

# R.A.A.F. Radschool



# Association of Old Boys & Girls

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Next reunion 23—25 April, 2005

Well, after trumpeting how we'd finally fixed our printing problems, we really did a nice job of the last issue. Most paras had the last line chopped, sorry for that, however, you will be able to read all the words in the web version—which Sam assures us he will have up shortly. BUT!! this time.....I think we've got it. As before, the problem arose from the non-compatibility of MS-Pub 97 and 2000. We produce the RAM with 2000 then burn the file to a CD, take the CD to the printer and print in under 97. 97 doesn't have the font embedding feature that 2000 does and it lacks some formatting and layout features available with 2000. This time we printed one copy on our little laser then took the hard copy to the printer to have it copied on his u-beaut do everything million dollar copier/printer. Sometimes the old ways work best.

You will also notice that the list of names is a bit shorter than it used to be, a few have not renewed, which is a shame, but we're still getting new members, so we'll build up again. Have a look at the list which



Murray Coate (Framie), John Broughton (Radio) and John Armstrong (Photo) at the Anzac 'smoko'.

you can find on the web site ([www.eastcoastcool.com/radschool](http://www.eastcoastcool.com/radschool)) and if you know someone who's name isn't there, please give them a jog. And if your name isn't there, and you've paid, please get in touch with us ASAP.

Thanks heaps to all who have rejoined, some blokes were very generous (thanks Doug) and as you can see from the back page

Two Eskimos sitting in a kayak were chilly, but when they lit a fire in the craft, it sank, proving once and for all that you can't have your kayak and heat it too.

we're very financial again. Those funds should see us through to the next reunion, which at this stage we're planning on holding over the Anzac weekend in 2005.



Barry Wilmot (50RMT Air), Dave Carter (39RMT Air), John Lennon (54RMT Air) and John Hafner (49RMT Gnd) at the Brisbane Anzac Day 'smoko' after the march.

We've put the reminder up top, so lock it in. At this stage it's planned to hold the reunion in Brisbane, mainly because the majority of members live in Queensland, but perhaps you think it should be held elsewhere, we'll have more on that later. If you have any ideas for the reunion, what activities to plan, where to hold it, costing etc, your suggestions will be most welcome.

We would also like to know if you want a reunion, please email us if you think a reunion is a good idea, and you would go to a reunion in Brisbane over



Air Headquarters Australia, or at least that is what it was called last time we heard. From the 1960's to the 1990's this beautiful old building was better known as Headquarters Operational Command and is situated on the Great Western Highway at Glenbrook NSW, not far from Penrith. It was originally the high class Lapstone Hotel and was taken over by Defence in the early 50's and called Headquarters Support Command, then Headquarters Home Command (1956) and then Headquarters Operational Command.

Apart from the Operational (and earlier Support) Headquarters, it had a very large Communications Centre, which opened in the mid 60s with the very latest at that time, Model 28 Teletype teleprinters - installation was done by STC. (Thanks to Neil Hunter for the info.)

There was this person who sent ten different puns to his friends, with the hope that at least one of the puns would make his friends laugh. Unfortunately, no pun in ten did.

(Continued from page 2)  
the Anzac weekend in 2005.

We've added an index to the web site which will make it easier for you to search through back issues if you're looking for something. Perhaps you want to see how many times John Broughton's photo has appeared in these pages—well the index will show you.

### How do you know if you drink too much?

People can find out for themselves by completing a confidential interactive assessment available on [www.therightmix.gov.au](http://www.therightmix.gov.au). It only takes a few minutes to answer the questions and get your own personal assessment of your drinking patterns.

Find out if you are drinking at low-risk or risky levels, and get some helpful advice about what to do if you would like to take steps to change your drinking. By answering a few more questions, you can find out if you are ready to start making changes to your drinking behaviour. Remember even small changes you make to how much alcohol and how often you drink can make a difference to your health, lifestyle and relationships.

The self-assessment is just one part of an innovative website that complements the health promotion package, *The Right Mix: Your Health and Alcohol*, recently distributed to ex-service organizations and DVA registered health providers. Peer educators and pension and welfare officers can direct veterans to the website if they are interested in finding out more about getting the right mix.

### What's on the site



*The Right Mix: Your Health and Alcohol* package is available on the website, as well as extra information about health and alcohol issues. For example, if you are interested in the effects alcohol has on sleep, go to: <http://www.therightmix.gov.au/health.htm#sleep> where you

will also find some hints for a good night's sleep.

Other information covers the effects of alcohol on physical and mental health; information on standard drinks and risky drinking; tips on how to change drinking behaviour; handy hints for functions and information for partners and families. The site also contains detailed Fact Sheets on health and alcohol issues relevant to veterans.

My 90 year old dad reckons he has sex nearly every day, he nearly has it on Monday, he nearly has it on Tuesday, he nearly has it on .....

**Bill Leslie Bastion** 1 July 2003—aged 65. Bill Watts, who was a friend of Bill's, told us that Bill's passing was very sudden, and it was as if he had decided, for whatever reason, that he had just had enough. We spoke with Bill not long prior to his death and he told us he had a few things wrong which he thought stemmed



from his time overseas and that he was applying for recognition as TPI. Bill joined the RAAF in 1956, was posted to Butterworth in 61, Ubon in 1962, then back to Richmond in '63 where he spent time with 36, 38, 486, and 2AD. He took a D in '68 as a Sgt, then rejoined in '69 as a Cpl, with 36Sqn, got his 3rd hook back in '71 and a posting to Sale, then Wagga in '77, and finally Canberra in '79 where he stayed until his final D in Nov '80. Yours can remember playing many a hand of 500 with Bill and enjoying a Millers or six with him at the Oceanic and/or Coogee Bay and also the Pacific at Manly back in '70/71. He was a fun loving bloke and will be sorely missed by all who knew him.

