

R.A.A.F. Radschool



Association of Old Boys & Girls

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Well the interest in a reunion might not have been there, but it looks like most are very keen to keep the RAM going—the response to our request for funds has been excellent, and we're now comfortably financial again. A special thanks to those that over subscribed, some very generously, we won't mention names, but it was very much appreciated. A few haven't subscribed, yet, so we've placed the # symbol on the envelope again and if you get one and want to continue to receive the RAM please send us your \$10. You can either post it in or direct deposit it into the Bank of Queensland, and send us an email. The account details are on the back page.

If you get a # and you've paid, please get in touch straight away so we can update our records.

We started using a different (better) printer last issue, and had a few problems with font compatibility. We use MS-Publisher 2000 to put this magazine together, but the firm with the damn big printer is still on MS-Pub 97—which causes a few problems. You would have noticed that in our last edition a couple of paras were missing the last line. This is caused by '97 repaginating prior to printing—it changes the space between characters and lines. We think we've fixed that.

Also—quite a few noticed we didn't mirror one of the Biak/Canberra photos on page 18. We found that after the RAM was printed, so too late to correct it, but it was fixed prior to being jammed up on the web site. See page 18 of this issue for the last word on that subject.

Anzac Day has once again been 'celebrated' throughout the country and they seem to be getting bigger and bigger every year. The Brisbane celebrations commenced with dawn service being held at numerous places, with one of the more popular being held at the Enoggera Army Base. After the service, those attending were served coffee and Anzac biscuits in the regs mess. Most RSL clubs had some form of dawn service with the rum making an appearance shortly after, while the official service was held at the cenotaph in Ann Street.

Brisbane's 'march' started at 10.30am, 30 minutes earlier than previous years, due to the large Army contingent taking part. The RAAF were well towards the rear, behind the Army and RAN, and 35Sqn marched off at about 11.30am, though there were still a few to come. The numbers and make up of the crowd lining the route was astonishing. It seemed to us that the numbers were up on last year, yet even though we marched off at least 60-70 minutes after the start, the huge numbers were still there, were just as enthusiastic as they were at the start, some holding up banners saying 'Thank You', most holding the Aussie flag, and all clapping.

We figured they had been clapping solidly for the whole 60-70 minutes and there was still 10-15 minutes of the parade left after us.

That genuine and enthusiastic response we received during the 10-15 minutes that we marched through that huge throng of people certainly made you think. The news media would have you believe that most people are lawless and anti establishment. Night after night all you see is video of protestors, or of people breaking the law, you only ever see the authorities' response to violence, never the violent act and after a while you tend to believe that a majority of Australians are anti authority, anti their defence force, that they are unsatisfied with the way the Gov't is steering this country, anti its immigration policy, anti the police, anti American, anti every damn thing, and you start to believe that perhaps they have good reason to be.

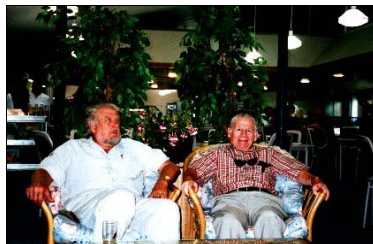
You start to believe that you're the odd man out because this stuff is fed up to you on a regular basis, and then you do an Anzac march. Then you march through hundreds and hundreds of people that make up the majority of the population and who also feel the way you do, that appreciate and expect law and order, appreciate and respect the Defence force, the police force, appreciate simple things like a day in the sun with the family. The Anzac experience lets you know that it's really not as they would have you believe.

It just confirms what you already knew—that it's great to be an Aus-

tralian, and to live in this wonderful country.



The little pink bus that transported the blokes and blokettes out to Amberley and back for the tour of the base during the 2000 reunion, shown here outside the Snake Pit.



John Harris (left), now living in the US and Roy Dash, who now lives in a northern Brisbane suburb, both old ex-radio stagers from the Canberra/F111 change-over days, shown here in the Airmans' Mess at Amberley during the 2000 reunion, reminiscing about the old times. "It sure ain't like it used to be Roy".

Funny, I don't remember being absent minded...

If all is not lost, where is it?

What's the right mix for you?

Alcohol is an enjoyable part of the mix in a healthy lifestyle that includes good diet and regular exercise. However, for some veterans, getting the right mix can involve cutting down or cutting out alcohol. Most people are curious to find out what's the right mix for them and it's not surprising to find that it varies for everyone. One Vet, we'll call him Bill, (purely co-incidental BB) thought he had the mix right, but was shocked to find himself on a drink-driving charge.

He'd had a few beers after an afternoon of bowls and confidently drove home in the evening. A roadside RBT revealed that Bill was over the limit at .075 and done like the dinner he never had and only after three light middies? Bill was stumped. Why???

He drank those three middies in an hour, after a strenuous day in the hot sun - it was over 35 degrees. He hadn't had any other fluids during the afternoon's bowls and he had not eaten anything all day, so the beer raced through his blood stream faster than if he'd eaten a sandwich with his beers. Drinking on an empty stomach can certainly affect the mix. Also, Bill didn't realise that some of his medication contains alcohol. Medication and alcohol are a dangerous cocktail, and in Bill's case, it's likely that the combination helped take him over the limit. He was on medication for diabetes and was on a pain killer called Tramal, which should definitely not be combined with alcohol.

Although these other medications may not have altered his BAC they would certainly have increased the effects of alcohol. As a rule of thumb, men should drink no more than two standard drinks in the first hour and no more than one standard drink every hour after that to stay under the .05. Three middies of light beer are equivalent to one and a half standard drinks and at an average weight for a male of his age, it would seem that Bill would normally be OK to drive - so why was he over the limit?

There is no doubt that Bill would have been dehydrated after four hours or so in the hot sun playing bowls and the less fluid in your body the greater the effect of alcohol. He probably needed about one to one and a half litres of fluid to rehydrate. Alcohol does nothing for rehydration. Also he had not eaten all day and without food in his stomach his

Warren Alderson, aged 65, recently passed away in Cairns. Warren, a Radtech A, was on 8 Appy and was posted to 35Sqn in Vung Tau from Feb 70 until Feb 71. After Vietnam he was posted to 38 Sqn at Richmond and was the F/Sgt in charge of the Radio Section. Alf Smith worked there with him and Alf remembers him leaving Richmond around 74-75 and we think he went to 482Sqn at Amberley.

Our condolences to his family.

BAC would peak quicker and higher than if he had eaten. Next time, Bill's going to start with water, juice or a soft drink to rehydrate and quench his thirst. He'll have a meal before or with his beer as well. From now on, he'll take into account the alcohol in his medication and the recommendations when deciding when and what to drink. Bill's had a tough lesson about getting the right mix. From now on, he'll make sure that alcohol will just be a part of his already pretty healthy lifestyle.

DVA has worked closely with veterans to produce health promotion information and strengthen alcohol treatment services to get the Right Mix message out to the veteran community and health providers. If you want more information on the right mix you can call DVA on 13 22 54 or you can visit their site: www.therightmix.gov.au



Does circumcision hurt?? I'll say it bloody hurts, I was circumcised when I was 4 days old and I couldn't walk for 12 months.



