Noah, saying:

'Well, Mr Noah, we're adders. We can't multiply without our log tables.'

Sorry Rupe!