He has left behind his wife Raywyn, daughter Rosalie, and 4 grand children.

**David Allen Henry**, a pilot with TPTFLT/35Sqn from June 64 to Feb 65, passed away on the afternoon of the 11th May following the rapid onset of his extremely debilitating bowel cancer. His funeral was held at the Fawkner (northern suburb of Melbourne) Crematorium at 1100 on Friday 16th May 2003.

**Donald James (Mike) Lancaster**, CO of 38 Sqn from 1972 to 1974, passed away on the 12 May 2003.

### Our condolences to their families.

Importantly, the site offers ways to take action in response to the comprehensive range of information provided for veterans and health professionals. Visitors can click on 'take action' to get information on a range of self-help and treatment interventions for alcohol management, including counselling contacts as well as state-based alcohol and drug agencies.

**Q:** All your responses these questions must be oral, OK?

**A:** OK.

**Q:** Right, now what school did you go to?

**A:** Oral



**Ted Washbrook** from Perth sent us this photo of the AN/FPN-36 Quadradar which was installed at Williamtown as an interim while waiting for the AN/FPN-802 made by Raytheon. Ted says the photo would have been taken near the end of 1977 and the Quadsquad looking at the camera are George Burke, Ross (Noddy) Wilson and Ken Honeysett. There were two displays in the ACS Building and they were remoted from the site in the picture.

Ted said he thought there were Quads at Pearce, Richmond, Amberley, Darwin, Williamtown and of course at Laverton where one was used as a training aid by Radschool instructors and as a refurbishment item by the 1AD techs and they exchanged the Radar Head at all the unit every 2 or 3 years.

Bob Carlyon ex 15 Appy saw the bit in Vol 14 where Bob Hambling indicated that there was a plaque which was mounted in one of the CPN-4 trailers. Bob says his memory is a bit like Bob Hambling's, and isn't working as good as it used to, but he seems to recall Buster McLean telling him while they were both at Amberley during the 70's that the CPN-4 at Amberley at the time had been the first unit received and had been used in a London to Auckland air race during the 1950's. The radar was used at the Auckland end of the race which he believes was won by an RAF Canberra. He believes the plaque was to commemorate the radar's involvement with that race.

**Books.** If you've been looking for an unusual book, such as "*Dominion Of The Air; the story of aerial navigation, The*" by **Bacon, John Mackenzie, 1846-1904**, or "*Movements And Habits Of Climbing Plants, The*" by **Darwin, Charles, 1809-1882** and you can't find it anywhere, have a look at the following site <http://gutenberg.net/> If it's there you can download a txt copy of it for free.....

A bloke walked into the doctors and said, "Doctor I've hurt my arm in two places". The doctor said, "Well don't go there any more"



It looks like we've cleared up the mystery of where the above photo of the AN/CPN-4 was taken. **Terry Walters**, who was on 32RTC back in 1966, wrote to say he'd taken it and it was taken at Amberley in the 60's during an Air Display. Terry says the hangar in the background belonged to 3AD and had the old Control Tower stuck on one corner of it (off to the left in the photo).

Terry also said a small error crept into Sam's "Computers and Stuff" column in Vol 14 of the RAM. He says "*The*



We've blown the photo up a bit, and enhanced it, and the fashions sure seem to indicate the photo was taken a few years back.....

*URL for the Eraser program is shown as <http://download.com.com/3000-2092-8504942.html>, and this is missing a number of letters. Even with the correct address an error message to the effect that "that file is not available" is received. Further research shows that the program at that address was only version 5.3"*

We checked with Sam who says that Terry's right. Sam says "*The article mentioned in Vol 14 referred to Ver 5.3 which is still available from <http://www.tolvonen.com/eraser/download.shtml>. Version 5.3 works perfectly but does not support Windows XP. There is a later version (Ver 5.7) which supports all versions of Windows and will also work under DOS. It is available from <http://www.heidi.ie/eraser/download.php>".*

**Passports** Only 18% of the USA population have a passport, ie; have travelled outside the USA, compared to Australia where xx% hold a passport. And—did you know that on average, an Australian passport is issued every 27.5 seconds.

Why did Kamikaze pilots wear safety helmets??

**Bob Carlyon**—ex 15 Appy saw the photo of Ted Mac and Mick Deeke (below) all wrapped up in parachute gear in our last issue, and he wrote. "Seeing that photo took me back to 1961 when a couple of the members of 15 Appy course also took the great plunge. They were Bob Barnfield and myself. We did our training at 2 Commando with a few of the "adult" trainees from Radschool. Alan Wise, a soon-to-be Telegraphist was one. The training at 2 Commando was very tough. We went through exiting the aircraft, which involved climbing out the open door of a Cessna 172 and positioning oneself with one foot on the wheel and the other on the step. One hand was held onto the wing-strut and the other onto the back of the door.

When the Jump Master in the aircraft decided that the exit position had been reached, he would tap you on the shoulder. You were then expected to let go and then throw your arms back so that you could adopt the "stable" position. If you were a learner, you did four static line jumps before going "free-fall". This meant that as you left the aircraft, the parachute sleeve remained attached to the aircraft by a webbing line. The parachute, and the parachutist, simply fell away from the aircraft. The jumper was then required to count "One Thousand, Two Thousand, Three Thousand" and then look up. Hopefully the parachute would be deployed. If not, there was some safety drills that had to be followed. In the worst case, these involved releasing the main parachute, free-falling, and then manually opening the Emergency Parachute attached to one's midriff. I always thought this to be a very scary operation.