Nidge Murray (Inst) and Allan George (Rad) at the 38Sqn 38 years anniversary dinner at Amberley back in August 2002.

Purely co-incidental—this photo has absolutely nothing to do with the article on this page.....honest Bill.....

It's not hard to meet expenses... they're everywhere.

Telstechs

We had the photo below of in our last issue, and just before the issue went out we heard from **Ron Fryer** who was there at the time, and who actually took it.



Radio Mechanic (Air) Course Ballarat 1949

It's a photo of a bunch of blokes who were at the RAAF's Air and Ground Radio School at Ballarat, being trained as Telstechs.

Ron says the mustering of Telstech was formed to manage the new mechanised telecommunications equipment (Teletype) and up to date mechanical cryptographic equipment which was being introduced to the RAAF in the early 1950s. Previous to this, the new equipment was looked after by Radio Servicemen, but the RAAF saw the need for a specialist mustering, which was in the first instance, called Telegraphist Technician.

The Telstech mustering dragged behind the Radio Serviceman mustering (soon to be called Technicians) in many ways, the greatest of which was the disparity in pay levels. It took quite some years for the Telstechs to be given equal pay (1965) with the Radio Technicians (Radtechs), and a few more years to become completely autonomous (read get rid of the Radtechs who had been trained on new crypto equipment installed in the 60s, instead of Telstechs).

The Telstech mustering came into being in 1953, and during that year several courses were completed, one at Ballarat, and the others at the PMG School at Annandale in Sydney. Members of these courses were not the first Telstechs, the honour going to remusters from other musterings (Wireless Operator Mechanic, Telegraphist Supervisor, Radio Serviceman) - who were the first Telstechs is unknown at this time.

Forget about the old adage of learning from your own mistakes. It's safer, more entertaining, not to mention far more cheaper, to learn from the mistakes of others.

The Telstech mustering grew as newer and more complex equipment was installed. Personnel numbered up to 250 in the mustering's heyday in the 70s and early 80s, with new Telstech courses commencing regularly. By the mid 80s, new telecommunications technology was being considered, which would sound the death knell for the mustering, and on 30 November 1989, all serving Telstechs were remustered to Radtech (Ground).

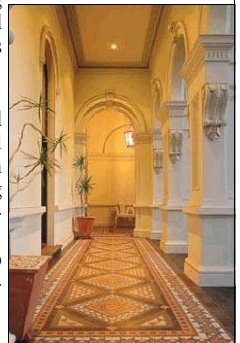
The stigma of being called a Radtech (G) was not to last long, when a new mustering was formed to manage all ground telecommunications equipment. This mustering was called Communications Electronics Technician (CETech), and was the amalgamation of the Telstech, Radtech(G) and Telsrig (Linesmen) musterings. The CETech mustering has 23 Warrant Officers, 50 Flight Sergeants, 112 Sergeants, 159 Corporals, and 205 AC/LAC/ACW/LACWs at last count. CETechs are posted to all RAAF bases in Australia, and some are in East Timor, and Cocos Islands.

A reunion was held at Glenbrook over the weekend 29/30 November 1999, to commemorate the 10th anniversary of the closure of the Telstech mustering.

Frognall

Graham Ramm who was on 3 Appy back in 1952 recently got in touch. He reckons the bit we ran on Frognall back in Vol 9 was all wrong, he reckons the brat quarters were not what our photos showed—he said the brats really had it tough and had dormitory style accommodation with detached ablutions (don't you just love that word—tb), and the only resemblance of luxury they had was cement lined walls to keep out Melbourne's cold winters. We don't believe him of course, we know the brats were cosseted away in luxury right in the centre of the City at Camberwell while the thickies had to put up with that long drive out Geelong Road and live in those cold little igloos at Laverton.

We've gone and checked some old photos of Frognall and found this one which shows the hall way leading down to the ensuite bedrooms the Brats enjoyed. This shows the real hardship which the Brats had to endure.



Birthdays are good for you; the more you have, the longer you live.



Ex 24 Appy groundie Sid McPhail's car which couldn't find its way home after a night out in Darwin. Damn poles—just leap out and whack you when you least expect it...



This is what happens to your car when you park it over the cement foot-path that connects the booza and the blocks at Richmond—it becomes part of the walkway, as yours found out one morning in September 1967.



Computers and stuff.

Sam Houliston

Most people have stuff on their computers that they would rather not share with others - passwords, personal information, classified documents, financial records, porn, the list goes on..... Perhaps you've downloaded some sensitive information onto your computer at work, and you then save it to a CD or floppy to take home and then delete it from the hard drive, and that's it right—it's gone. Right?? Wrong!!

Maintaining your privacy is not as simple as it may seem. You probably think that when you delete a file, the data is gone. Not quite!! When you delete a file, the operating system does not actually remove the data from the disk; it only removes the reference of that file from the file system table. The data remains on the disk until another file is created over it, and even after that, it might still be possible to recover data by studying the magnetic fields on the disk platter surface. Before the file is overwritten, anyone can easily retrieve it with a disk maintenance or an undelete utility.

Also—imagine that you have been surfing on the web for a while, perhaps even looking at naughty pictures and afterwards wish to clear any traces revealing what sites you visited. You go to your browser's preferences and clear the cache and the history file, the information is now gone you think to yourself - well think again. The browser cache files can easily be restored with an undelete utility and your privacy is once again compromised. A lot of times you can unerase files, and sometimes you can even recover data from a formatted hard drive. To be sure that a file is gone, its contents must be properly overwritten before deleting. As simple as it sounds, there are several problems in secure file removal, mostly caused by the construction of a hard disk and the use of data encoding. There are ways of doing this, and one easy way is to download a program called "ERASER". You can find it at <http://download.com.com/3000-2092-8504942.html>

This free program wipes the unused disk space on your hard drive by over-writing the space so that data previously saved on it cannot be restored. Eraser allows you to remove the

remains of temporary files and other sensitive information you possibly have had on your hard disk.

I suppose to some degree, commerce would grind to a halt if tele-marketers weren't able to call people at home during the dinner hour. But that doesn't make it any more pleasant. Now a writer for the San Francisco Chronicle, has proposed "Three Little words" based on his brief experience in a telemarketing operation that would stop the nuisance for all time.

The three little words are "Hold on, please." Saying this while putting down your phone and walking off instead of hanging up immediately would make each telemarketing call so time consuming those boiler rooms would grind to a halt. Give it about 20 minutes then go back and hang up your handset, which has efficiently completed its task. This might be one of those articles you'll want to e-mail to your friends.

When you get fliers in your phone or power bill, send them back with your payment. Let them throw the stuff away. Think globally; act locally.

When you get those pre-approved letters in the mail for everything from credit cards to 2nd mortgages and junk like that, most of them come with pre-paid return envelopes, right? Well, why not get rid of some of your other junk mail and put it in those cool little envelopes! Send an ad for your local supermarket to American Express, or a pizza coupon to Visa. If you didn't get anything else that day, then just send them their application back! Just make sure your name isn't on anything you send them. You can send it back empty if you want, just to keep 'em guessing!