On the day of my first jump, a student jumper accidentally pulled his emergency parachute as he was exiting the aircraft. This was an exceptionally dangerous thing to do as the lines of both 'chutes could have become entangled. The results were usually fatal. In this case though, the student walked away with nothing more than embarrassment. As it was, a normal landing was the equivalent to jumping from

twelve feet (3.6M) onto concrete. If one attempted to stand up on landing as they do today, one could expect one's legs to be driven up past one's ears. For that reason, a rolling landing was essential to survival. As most jumps took place on Saturdays, those intending to jump had to report to 2 Commando on Friday nights to prove one's competency at safety drills and landing. The landing testing involved running up a ramp about 8 feet high and jumping off to land on some gym mats. Just after one leapt off, the Jump Master would call "Left Front" or similar, to indicate the direction one to face on landing. My problem was that there wasn't enough time for me to work out where my left was AND where my front was before I crashed into the ground. Not to be deterred, I'd have that all worked out before I started my next run up the ramp. As I'd leap off ready to land "Left Front", the mongrel

would yell, "Right Rear". Bugger ! It was only when one could land in the right direction without thinking that one was considered to be competent to jump the following day. The fact that there were few and only minor accidents during the time I was associated with the group is a result, I believe, of this very strict training and testing regime. It was something I am glad I was able to do, but, as was reported in Vol 14, the cost for Apprentices was too much"



The Phaetons - an Appy band formed during the mid 60's, was made up of Keith "Ringo" Rodgers, Ralph "John" Dries, Roger "Paul" Durbridge and Doug "George" Pankhurst, shown here in full flight in the Rec "Cavern" Room! *"Those Beatles were damn lucky they were discovered first!"* Later on, Stef Jackowski took over the drums, Harold McNair the singing and Geoff Mayhew, 21 Course, the bass.

Stefan "Jack" Jackowski, died on the 14th December 1970.

Who tastes dog food when it has a "new & improved" flavour?

Why do you have to click on "Start" to stop Windows?





## Computers and stuff.

Sam Houliston

### Copy-protection

Copy protection technology on music CDs (similar to DVD's) may soon be the norm.

It looks like Arista Records, a subsidiary of BMG Music in the US is going to market their CD's with copy-protection technology produced by SunnComm Technologies.

This will be the first major step in the growth of the CD audio protection market making it impossible to copy CD's on your burner.

Record labels have been experimenting with compact disc copy-protection technology for close to two years now, but other early indications that mass-market release was close have proven premature. Labels in Europe and Asia have begun releasing scattered tests, but U.S. trials have remained largely limited to advance and promotional CDs.

Record companies which have seen their revenues fall over the years, are eager to find a copy-protection technology that would block people from burning copies of CDs or from "ripping" unprotected MP3 files with their computers and putting the songs on file-trading networks such as Kaz

However, previous versions of the antipiracy technologies have proven flawed. CDs protected with the technology have been unable to play in some CD players or computers, potentially even damaging some machines. Hackers have been able to break through much of the protection technologies using techniques as simple as drawing on the CD with a felt-tipped pen.

SunnComm recently struck a deal with Microsoft to work together on a package of copy-protection techniques. The smaller company will protect the ordinary CD audio tracks against copying, while Microsoft will provide tools to put additional copy-protected versions of the songs on the CD that can be copied to a computer hard drive or MP3 player but not traded online.

Very soon if you want to copy music it looks like it'll be back to the faithful old cassette.....

### Microsoft

The city of Munich, Germany, had about 14,000 computers

that needed upgrading. Microsoft magnanimously offered to upgrade them for the low, low price of \$36,600,000, or about \$2,600 per computer.

The Munich people were not impressed, possibly because this is more than new computers cost. They also didn't want to have to rely on Microsoft for future upgrades. Munich was considering Linux, with open source software, instead. This is something of a blasphemy at Microsoft. Since Microsoft has so far been unable to institute the Spanish Inquisition for Software, Microsoft boss and CEO Steve went to Munich to meet with the mayor and settle things once and for all.

Microsoft cut their price to \$31.9 million, then to \$23.7 million, a 35% drop. They also offered to let Munich go 6 years without an upgrade, rather than the normal 3-4 years. And they offered to sell Munich only copies of Word for some PCs, without forcing them to bundle Outlook, Excel, Powerpoint, and other Office 2002 applications. And they offered millions in training and support, free.

After all that, the Munich City Council picked Linux, for \$35.7 million. This is notable, because not too many large organizations use Linux for their desktop applications. If a lot of large organizations go with Linux, then more application development dollars will be spent on Linux, and Linux applications will get better (and maybe even easy to install.) Maybe Munich selected Linux because it's the "safest and most reliable operating system in history".

### Response time

I was in a computing class once about a hundred years ago. The instructor was talking away about real-time computing, response time, and stuff like that. All of a sudden, he stopped talking. People in the class started looking around, and he just stood there mute. For a long time. Finally, after what seemed like a ridiculous pause, he resumed and said, "As you can see, a 30-second response time is unacceptable to the user."

Some companies seem to have forgotten the importance of response time to their internet customers. I envisage some corporate executives viewing a fancy presentation from their advertising people, duly impressed, approving everything before checking on web response time. It looks good on their corporate T3 in the conference room, so it should look good on the customer's dialup, right? Nope! Not always. Maybe the executives even add a few, "but can you do this, and this, and this?" comments, slowing things down further.

If you're into Web design—always remember the old KISS principal. Sometimes - "Quicker is better."

This bloke has been sitting in a bar all night, staring at a blonde wearing the tightest pants he's ever seen. Finally his curiosity gets the best of him, so he walks over and asks, "How do you get into those pants?" The young woman looks him over and replies, "Well, you could start by buying me a drink."