Eventually, the banks and credit card companies will begin getting all their junk back in the mail. Let's let them know what it's like to get junk mail, and best of all... THEY'RE paying for it! Twice!

Let's support Australia Post. They say e-mail is cutting into their business and that's why they need to keep increasing postage. We can help! Pass this along to all your friends and maybe we could get enough business for APO that they might be able to put the stamps back to 45¢.

What revenge!! How sweet.



(Email of the future???) "Dear Helen, how have you been, your mother and I are well and we miss you. Please switch off your computer now and come down stairs because it's time for dinner. Love dad."

Hello Mike - it's your father again. I have another question about my new computer. I want to tape a movie that's on Foxtel tonight so I can fax it from my VCR to my CD-ROM then email it your sister's mobile phone so she can make a copy on her flatmate's camcorder. How do I do it.....

The CPN4

Our mention last edition on the CPN4 reminded a lot of blokes of their time in the RAAF working on that 'big striped thing'.

Ted Washbrook from the west wrote "On page 5 of volume 13 there is a photograph of 'A Big Striped Thing.' It is the CPN-4 and at a guess it looks as though the photo may have been taken at Laverton. The Quad was the AN/FPN-36 a successor to the CPN-4 but it was remote and at Willytown before the latest GCA radar. The two screens were in the building that all the Surad equipment was in called the ACS [Airfield Control Section]. It was installed as a temporary between the CPN-4 and the newer GCA. In the American airforce it was called the TPN-19 but it was modified somewhat and we called it the AF/TPN-802.



The comms were the same in both cases—the standard Air Traffic Control stuff in the tower. They usually sited the ACS next to the tower. As an aside the CPN-4 had AN/ARC 51BXs as UHF comms, and they were repaired at Willytown by the Airfys as they had a set up for them. Rgds."

Only bloke we know who could fix those things was Ron Clayton..... tb

Scotty Wood, still in and a F/SGT at Townsville read the bit on those big striped boxes in our last issue. He writes: "The CPN4 was replaced by the Quadradar (FPN36). One was also used as a filler during K3 on Townshend Island, in the middle of Shoalwater Bay Training Area, just north of Rockhampton. The TPS43 on top of Mount Archer in Rockhampton couldn't see down into Shoalwater Bay, so the CPN3.5 was being used in a flight safety role. It was disassembled at 114CRU in Amberley, and rebuilt by Kev Green, John Kelly and myself. All of the precision gear was stripped out of it, including the antennas (leaving a huge hole inside, perfect for AIRDEFendos to sleep in) and a place to put their feet while working.

As in the Stanthorpe filler, the radar performed almost perfectly, but we were let down by our comms. We added ARC 51s to the aircon cabin, but couldn't keep the dust out, causing many failures due to the cooling fan motors grinding (literally!) to a halt. One of the highlights of the exercise was

the "filler" getting a kill with a Mirage being controlled by F/Off (now G/Cpt, OC 41WG) Tim Owen taking out a F14 (I think). Both of these aircraft passed over the base camp at about minus 200ft (well, it felt like it!) and close to super-sonic.

The CPN4 was finally replaced at all bases in '78 by the Quadradar. Since then, of course, PAR and SURAD replaced the Quad, and they, in turn were replaced by Alenia

and ADATS for surveillance, and ILS for approach. The TPS2 at the CRUs was replaced by the TPS43 in the mid 70's and is due for replacement "any day now" by the TPS117 - a truly HUGE bit of kit with a flat phased array 3D antenna over 11 metres tall, 9 of which is just search antenna. The techs even have an elevator to get up and down the back of the antenna to

replace array elements!"

From memory, the ARC-51 was a real mongrel of a set, the damn thing had about 5 million cigarette size valves, all hard wired in...and was as reliable as an FJ's timing gear.....surely. tb

Bob Hambling, who lives SE of Brisbane wrote "In 1978 after the CPN 4's had been withdrawn from service, the search radar components were removed from one trailer and were installed in a radschool classroom. The rotating antenna was mounted on the roof above the classroom. Part of an APS 20 from one of the Neptune's rotting on the Laverton airstrip was also set up in the classroom with the antenna pointing out a window. I think it was Ray Morris who was conscripted to coax this vintage gear into life so that it could be used to demonstrate basic radar. In 1981 the remaining CPN 4 equipment was parked in the paddock at 114MCRU outside Amberley.

There was a proposal to use some of them as emitters for EW training but thankfully that idea seemed to be swept under the carpet. Then there was a move to send the least dilapidated CPN 4 to the Pt Cook museum and junk the rest. The museum was particularly interested in a plaque mounted in one trailer. Apparently that CPN 4 had played a part in some significant event (my memory fails) but the plaque recording this could not be found. In 1983 the trailers were no longer at 114MCRU."

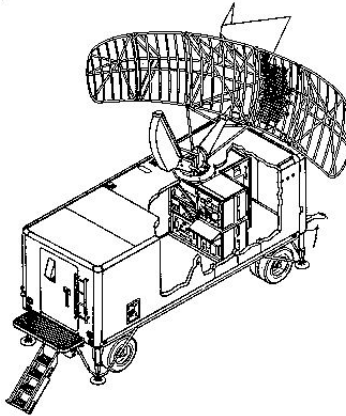
Thanks Bob—does any-one know what the plaque was all about. Tb.

Alan Wilson, who was on 9 Engineering Diploma Course

Some people make the world special just by being in it.

WARNING: The consumption of alcohol may cause you to roll over in the morning and see something really scary.

at Froggnall 1965, and who retired as a Wingco in 1985 wrote: *To me the CPN 4 looks to be outside one of the hangers at Laverton. From memory CPN 4's were installed at Williamtown and Pearce, and Butterworth for higher traffic [more than one aircraft on approach]. The rotating antenna on top was for area surveillance, the black horizontal and vertical panel hide phased arrays and the radar returns were used to talk aircraft onto the ground. The controllers sat in the cabins and trailers had to be towed 180 degrees when the runway was reversed. It dates back to a time when pilots did not have precision instrument ratings: ground controllers talked aircraft down by*



saying "don't acknowledge any further transmissions, increase slightly your rate of descent, your are on glide path, turn right 2 degrees to maintain centreline etc...."

And the CPN 4 was not a Quad Radar, that was a single pedestal with two radar antennae, a height finder nodding vertically, and a oscillating horizontal antenna [that could rotate for surveillance]. Its controller sat remote in a tower and could only handle one aircraft at a time and was called Quadradar [AN/TPN ??] as it had 4 functions, surveillance, height finding, precision approach, and taxi guidance [or somesuch]. I can thank F/Sgt Moller RADSC 66 for that knowledge.



The 1AD crew - mid 80s. Standing left to right, - Blue Rhodes, Dave Zilm, Geoff Toulson, Tony Reeve, Steve Swinbourn, Graeme Brownrigg, Doug Higginson, Graham (Bear) Kerr, Jon Thompson, Chris Lawrence, Neil Hunter, Keith Gentle, Mark Thomas. Kneeling - Andrew Hart, Ian Patman, Pete McGranahan, Bill Coyer. Photo was taken by Tony Reeve

A man walked into a chemist shop and requested a bottle of arsenic with which he could poison his wife. The chemist was of course alarmed at the request until the man produced a picture of said wife. The chemist looked at the picture, smiled and said "Why didn't you tell me you had a prescription".