## Virus

If you receive an email entitled "YAHOO Buckeroo," delete it immediately. Do not open it. Apparently, this one is pretty nasty. It will not only erase everything on your hard drive, but it will also delete anything on disks within 20 feet of your computer. It demagnetises the stripes on all your credit cards. It reprograms your ATM access code, screws up the tracking on your VCR and uses subspace field harmonics to scratch any CD's you attempt to play. If you drive a Ford, it will start missing like a Wolsley. It will program your phone auto dial to call only your mother-in-law's number. This virus will mix antifreeze into your fish tank. It will drink all your beer. For god's sake, are you listening? It will leave dirty socks and undies on the coffee table when you are expecting company. It will replace your shampoo with Nair and your Nair with haemorrhoid cream all the while dating your current boy/girlfriend behind your back and billing your Visa card. It will cause you to run with scissors and

throw things in a way that is only fun when someone loses an eye. It will rewrite your backup files, changing all your active verbs to passive tense and incorporating undetectable misspellings that grossly change the interpretations of key sentences.

If the "YAHOO Buckeroo" message is opened in a Windows 95/98/2000/XP environment, it will leave the toilet seat up and leave your hair dryer plugged in dangerously close to a full bathtub. It will not only remove the forbidden tags from your mattresses and pillows, it will also fill your skim milk with whole milk. Warn as many people as you can! If you don't send this to 5000 people in 20 seconds you'll fart so hard that your right leg will spasm and shoot straight out in front of you, sending sparks that will ignite the person 3 houses down the street. Please Send, send, send, send, and send!

Ted Mac

**Alfred Zommers**—who was on 47 RMC then 33 RTC back in 1964/65 wrote to pass on the following "Could you please let people know that the Australian Service medal and the Australian Active Service medal were awarded for service at Butterworth, Singapore and Thailand. The site to check out is <http://www.asacaustralia.com/index.htm> (The Armed Services Assistance Centre).



Being awarded the Australian Active Service medal means you are entitled to various entitlements. Also, the Department of Veterans Affairs

is the place to contact for any service related disabilities. Several medical conditions automatically entitle one to various benefits."

**Ted McEvoy** was looking through his 1960 diary recently. Here are a few of the jottings he found:

Sat 13 <sup>th</sup> February:	Got charged for not having a shave.
Thur 7 <sup>th</sup> April:	Sent up before Squadron commander for being late for Physics
Thu 14 <sup>th</sup> April	Packed off for Ocean Grove. Erected tents
Fri 15 <sup>th</sup> April	Mess duties, lantern stalk at night.

Today's mighty oak is just yesterday's nut that held its ground.

Wed 29<sup>th</sup> June  
Captured by Silcock, Roser, Giles, etc  
Had Maths 1A exam - wasn't too hard. Studied in Study room 3 - very warm. Was Duty App. Got 3 days CT for fooling around at Tech on Tuesday

Sat 13<sup>th</sup> September  
Slept in to 7:45am. Drill, lectures, PT in am. Gus and I practiced soccer and Judo in pm. Went to Mrs Fagg's Ball at Brighton Town Hall. Damn good time. Got onto Ann from Essendon

Tue 8<sup>th</sup> November  
Up at 6:45am. Bedside parade. No EMS or English so Laurie, Keith and I went to pictures. Picked up 3 sheilas - not too bad!

Ted has promised to open up the diaries from his time at Appy land and send us a few entries. He reckons he's got some funny stories from 1962 - the year he graduated, stories that could (and will) embarrass a few blokes.

A blonde rings her boyfriend and says, "Please come over here and help me, I've got this really hard jigsaw puzzle and I can't figure out how to get it started." Her boyfriend asks, "What is it supposed to be when it's finished?" The blonde says, "According to the picture on the box, it's a rooster." So her boyfriend says, okay, he'll come over and give her a hand. She lets him in and shows him where she has the puzzle spread all over the table. He studies the pieces for a moment, then looks at the box, then turns to her and says, "First of all, no matter what we do, we're not going to be able to assemble these pieces into anything resembling a rooster." He held her hand and said, "Second, let's have a cup of coffee, then ....." he sighed, "let's put all these Corn Flakes back in the box."

## Korean War

The Korean War ended on the 27 July 1953. It began on 25 June 1950 when North Korean forces invaded the South and it was the first occasion that member nations of the United Nations acted collectively to repel aggression. Some 17,000 Australian soldiers, sailors and airmen served in combat under the UN as part of the United Nations Command to preserve the independence of the Republic of Korea. Australian casualties were 339 killed, 1,216 wounded and 29 prisoners of war.



77 Sqn Mustangs

77 Squadron entered the War during the first week of the North Korean aggression and remained in action for the entire war as part of the US 5th Air Force. Initially equipped with Mustangs, which had been on duty with the occupation forces in Japan, they provided much of the close air support for the beleaguered United Nations ground forces. These aircraft were part of the RAAF's complement of 499 Mustangs which arrived in April 1945, too late for them to participate significantly in World War 2, though Australian pilots in 3 Squadron, operating with the RAF, had already seen combat in the type. They were made in Australia and were powered with a Rolls-Royce, rather than the Packard-built, Merlin engine. The Mustang Squadrons which went to Japan on occupation duties returned to Australia in 1950 with the exception of 77 Sqn which was kept over when hostilities broke out in Korea. Originally designed as a fighter during the Second World War, the piston-engined Mustang had lost its technical edge by the time of the Korean War and was more suited to ground-support roles. The 77 Sqn. Mustangs flew in combat from Iwakuni, Japan for ten months until they were replaced by 93 Mark 8 and 6 T7 (training) Meteors.

From September 1950, and following the amphibious landing at Inchon and the breakout from the Pusan Perimeter, the multinational force cleared South Korea and advanced into North Korea towards the border with China. In November 1950 after the Chinese entry to the war, the UN ground

forces faced Chinese offences which forced them to retreat in appalling winter conditions to positions south of the 38th parallel. With a continuous front from sea to sea, the dramatic advances and withdrawals of the first six months came to an end.

In April 1951, 77 Squadron replaced its Mustangs with the British-built twin-jet Meteor Mark 8. The RAAF pilots were trained on the Meteors by four experienced British RAF pilots at the Iwakuni base in Japan.



77 Sqn meteors at Kimpo in Korea, 1951

In Korea, air-to-air combat entered the jet age. When the MiGs appeared in Korean skies after China entered the war, they soon demonstrated their superior performance. American squadrons had jet fighters of their own, F-80 Shooting Stars and later Sabres, but only the Sabres could match the MiGs for performance and versatility. Although the Meteor had also been developed during the Second World War, it was thought to be more capable of surviving encounters with the Soviet-built MiG-15 jet fighter than the Mustang though the MiG's speed (1084 km/hour, 122 km/hour faster than Meteors), rate of climb and performance at high altitudes made it a far superior aircraft. In subsequent months, the role of the Meteor as a fighter was reconsidered, and it was withdrawn from "MiG Alley" for use as a ground-attack aircraft in areas where MiGs were rarely encountered.

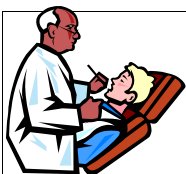
The superseded Mustangs were moved on to the CAF (reserve) squadrons in Australia, until these too were replaced by Vampires. 24 (City of Adelaide) Sqn. kept its Mustangs until June 1960.

Airpower was critical in defeating the initial North Korean offensive and the Australian squadron earned the highest reputation in their air support role. Notwithstanding, three MiGs were destroyed by Meteors in air-to-air combat. Climatic extremes, in particular the winter conditions in North Korea, challenged both air and ground crews. In all there were 41 fatal casualties from all causes and seven RAAF persons were taken prisoner of war. RAAF pilots made a vital contribution to the squadron and five of them were

Why don't sheep shrink when it rains?

Why don't you ever see the headline - "Psychic Wins Lottery!"





### Sick Parade

It's been suggested that we have a sick parade column—as most of us are getting on and some of us have bits that are starting to wear out. We reckon it's a great idea, so it's in from this edition. If you know any-

one who is or has been crook, let us know so we can pass on the info.

Ted Mac in the West told us of Stix Chambers—Ted says: “Stix Chambers, who was on 14 Appy, and who now lives in Cairns, has had a relapse with his Leukaemia. He has been crook for a while with this dreadful cancer. Poor bloke's had to put up with bone-marrow transplants, chemo therapy, etc. The cancer has been under control (remission) for most of the time but it does flare up from time to time. We all wish Stix well and hope the treatments fix him up quick smart.

Peter Nelms was recently diagnosed as a diabetic and he was in touch and advised he had been talking to another old Radtech, Laurie Griffiths. Peter told us that Laurie is also suffering as a diabetic and he suggests we should hold a survey of the health condition of old guys as it may reveal some interesting trends. Peter wonders if some of these conditions are related to our service and we don't know it?

*(Continued from page 8)*

killed. Dakota transports from 86 Wing provided airlift support for all British Commonwealth Forces in Korea and flew some 12,000 sick and wounded from the war zone in medical evacuation flights. In this role the contribution by the RAAF Nursing Service proved invaluable.

After early 1951 offensives and counter offensives the war entered a phase of contesting heavily defended emplacements along the front which eventually became the cease fire line. Despite the first initiatives in 1951 to end the war it dragged on until 27 July 1953 when an armistice was signed. Twenty other countries contributed combat and medical units to the United Nations command in Korea. Perhaps someone who served in Korea can let us know what day to day life was like.

### THE FOUR STAGES OF LIFE:

1. You believe in Santa Claus.
2. You don't believe in Santa Claus.
3. You are Santa Claus.
4. You look like Santa Claus.

### GPS

GPS stands for Global Positioning System. There are about 24 GPS satellites that orbit the earth every 12 hours. Six orbital planes spaced 60 degrees apart and inclined at about 55 degrees each hold (usually) four satellites. This arrangement makes it possible to “see” 5 to 8 GPS satellites at any given time from any point on earth. In the last millennium, the accuracy of the GPS signals were intentionally degraded to provide a position accuracy of about 100 meters though signals providing a position accuracy of about 10 meters were available to military GPS receivers. This was done to prevent “the bad guys” from using GPS signals for missile navigation.

During the Gulf War in 1989, there was a shortage of military GPS receivers so the U.S. turned off the signal degradation, didn't tell anyone, and used civilian GPS receivers. On May 2, 2000, in celebration of May Day a day late, the “Selective Availability” of accurate GPS signals was turned off permanently, and we've all been able to use the accurate 10-meter GPS signals ever since.

Now, it seems, 10 meters is not good enough. If you're landing an airplane on a 60-foot wide runway, or driving a boat under a bridge in the fog, 30 feet may be a very important distance. The problem is, GPS data is only that accurate. The ionosphere is kind of squirrely and delays the GPS signals varying amounts. At any rate, some people figured out that they could place a GPS receiver at a known location, measure the difference between the actual location and the location calculated by the GPS receiver, then transmit that error to a nearby GPS receiver. This is called differential GPS. Some of the short-range systems have an accuracy to within a centimeter or so. This is great for moving dirt with a bulldozer (put a receiver on the blade and see where you need to be) or surveying. [Isn't this just absolutely amazing—you can now position yourself anywhere on the globe accurate to 1 cm—beats the hell out of Loran—tb]

The next step in this is the Wide Area Augmentation System. This is similar to the differential GPS, but about 25 ground stations in North America collect GPS error information and it is sent to high-orbit geostationary satellites. Then WAAS GPS receivers receive that information in addition to the regular GPS position information. This gets the horizontal position error down to 1 or 2 meters, acceptable for landing an airplane or driving a boat under a bridge. WAAS GPS was designed primarily for aviation, but some of the Garmin handheld GPS receivers are WAAS compatible (the eTrex Vista, Venture, and Legend) and possibly a lot of the other newer GPS receivers are also WAAS compatible. So—if you're planning to buy a new GPS—make sure its WAAS compatible.