Roger O'Sullivan aboard Bob Goonan's Yamaha TY250B during one of the trips to Mandorah from RAAF Darwin.



We heard from Roger O'Sullivan early in March whose family, you will remember, tragically lost their home and all their possessions in that God-awful fire that devastated Canberra and so many people back in mid January. Roger wrote to say that he and family have now moved into rental accommodation in the ACT where they will be until they can rebuild. He confirms the worst that he and family lost everything in that fire—and that's something we find very hard to comprehend. Imagine losing everything, stuff that you've had for yonks, stuff with which you are familiar, stuff that is distinctly you and which makes you comfortable, all your clothes, tools, books, music, stuff that defines home. What a bastard!!! Our thoughts go out to you Roger, and we all hope you and family get back to normality soon.

The only time the world beats a path to your door is when you're in the toilet.

How long a minute is depends on what side of the toilet door you're on.

Phonetic Alphabet

Last issue we printed the WWII version of the phonetic alphabetic which was sent in by Don Newmann. Don wanted to know if anyone knew of an older version, one that dated from WWI. Well—Ron Fryer read Don's request, and as he has a

copy of a beaut little book called the "*Royal Air Force Pocket Book*" which was printed in December 1937, he had the means to help Don out. Ron sent us a photo copy of a few pages from the book, and we've got to share a few items with you. On page 42, para 188, under the heading "*Ciphers and Codes*" it says: "*A cipher is a secret means of communication. A code is not secret, but certain naval codes bearing the prefix 'confidential' must be treated as confidential in the other services.*"

So there...

It also has the following:- **Phonetic Alphabet.** *The following phonetic alphabet is in*

We asked Ron Johnston in the UK to keep his eyes out for a copy of the book for us, he said he'll ask around and also add it to his shopping list when he's at the second hand book shops. As a general guide, though, he reckons these items fetch a good price - if available.

general use throughout the Services, and is to be employed to avoid phonetic error when doubtful words, names etc, are spelt out in telephone messages:

A. Ac	B. Beer	C. Charlie
D. Don	E. Edward	F. Freddie
G. George	H. Harry	I. Ink
J. Johnnie	K. King	L. London
M. Monkey	N. Nuts	O. Orange
P. Pip	Q. Queen	R. Robert
S. Sugar	T. Toc	U. Uncle
V. Vic	W. William	X. X-ray
Y. Yorker	Z. Zebra	

So now you know.....

The little boat gently drifted across the pond exactly the way a bowling ball wouldn't.

Vince Stanton sent us this.....

The following is supposedly an actual letter home from a U.S. marine with the multinational force in Bosnia.

Dear Dad, A funny thing happened to me yesterday at Camp Bondsteel (Bosnia): A French army officer walked up to me in the PX, and told me he thought we (Americans) were a bunch of cowboys and were going to provoke a war in Iraq. He said if such a thing happens, we wouldn't be able to count on the support of France.

I told him that it didn't surprise me. Since we had come to France's rescue in World War I, World War II, Vietnam, and the Cold War, their ingratitude and jealousy was due to surface [again] at some point in the near future anyway. I also told him that is why France is a third-rate military power with a socialist economy and a bunch of pansies for soldiers. I additionally told him that America, being a nation of deeds and action, not words, would do whatever it had to do, and France's support, if it ever came, was only for show anyway.

Just like in all NATO exercises, the US would shoulder 85% of the burden, and provide 85% of the support, as evidenced by the fact that this French officer was shopping in the American PX, and not the other way around. He began to get belligerent at that point, and I told him if he would like to, I would meet him outside in front of the Burger King and whip his ass in front of the entire Multi-National Brigade East, thus demonstrating that even the smallest American had more spunk and grit than the average Frenchman. He called me a barbarian cowboy and walked away in a huff. With friends like these, who needs enemies?

Dad, tell Mom I love her,
Your loving daughter,
Mary Beth Johnson



A84-201—on guard at the front gate to Amberley.

It hurt the way your tongue hurts after you accidentally staple it to the wall.

Gary Butler (thanks for your donation mate) has sent us some more photos so we can share them with you. These were taken in Darwin sometime in 1976, and show a bunch of Ground Radio blokes at a Social Club cricket day. (a sporty??)



Out in front of the Darwin Airman's Mess patiently waiting for their turn to bat are L-R (All Groundies but for Wayne) Wayne Morris (Telstech), Gary Cameron, Max Pola (seated), unknown, Kev Harrington, Phil Came, Bob Goonan, Joe Mercer, Ted Washbrook and Roger O'Sullivan. Waiting is such hot work.....

After Phil Came was promoted to Sgt he was posted to Willytown where he passed away from a heart attack in about 1977. Ted Washbrook says he remembered the funeral was very RAAF oriented and it was a very hot day, *"so hot that the varnish on the pews was so soft that our shirts stuck to them."*

Sid McPhail (right), with a batting style that would be the envy of either Mat Haydon or Steve Waugh, with Ted Washbrook keeping wicket, Bill Calanan (Sgt Operator) 1st slip, and Ray Burdeken (Cpl Operator) long back stop.



A lot of people mistake a short memory for a clear conscience.

I want to die peacefully, in my sleep, like my grandfather ... Not screaming and yelling like the passengers in his car.

The F-4 Phantom

Probably the 'meanest' looking military aircraft ever built, and often described as "the most significant warplane of the modern era", the Phantom F4 was a twin-engine, all-weather, fighter-bomber that was a lot bigger than it looked. It was a most unusual design, with bent up wing tips and sharply downward-slanted tailplanes, looking for all the world like the glue had not quite set when it was made.

Back in August 1953 (the FJ Holden was released on Oct 29 the same year), and shortly after it lost a competitive bid to build a US Navy supersonic air-superiority fighter, McDonnell Aircraft began developing an all-weather attack fighter. Under its own financing and initiative, McDonnell worked on its design (first designated the F3H-G and then the AH-1) and continued negotiating with the Navy. In 1958, the prototype, now designated the F4H-1, made its first flight. McDonnell Aircraft's chief test pilot was Bob Little and he took the Phantom on its maiden voyage on the 27th May, (the year of the FC). Little expected to go supersonic but immediately ran into problems with the hydraulics and the nose gear. "The flight only lasted about 21 minutes, just long enough for me to learn how to fly the aircraft so I could land it," Little said. "But on the fourth flight, we got a real taste of the aircraft's performance, and I knew we had a winner. We lit up the afterburners and, in no time, we were at Mach 1.8 and 50,000 feet. It outclassed anything I had ever flown up until that time, and I knew there was nothing that could touch it," he said.

Although there was no military requirement for the aircraft, the Navy released details of a desired mission: an aircraft to be deployed from a carrier, armed with air-to-air missiles instead of guns, that could cruise out to a radius of 250 nautical miles, stay on combat patrol, attack an intruder when necessary, and return to the carrier deck within three hours.