It's frustrating when you know all the answers, and nobody bothers to ask you the questions.

**14 Appy Reunion - 1985**

**Ted McEvoy** from the West wrote to say: 14 Apprentice Course commenced on 8<sup>th</sup> February 1960 at RAAF Frognall in the leafy and upmarket suburb of Camberwell, Melbourne. We were the last course to commence at Frognall and all subsequent Appy courses were conducted at Laverton. As I recall, 47 blokes started on 14 Course

Up to and including 14 Course, the idea was for all members of the course to do the initial year's training at the Royal Melbourne Tech (later to become the Royal Melbourne Institute of Technology). Those who passed the exams stayed at Frognall and continued their Diploma studies which lead on to a commission. Us dummies were relocated to Laverton in 1961 whereby we were trained to become Technicians.

During 1961, we continued to attend the RMT but with a more practical stream than the soon-to-be-ossifers. At the start of 1962, the RAAF decided we were to become "Groundies" and so we commenced our training on such unsophisticated equipment as FSK and Quad radar. Luckily for us, the RAAF changed its mind and decided it needed more "Airies" [I didn't say that—tb] so we changed horses in mid-stream. We went on to train on much more sophisticated airborne equipment as Green Satin, 5043's, etc.

[What—no APS-31—tb]

After 2 ½ year's of undetected crime, 18 brand-new RadTechA's graduated in August 1962 and we were subsequently posted to our first squadron. Those 18 were:

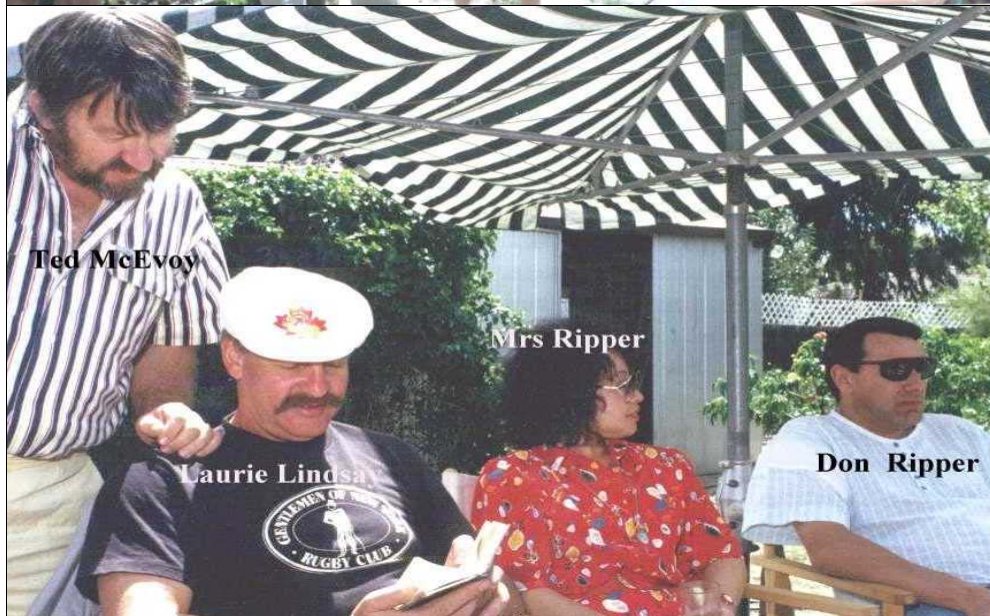
Richard (Stix) Chambers, Gordon Charlton, Mick Deecke, Rick Dennett (deceased), Herb Dower, Lindsay Franklin, Peter Gustafson, Ian Guthrie (RNZAF), Tom (Tich) Harrington, Phil Holden, Doug Kidd, Laurie Lindsay, Ted McEvoy, Ted Perry (deceased), Mark Pope, Don Ripper, Alf Smith, Len Triplett.

Some time ago, way down the track and after our RAAF careers had ended, we decided to have a reunion in Melbourne for those guys who could make it. As I recall, it was held in February 1985, 25 years after we had joined the RAAF. The pictures were taken by Laurie Lindsay at Gordon and Elizabeth Charlton's house (I think it was in Sunbury). For the first 3 year's of my apprenticeship, I managed to keep a diary. I took it to the reunion and recited some of the entries in the diary - hence the smiles of embarrassment on the faces of those involved.

Being 'sprogged' wasn't much fun at the time but looking back at it, it didn't do most of us any long-term harm and anyway, I wouldn't have missed it for quids!!



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



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

In just two days, tomorrow will be yesterday.



### The B-36

The Convair B-36 was the largest American bomber, in sheer physical size, ever built. It never fired a shot or dropped a bomb in anger - thus earning itself the nickname "The Peacemaker". Convair built a total of 385 of this aircraft type under different variants and it was retired from the Air Force on the 12<sup>th</sup> February, 1959.



It was also the last propeller driven bomber put into service by the US. The early versions had 6 radial 'pusher' engines and were woefully underpowered. They were later modified and 4 static thrust jet engines were added which were used during take-offs and for rapid acceleration in flight. Although never called into active service, during the late 1940s and early 1950s, the B36 provided the US with a long range nuclear deterrent until the B52 came into service. It was a huge airplane with a large payload capacity and a 10,000 mile range.