McDonnell reconfigured the AH-1, removing the guns, adding Sparrow missiles, and substituting more powerful engines. The combined thrust of the GE J-79 engines would allow the F-4 to climb straight up after takeoff and give the Navy its first Mach 2 aircraft. Since the Navy was undecided about an aircraft with 1 or 2 places, the company designed both versions.

A formal proposal went to the Navy in August 1954, and a

letter of intent for two prototype aircraft and one static aircraft was returned in October 1954. The configuration of the aircraft evolved right up to the signing of the detail specifications in July 1955 when the primary mission for the 2-place Phantom became an all-weather fleet air defence aircraft that retained its attack capabilities from earlier designs.

In December 1958, the Navy awarded a production contract to McDonnell and in July 1959, the aircraft was formally christened the F-4 Phantom II. This was in tribute to McDonnell's FH-1 Phantom which was the company's first jet fighter and the first carrier-based combat jet aircraft in the world. By February 1960, the new aircraft was starting sea trials, which included its first catapult take-offs and arrested landings. In Dec 1960, the first Navy squadron began to train with the fighters and the first F-4 aircraft went into operational squadron service with the fleet in October 1961.

The USAF then evaluated it for close air support, interdiction, and counter-air operations and, in 1962, approved a USAF version. The USAF's Phantom II, designated F-4C, made its first flight on May 27, 1963 and production deliveries began in November 1963. In its air-to-ground role the F-4 could carry twice the normal bomb load of a WW II B-17. Used extensively in the Vietnam War, later versions of the aircraft were still active in the U. S. Air Force inventory well into the 1990s.



The F-4D version, which incorporated major changes that increased accuracy in weapons delivery was delivered to the USAF in March 1966. It was also flown by the US Air National Guard and the Air Force Reserve.

The first F-4E was delivered to the US Air Force in October 1967. This model, with an additional fuselage fuel tank, leading-edge slats for increased manoeuvrability, and an improved engine, also had an internally mounted 20mm multibarrel gun with improved fire-control system.

Starting in 1973, F-4E's were fitted with target-identification systems for long-range visual identification of airborne or ground targets. Each system is basically a television camera with a zoom lens to aid in positive identification, and a system called "Pave Tack" which provided day and night all-weather capability to acquire, track and designate ground targets for laser, infrared and electro-optically guided weap-

Why is "abbreviated" is such a long word

Why is lemon juice made with artificial flavouring, while dish-washing liquid is made with real lemons.

ons. Another change was a digital intercept computer that includes launch computations for all Sidewinder and Sparrow air-to-air missiles. Additionally, on F-4E/G models, the digital ARN-101 navigation system replaced the LN-12 inertial navigation system.

When the RAAF's Canberras were known to be running out of life, a replacement needed to be found. On a "short list" were the Mirage IV, the experimental British TSR.2, the A-5 Vigilante, the F-4 Phantom and America's upcoming TFX. Back in March of 1963, McDonnell had tried to interest the RAAF in a version of the F-4C which was powered by a pair of French-built SNECMA Atar 9 turbojets. This engine was picked because it powered the Mirage that was already in service with the RAAF. However, the RAAF opted instead for the untried General Dynamics F-111C.

As it turned out, the development of the F-111 variable-geometry strike fighter was much more difficult than expected and the program suffered from numerous problems which required lots of expensive fixes. This resulted in seemingly endless delays and the serious problems with the USAF's F-111As resulted in a long-term postponement in the deliveries of the F-111Cs to Australia. In May of 1970, it was announced that deliveries of F-111Cs to the RAAF could not be expected until 1974.

The long delays in the delivery of the F-111C to Australia left the RAAF with no replacement for its fleet of aging Canberras. In order to fill in the void until the F-111Cs could be delivered to Australia, the USAF agreed to loan 24 factory-fresh F-4Es to the RAAF. The program was named *Peace Reef*, and the contract was signed on June 22, 1970.

The 24 F-4Es were delivered to Australia in September and October of 1970. They served with Nos. 1 and 6 Squadrons at Amberley, replacing the Canberras which had previously been flying with these squadrons. The RAAF's F-4Es were assigned the out-of-sequence serial prefix A69 (previously assigned for the first ten planes of a cancelled order for Curtiss A-25 Shrikes during the Second World War), chosen so that it matched the FY of the USAF serial numbers. However, the original USAF serials remained painted on the aircraft.

The RAAF crews liked their F-4E's so much that Australia at one time seriously considered cancelling its order for the F-111Cs and buying Phantoms instead. This turned out to be

not cost effective since the RAAF would have also had to purchase a fleet of tanker planes to support the Phantoms. When the F-111Cs finally became available, the RAAF crews reluctantly gave up their mounts. In anticipation of the delivery of the F-111Cs, six RAAF F-4E's from 6Sqn were returned to the USA in Oct 1972. The long-awaited F-111Cs finally began to arrive in Australia in June of 1973, and the last RAAF F-4E's was returned to the USA by June 21, 1973.

The full potential of what has been described as the greatest postwar fighter was not explored in its brief period with the RAAF. It was instead used to maintain proficiency in operating a supersonic aircraft in a strike role.

During RAAF service, A69-7234 was badly damaged while landing at Amberley in Oct 1970 after an in-flight malfunction (rebuilt at 3AD) and A69-7203 was lost on June 16, 1971 in an accident during night bombing practice at the Evans Head Bombing Range where tragically, Sqn/Ldr Stewart Fisher (Pilot) and Flt/Lt Robert Waring (Nav) were lost when the aircraft crashed into the water. Of the 23 surviving RAAF F-4E's returned to the USAF, 21 were later converted to F-4G Wild Wea-



The familiar F27 Friendship. Compare this aircraft's dimensions to the F4's. Length: 77 ft 4 in. Height: 27 ft 11 in. MTOW: 35,700 lb.

sel SAM suppression aircraft.

For the Tech Heads

Primary Function:	Two place all-weather fighter-bomber.
Contractor:	McDonnell Aircraft Co.,
Power Plant:	Two GE turbojet engines with afterburners.
Thrust:	17,900 pounds
Length:	62 feet, 11 inches
Height:	16 feet, 5 inches
Wingspan:	38 feet, 11 inches
Max Speed:	More than Mach 2.
Max. rate of climb:	49,800 fpm (clean)
Ceiling:	60,000 + feet.
Range:	1,130 nautical miles.
Service ceiling:	58,750 ft
Empty weight:	31,853 lb
MTOW:	61,795 lb
Production ended:	1979

Definition: The difference between "Involved" and "Committed" can be expressed as "Eggs and Bacon". The chook is involved but the pig is committed

Living on Earth is expensive, but it does include a free trip around the sun every year.