The origin of the B-36 can be traced back to the early days of 1941 at a time when it seemed that Britain might fall to a German invasion, depriving the USA of any European allies in case of war and in particular, leaving the Army Air Corps without any bases outside the Western Hemisphere. Consequently, the US felt that it would need a truly intercontinental bomber with unprecedented range, one that could bomb targets in Europe from bases inside the continental USA. In 1941, the USAAC opened up a design competition for a bomber with a 450 mph top speed, a 275 mph cruising speed, a service ceiling of 45,000 feet and a maximum range of 12,000 miles at 25,000 feet.

Power was provided from a set of six 28-cylinder Pratt & Whitney R-4360 Wasp Major air-cooled radials (with a total of 336 spark plugs). These six engines were each to drive a 19-foot three-bladed Curtiss propeller in pusher configuration (the C130J has 13.5ft diameter propellers). The engines were to be accessible for maintenance in flight through the 7.5-foot thick wing root. Six fuel tanks with a capacity of 21,116 US gallons (56 tonnes) were incorporated into the wing. The 163-foot fuselage had four separate bomb bays with a maximum capacity of 42,000 pounds (19 tonnes). Like the B-29, only the forward crew compartment and the

gunner's weapons sighting station compartment behind the bomb bay were to be pressurized. A 25-inch diameter, 80-foot long pressurized tube ran along side the bomb bays to connect the forward crew compartment to the rear gunners' compartment. Crewmen could use a wheeled trolley to slide back and forth. The crew consisted of 15 (pilot, co-pilot, radar/bombardier, navigator, flight engineer, two radiomen, three forward gunners and five rear gunners). Four rest bunks were provided for reliefs. Defensive armament was to consist of five 37-mm cannon and ten 0.50-inch machine guns. These guns were to be distributed among four retractable turrets and a radar-directed tail turret.

On March 17, 1943, the Consolidated Aircraft Corporation merged with Vultee Aircraft becoming the Consolidated Vultee Aircraft Corporation. This name was often truncated to "Convair", although this name did not become official until April 29, 1954, when Consolidated Vultee Aircraft Corporation became the Convair division of the General Dynamics Corporation.

By mid-1944, the military situation in the Pacific had improved significantly. The Marianas campaign was near its end and preparation was being made for the deployment of B-29s from these bases to attack the Japanese mainland. The B-29's difficulties had been ironed out and it was felt that a super long-range bomber was not so urgently needed and that Convair should devote its main effort to the B-32 program. Although the B-36 project would still continue, it would now do so with a lower priority.

Following the surrender of Germany and the end of the war in Europe, aircraft production contracts were drastically cut back. However, the contract for the B-36 was untouched. The enormous losses suffered in seizing island bases in the Pacific convinced the US military that there was still a definite need for a long-range bomber. In addition, the forth-



coming atomic bomb would require a long-range delivery vehicle capable of retaliating against an enemy without the need for far-away forward bases.

The first B-36 was rolled out on September 8, 1945. It sat on massive single 110-inch diameter main wheels which restricted it to only three runways in the USA which had sufficiently thick concrete to support its weight.

It took off from Fort Worth on its maiden flight on August 8, 1946, remaining in the air for 37 minutes and was the

Ever notice that anyone going slower than you is an idiot, but anyone going faster than you is a maniac?

Time is precious, waste it wisely

heaviest and largest landplane ever to fly up to that time.

The second prototype flew for the first time on December 4, 1947. It had a new high-visibility canopy with the raised roof and redesigned forward crew compartment.

After 89 hours of flight testing, the single-wheel landing gear was replaced by a four-wheel bogie-type main undercarriage, each wheel being of 56 inch diameter. This reduced the runway thickness requirements and this new undercarriage configuration was adopted for production B-36s. In addition, 3,500 hp R-43660-41 engines were fitted and it was renamed the B-36A.

In August of 1947, the recently formed US Air Force set up a USAF Aircraft and Weapons Board to determine which weapons would best support the Air Force's long-term plans. Because of the atomic bomb, strategic bombing took precedence. At that time, the B-36 was the only bomber capable of carrying out nuclear retaliation against an enemy without the need for overseas bases. However, at that time the supply of atomic bombs was still sparse and plans had to be made for the possible use of conventional bombs.

Some members of the Air Board felt wanted to try and improve the performance of the B-36 and use it as an all-purpose bomber capable of delivering both conventional and nuclear weapons. After prolonged debate, it was decided to stick with the basic B-36 as a special purpose nuclear deterrent bomber. The B-36 would remain in service until replaced by the B-52. At that time, it was thought that 100 B-36s would be enough and no further procurement was anticipated.

Many of the B-36B's initial problems resembled those of any other new and complex aircraft. Parts shortages were acute and it was often necessary to cannibalise some B-36Bs to keep others flying. Equipment such as empennage stands, dollies and jacks were in short supply. The B-36B aircraft were in a constant state of flux, either being reconfigured or awaiting modification. In reality, full operational capability was not achieved until 1952.

Many people both inside and outside the Air Force thought

the B-36 was already obsolete and believed that fast jet bombers should be acquired instead. However, these were still many years away and in any case promised to have a much shorter range than the B-36. It was probably the Soviet Union which saved the B-36 program from cancellation at this stage. On June 18, 1948, the USSR began its blockade of Berlin and the USAF decided to stay with the B-36 since it was the only truly intercontinental bomber then available.

The early versions of the B-36 had been criticized for insufficient maximum speed and for a too-long takeoff run. In 1948, Convair proposed that these problems could be addressed by the fitting of two pairs of turbojets in pods underneath the outer wings. These turbojets would be used for takeoff and for short bursts of speed during the bombing run and would have only a minimal effect on the range.