Iraq

We recently heard from Ron Johnston, ex Aust Army medic, and who now lives in the UK, he says, *'The last time I experienced the crump-crump-crump and shock-wave from a B-52 strike was at Vung Tau, 0600 hours Boxing Day 1969, as a strike was made on the Long Hai. (I remember that too—climbed under my bed. tb), Even from that distance, the tremor was awesome as the rolling thunder reverberated across the waters to Back Beach.*

Saturday March 8th, this year we drove from Shropshire to an undisclosed location specially to see the 'beasties' who delivered those high altitude packages. Forget all the documentaries, film footage and photographs. We had found the site where the 'beasties' rested. The perimeter



roads were all temporarily coned off with Police - "No Stopping" signs which indicated we were getting close to the dragon's lair. Along with several hundred other cars we drove the perimeter roads until we caught a glimpse of the sinister grey-black tailplanes barely hiding in the, naturally gentle, English countryside. We eventually found a farmers lane overlooking the base and with a clear uninterrupted view from about two thousand metres we counted fourteen resting 'beasties', lined up, obviously patiently waiting to be fed and watered for the off. We think two were missing. There were no protest placards or handcuffed peasants on the wire in sight for a very good reason.

Every ten-fifteen minutes a van load of bogeymen would quietly cruise the public roads. It wouldn't take a lot of questions to the local villagers to ask "what's going on?", because there's absolutely no way anyone could disguise the noise or shape on take-off and landing. At that low altitude they possibly have a quiz in the local pubs to guess "how many grease nipples on the undercart?" Must really bugger up the Sky reception and enough to put the local farmer's dairy herd off the milk and his chickens off laying."

The hardest thing to do is watch the one you love, love somebody else



Ray Thompson sent us the above and says:

This photo was printed by the School of Photography, East Sale on 14 September 1960. If possible I'd like to know what the Course was and when and where the photo was taken. The blokes in the photo are:

Back Row L-R E Usher-Clarke, I Spiller, D Voight, K Bristow-Stagg, Hugh Farlow.

Front L-R R Smith, G Hall, E Stott, "Steven" Platt, L Kevin.

Can any-one help?

Geoff Forsyth wrote to say that he was about to depart the workforce, and move with his wonderful wife Rosie, down to the beach on the Mornington Peninsula (Vic).

"We've just got a bit of house work to do," he says "then we're taking off on the road for various places and times". Geoff says he had a great working career, starting with 18 Appy, then various postings to IAD at Laverton, 10 sewerage in Vietnam 67/68, and Amberley a couple of times. He says "In the middle, I had a really great overseas posting to the UK, Cyprus, and Singapore with a top bunch of guys looking after Bloodhound missile systems. The dreaded SupCom posting nailed the coffin, and I got out in 1984. Since then, I have worked for Wang Computer, Wormald/Chubb Security, and finally Dimension Data (was Com Tech) in various Tech Manager roles".

Good luck to you and Rosie, Geoff — keep us informed of your postal address for the RAM. tb.

A man approached a very beautiful woman in the large supermarket and said, "I've lost my wife here in the supermarket, can you talk to me for a couple of minutes?" The woman looked puzzled. "Why talk to me?" she asked. The man replied "Because every time I talk to a woman with a figure like yours, my wife appears out of no where..."

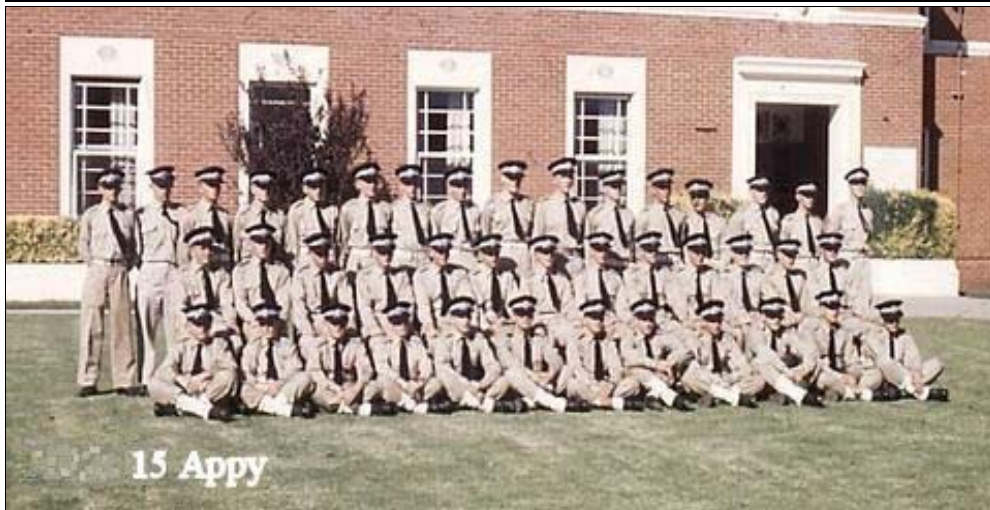


Photo of 15 Appy taken at Laverton in front of the Airmans' blocks opposite the Airmans' Mess in 1963. We can't put names against faces, but names in alphabetical order are. A Blyth, S Bray, R Carlyon, B Carney, L Cavanagh, A Chapple, W Cupitt, C Eldridge, W Fitzhenry, W Flack, G Gould, R Holsken, P Jackson, P Jupp, B Ladd, J Lane, P Lobston, J McCorry, R Rose, R Shannon and T Staier.



We need help here too. A lot of names are missing, can anyone help!! This is a photo of the Victorian RAAF Volleyball team in 1976 **L-R rear:** A F/Off instructor (first name Jim??), a Cpl instructor, a re-muster airman student (I think he was a sumpie), a Flt Lt instructor. **L-R Front:** FSgt Moi, a student, don't know, Ted McEvoy, who was the manager of the RAAF team in 1976, and we don't know the rest. The team was formed from all RAAF units in the Melb area, and in 1976 they travelled to the Army base at Pucka and came second to the Navy. Can any-one help with names.

Your say!



From **Kev Carroll**—now on the Sunshine Coast. “Having noted the financial position of the Association and being an interested reader of the magazine, I would hate to see it fall by the wayside. Enclosed please find my cheque to help meet some of the costs of publication.

Although I enjoy reading the mag, I recognise only a few of the names. Being an oldie, my tech training was received at Ballarat, however; I did spend a year - 1973 - on staff at Rads Laverton. That was during the latter part of the construction of Jim Thorn's castle the 'New' building-interesting times!

I do get a kick out of the Caribou stories, as 38 Sqn was my first posting after being commissioned in 1967. That was when the squadron was transitioning from Gooney Birds to Boo Boos. I had the post of OIC AEMF, a newly established slot, under the 'guidance' of Rocky Rockliffe, the crusty EngO. Very soon after my arrival at 38, some fresh faced ex apprentices joined the Squadron. Two of these get special mention in the Jan issue of the mag - Allan George and Dave Lugg - both bright young sprogs who I am pleased to see made a career in the RAAF. I wish them good luck and safe travels in their retirement.

I never made it to 35Sqn, as there was only one junior RadO post in Vietnam and there were plenty of young single volunteers. However, there was a lot of satisfaction in seeing the young 'queer trade' guys get up to speed and head north to do their bit. I did, however, spend some time in New Guinea on various famil trips and one most enjoyable jaunt around PNG with the then CO - Jim Kitchenside - testing and evaluating the Van 5 DME installation, which was engineered and installed by the AEMF guys. Another interesting little job we did was 'palletising' a Loran installation for a ferry flight from WC across North America and the Pacific.

I did note a mention of Lance Hayward in the mag. Lance was at 38Sqn during my time. Lance was a bright lad and did straighten up and flew right after a short holiday with the Army. I don't know where Lance ended up but I am sure that he went on to do bigger and better things.

I wish you good luck with your fund raising and look forward to reading many more nostalgia snippets in the mag.

Thanks for the cheque Kev—much appreciated. And we're still looking for Lance.

Bob Hambling wrote: About a month ago I sent you a burst about the CPN 4 but I made an error which I would like to correct. I mentioned the name Ray Morris but my memory

His vocabulary was as bad, as, like, whatever.

now tells me Mick Danos was the person in question. Funny how a name from 25 years ago percolates to the top of the grey stuff when you're not thinking of anything in particular.

Back in 1980-81 I had the job OIC Apprentices at Radschool and I inherited handwritten copies of the nominal rolls of the apprentice course members from 1 to 33 courses. I also have the roll for the last course-45. Would there be any value of putting this info on the web site?

Thanks for putting me in touch with Alf Smith. Cheers.

Thanks Bob—We'll be in touch re the list.

And from Bill Bastian “Will endeavour to find the photo of my course at Ballarat and email it to you. The one in the RAM from 1949 did bring memories though, I believe I was in the same unit with John Beale, probably in the late 50's at 24D or early 60's at Billsville. As for the photo of the 486Sqn days, I've never been known to partake of the amber fluid to that sort of extent, was probably a glass of coke I had in my hand anyway. I mean come on TB you know me better than that don't you???? (Yep! -tb)

On a more serious note, hope the people arguing with DVA are using an advocate, there are quite a few good ones available through the RSL and VVCS organisations right around Oz. If you need to know more drop me a line, I am a pensions and welfare officer in the Canberra - Queanbeyan area and would be happy to be of help.

These other organisations have a much larger member base too, could possibly be helpful in answering the "if you were there" questions through their newsletters. To the matter of the winner of the card question, I've always thought there was a reason you shouldn't trust these guys from Tassie, now I know. Oh well can always carry a serviette with me to catch the drool every time I think of the Passion Pop. Cheers Bill B

I thought you only drank coke.....tb

If you have any queries re DVA and pensions or any other problem, address your queries here first and we'll forward them onto Bill - who's really put his hand up this time...

The Rat Race "Normal is getting dressed in clothes that you buy for work, driving through traffic in a car that you are still paying for, in order to get to a job that you need so you can pay for ... the clothes.... the car.... and the house - that you leave empty all day so that you can afford to live in it".

Where are they now?

Terry Pinkerton was a sumpie with 30 Sqn at Willytown in 1964-1966 and then went flying with 5 and 9 Sqn for many years. He is looking for **Graham Younghusband** who was with 30 Sqn as a Radtech back in the mid 60's. Can any-one help.

Neal Miller, ex 8TMT is looking for Paul Charles Bowen (RadtechA) Bernie Svoda (RadtechA) and Neville Robinson (Instument Fitter). Can any-body help.

Phil Baldock, ex groundy and who was on 20 Appy, recently retired after 37 years 1 month with Ronnie, and has gone back to work as a consultant, same job only he doesn't have to salute any more. Phil says that 20 Appy still has 2 players, Wng Cdr Bill Malkin is still with Ronnie and is at Willytown with Tactical Fighters and Sqn Ldr Greg Cashmere is down at Sale with the Nav school. Phil spent 15 years as a WOff, then changed Messes, got his green pills and finished his last 3 years as a Flt Lt.

Phil Holden from the Hunter Region of NSW, in answering the competition from last issue wrote to say: *"I don't know much about cricket matches, so I'll go for C, but bowling without a bat, did you know that in that historic game on Plymouth Hoe, Sir Francis Drake lost to Sir John Hawkins before he went off to beat the Spaniards at a slightly different game."*

And did you know that there is a less well known game played on a "crown green" where the centre of the green is higher than the rest of the green so that the bowls tend to roll out towards the edges, just to keep it interesting.

Also, the first hang glider in Australia was flown by G A Taylor in 1909, it had a double wing (biplane) and a box-kite tail for balance.

AND!!! how come Ted McEvoy can remember his trip to Perth with Titch Harrington after all these years? You should ask him if he can remember some of his exploits that he used to get up to while he was an appy, he certainly had the rest of the course amazed that he could get away with some of his adventures".

Thanks Phil—we'd like to hear some of those Ted Mac stories sometime, but from you—so we get the true story. Tb

Alan Wilson wrote to say if you want to smell kero and see the oldies fly, go to Temora in NSW. The museum there flies a real Wirraway, Spitfire, Vampire, Meteor, and a Canberra [among other things] once a month. For further details go to www.aviationmuseum.com.au.

If you know where any of these people are now, please let us know.

And if you're looking for a long lost mate, send us your "Where are they now" photos along with a few words. Perhaps we can help find him/her.

Don Taylor says: "If you were ever in Phan Rang, and want to see a good site, go to:
<http://members.tripod.com/donstaylor1/id34.htm>"

Ray Morris, who was on 20 Appy, recently obtained a copy of his 'Personal File' from the DOD and rediscovered that he was 'awarded' 12 days CB for "Sect 40. An act in that he did knowingly deface an examination paper." 12 days CB—Wonder what he wrote, ????

Wayne "Ollie" Oldfield [eleco] (right) shown here with Les "Shakey" Addison [rad] at a post Duty Crew bar-b-q in Vung Tau. As some will remember, the queer trades (Rad, Elec, Inst) used to refuel/re-oil the Caribous during the day's operations at Vungers, and some-one, who will remain nameless, but his initials are Ted McEvoy, has just reminded us about Ollie's antics while up on the wing. Ollie was with 35Sqn from July 68 to July 69 and it was said that while he was on the ground he was fine, but up on the wing was a different story. Seems Ollie had a height thing. (I know exactly how he feels—tb).

He just couldn't stand up when crossing from one side of the aircraft to the other but rather had to crawl on his hands-and-knees across the engine cowl. They say it was funny to watch and he used to cop a bit of hoo-ha and of course was nearly always given the 'top job'. But he had a great sense of humour, and as always he could see the funny side of it.



Sometimes I think I understand everything, then I sober up.

The best way to forget all your troubles is to wear tight shoes

Post Radschool

Trevor & Peter,

I hope you all had a good Christmas holiday, I did but unfortunately they do go too fast so it is back to the desk for another year.

I searched through the family archives for negatives but didn't find the ones I want, just more old photos of the place. I did however have a good look at the photo printed in John Bennetts book "Highest Traditions", if you get a chance take a look at it as it is a bit clearer than the scanned image.

There are two things that stand out, if you look at the perspex nose cone you can see an oval shape on the lower port side of the nose cone, that oval shape should be on the lower starboard side, it is a flat section of glass that used to be directly under the bombsight pre 1972.

Secondly there are two black projections on the upper fuselage behind the cockpit, those are HF antenna mounts, if the picture was correct the mount on the port side should be much lower than the mount on the starboard side. In the book those projections are reversed. Just in case you should do a comparison with other photos make sure they were taken after about 1972 when all of the comms equipment was upgraded. I will stand corrected on this one but I think there was only one HF antenna mount pre 1972.

As for the hangars I actually thought there were derelict hangars both sides of that old taxiway usually full of local

kids playing in the old wrecks, only on one side they were set back a bit further into the bush so I really think your memory of the hangars is correct Peter.

Anyway all of this gave me the excuse to do some searching on the net about the history of Biak, and it does have quite a history.

Well if I haven't got you convinced by now I never will, so we can save the next instalment for the Irish club on AN-ZAC day, that is when old stories get really twisted.

Cheers, Bruce Purcell.



Well—that's absolutely and positively the last word on the subject — I think??

Well the old Passion Pop, which has replaced Sparling Rinegolde which is no longer available, seems to be a very popular tipple. We now get hundreds of millions of entries with some people sending in multiple entries trying to win the competition. Some beg, some grovel, some send money, some threaten, it's sickening really. Sue Hancock got the answer to the last comp right and she desperately wants to win because she says she's a great fan of passion pop as "*it helps the old man pop his cork*" and she would just love a bottle, (sorry Sue and Jack—perhaps next time). Ross Ginn said "B" because he reckons the word "runs" came from RUNnymede—we didn't think of that, perhaps he's right.

Bob Meyer got it right too, and he actually knows somebody who drinks Passion Pop by the bucket load. He says it's the only stuff this lady drinks. Very sad thing wouldn't you say? Bob says he was diving at Binnalong Bay (Tas) the other weekend and she was there and had half doz of those dreaded bottles with her. Yikes!!



Tony Lohrey got the answer right too, he says:

The first ever test match was played between England and Australia at the MCG from 15 to 19 March, 1877. Australia won by 45 runs. Exactly 100 years later (15-19 March, 1977), a match between England and Australia was held at Melbourne to commemorate 100 years of test cricket. Remarkably, Australia won by 45 runs again!

Alas—Tony's name didn't come out of the hat, but **Diane Dirou's** did. The bottle and certificate have gone to NSW and she and Brian will probably come up for air sometime next September.

Now for this edition's question. Last time we had a cricket question as it was cricket time, well now it's time for a footy question. **Who won the very first State of Origin game played at Lang Park in Brisbane on the 8th July 1980**, was it

A. Weipa Flight Service B. The Prime Minister's Eleven. C. New South Wales. D. Queensland

As usual, get your answers in and you too could win a bottle of the fabulous Passion Pop, judge's decision etc etc.



The safety equipment was Army-surplus gear. The main 'chute was the old X-class parachute (the traditional round canopy you see in old war movies). There had been two main modifications made to the parachute. One mod was the removal of a few panels on either side in the canopy and a rope attached to each side. When one of the ropes was tugged (either the left or the right), it closed some of the "open" panels so that more air was displaced on the other "open" panels therefore allowing the parachute to turn giving the skydiver some steering ability.

The second mod was the use of a sleeve (or in more colourful language - a condom for a parachute). When the parachute was initially folded, it was inserted into the sleeve before it was then folded into the backpack. The sleeve had a small drogue fitted to the top so that when the "rip-cord" was pulled, the drogue would first deploy then drag the sleeve off the parachute. This enabled the parachute to inflate at a slower rate therefore reducing the shock on the body when the canopy fully deployed.

The X-class parachutes were designed for "static" jumps. The parachute was physically attached to the aircraft by a rope so that when the soldier jumped from the aircraft, the parachute would automatically deploy. In civilian skydiving, most of the jumps are "freefall" which means falling at great speeds and deploying the parachute manually - to open the old X-class at these speeds would put incredible strains on the body, hence the use of the sleeves on the canopy.

When jumping, the body accelerates according to the laws of physics at 32 ft/sec per second until it reaches "terminal velocity" which is about 140mph at sea level (225kph). Obviously, one does not want to be doing this speed at sea-level because the sudden stop would mean one's body would be quite spread out afterwards. One of the skydivers had a macabre instruction on the top of his "brain bucket" (ie. helmet) which was "DIG HERE". Thankfully they never had to obey this instruction.

Ted McEvoy—all kitted out for the ultimate leap of faith.

This photo of Ted McEvoy was taken at Laverton towards the middle of 1962. The bloke resting on the ground behind Ted is Mick Deecke.

Three blokes from 14 Appy course had decided to take up skydiving as a sport although jumping out of a perfectly serviceable aircraft does seem to be a bloody stupid idea. The three guys were Mick Deecke, Ian Guthrie (NZ) and Ted McEvoy. Each jump cost 2 Pounds (\$4.00) which was about a third of a week's pay for the 3rd-year Appies - a huge commitment. In 1960, the pay for first year appies was only 4 guineas per week - that is 4 Pounds 4 Shillings!! - \$8.40. A packet of smokes costs more now!!!

The blokes jumped with 2 Commando Company, an Army weekend warrior group based at Balaclava (a southern suburb of Melbourne).

Some mistakes are too much fun to make only once.



The 'back gate' at Laverton, as it used to be back in the late 60's. A very welcome sight after a hard night out as bed wasn't too far away....

A truly happy person is one who can enjoy the scenery on a detour.

The RRA Names

We've now got too many members to print all the names in our magazine—and that's great!! We've had to put the list on the web site and you can see it or download a copy by going to the site at www.eastcoastcool.com/radschool. Please have a look at it and make sure it's up to date—that we have your details right.

Radschool Association.

Membership Application

Please ✓one

Full member ☐Associate member ☐

(Full membership open to ex-Radschoolers only)

Your name.....

Address.....

.....P/Code.....Ph.....

Email address.....

Years attended Radschool. (eg: 1965 - 1967).....

Course(s). (eg: 35RMC, 23RTC).....

TradeService.....
(If Associate)Post to: **Radschool Association, 30 Redwood St, Stafford Hgts, 4053**

Please don't forget to attach \$10 to cover costs.

(You can download this form from our web site.)

Financials - as at 1 May, 2003

Collector		Emitter	
Incoming	\$11,569.57	Outgoing	\$10,597.59
Base			\$971.98
Balance	\$11,569.57		\$11,569.57

Join the Club

If you haven't joined us yet - please do. *(If you already have, please get some of your mates to join too).* Fill in the form above and post it to us, along with your cheque, money order (or cash) for \$10.00 made out to "Radschool Association". ***We need you!***

If you're an ex Instrument fitter, Electrician, Framie, whatever, you can join now too. We'll even accept ex-DI's and/or pilots—non discriminatory—that's us. Join now!!

Opinions expressed in this Newsletter, unless marked otherwise, are entirely those of the writer - Trevor Benneworth. This newsletter is not affiliated with, nor does it purport to be associated with any other organization.

We warmly welcome your input, and should you have an opinion contrary to, or perhaps you agree with any article published here, please express your thoughts to us in writing, and we will gladly publish them.

Stand by your beds!