Gradually, most of the problems with the B-36 were identified and corrected. Engines were upgraded and improved containers and better sealants reduced fuel tank leakages. The electrical system

which was unreliable and caused fire hazards during ground refueling operations was fixed. Landing gear and bulkhead failures were almost totally eliminated. The B-36 flew well on four or even three engines, so it was common practice to shut down some of the engines during cruise. The turbojets were normally used only over the target area or for takeoff.

The B-36J, which first flew in July of 1953, was the final production version of the B-36. 33 B-36J's were built. It had two additional fuel tanks, one on the outer panel of each wing which increased the fuel load by 2,770 gallons. It also had a much stronger landing gear, permitting a gross takeoff weight as high as 410,000 pounds (185 tonnes). The weight was reduced and the aircraft had a service ceiling of 47,000 feet, although some missions were flown as high as 50,000 feet.

In the mid-1950s, the B-36s began to be replaced by B-52 jet bombers and the scrapping of B-36s began in February of 1956. By December of 1958, only 22 B-36s (all of them B-36Js) were still operational. On February 12, 1959, the last B-36J left Biggs AFB, Texas, where it had been on duty

I have six locks on my door, all in a row. When I go out, I lock every other one. I figure no matter how long somebody stands there picking the locks, they are always locking three of them



with the 95th Heavy Bombardment Wing and was flown to Amon Carter Field in Fort Worth, where it was put on permanent display.

The Air Force accepted a total of 383 B-36s, including prototypes, service test aircraft and reconnaissance aircraft, but not including the two B-36Gs delivered as YB-60.

### For the Tech Heads

Specification of Convair B-36J:

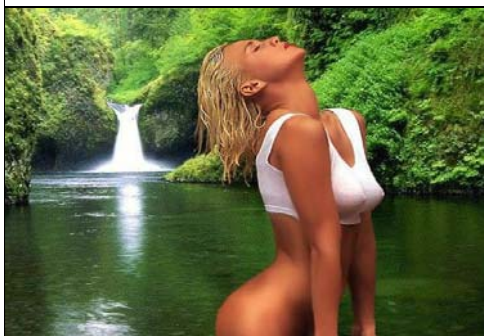
**Powerplant:** Six 3800 Pratt & Whitney R-4360-53 Wasp Major air cooled radial engines, plus four 5,200 lb.s.t. General Electric J47-GE-19 turbojets.

**Performance:** Maximum speed 411 mph at 36,400 feet. Cruising speed 203 mph. Initial climb rate 1920 feet per minute. Service ceiling 39,900 feet. Range 6800 miles with 10,000 pound bombload.

**Weights:** 171,035 pounds empty, 266,100 pounds combat, 410,000 pounds maximum.

**Dimensions:** Wingspan 230 feet 0 inches, length 162 feet 1 inch, height 46 feet 8 inches, wing area 4772 square feet.

**Ordnance:** Normal bomb load up to 72,000 pounds. Maximum bomb load 86,000 pounds.



### Optical illusion

Study the above photo carefully. Amazing things happen. When men study the photo they will notice, after about 10 minutes, that a water-fall will magically appear, while females will immediately notice the waterfall, and eventually a girl will appear. Why is this so....

Ever notice that anyone going slower than you is an idiot, but anyone going faster than you is a maniac?



**Back L-R** E Usher-Clarke, I Spiller, D Voight, K Bristow-Staff, Hugh Farlow.  
**Front L-R** R Smith, G Hall, E Stott, S Platt, L Kevin.

Ray Thompson sent us the above photo which we had in our last issue. Ray wanted to know the origin of the photo, and somehow it found its way to **Hugh Farlow** (who is in the photo) and who now works for Queensland Railways. Hugh contacted us and solved the problem for Ray. He says the photo was taken at East Sale in 1960 and the blokes are all radio blokes from Maintenance Squadron East Sale. Hugh says he was a Rad Mech at the time, doing his 'field training' prior to heading back to Laverton to do his conversion to Radtech. Missing from the photo, but posted to the Sqn at the time, was Greg Delaney



We've been getting a lot of correspondence lately from the ex-Groundies—which is good of course (keep it up), but we thought it only fit and proper that we show them where real techs used to work—out in the wind and the rain and the cold, not cosseted away in a comfortable and air-conditioned striped box.

I have six locks on my door, all in a row. When I go out, I lock every other one. I figure no matter how long somebody stands there picking the locks, they are always locking three of them.

## 15 Appy

**Bob Carlyon** wrote to say he's like to take issue with the photograph of the "Mighty" 15 Radio Apprentice Course which appeared on page 15 of Vol 14. Bob says: "The photo was taken outside the Airmen's Blocks - but not in 1963. It was taken in either February or March of 1961. 15 Appy has a number of distinctions to its credit. It was the first course of any denomination to start at the Laverton version of Radschool. The course formed on 18th January 1961 and had about two weeks of bliss before Radschool arrived from Balarat along with the senior Appy courses.



The last I heard of those who graduated was: Al Blyth - F111 Pilot; Steve Bray - Commissioned Rad Eng; Me - Groundie; Brian Carney - Airey; Lester Cavanagh - F111 The Other Seat; Tony Chapple - Airey; Wayne Cupitt - Airey; Chris Eldridge - Groundie; Bill Fitzhenry - Knuc at Willytown; Bill Flack - Airey; Glen Gould (Math-ematician extraordinaire) Commissioned Rad Eng; Bob Holskin -

Commissioned Rad Eng; Peter Jackson - Airey (Won BEM); Peter Jupp - Airey (I think was commissioned); Bruce Ladd - Airey (and did a great job on ARC-51's from CPN-4 at Amberley); Jack Lane - Airey (I think); Paul

Lobston - Airey ?; Jim (Tex) McCorry - Airey; Rod Rose - Airey; Ron Shannon - Airey ?; Trev Stair - Groundie.

We inherited a few "hand-me-downs" from 14 Course - as was the case in those days - and then marched over to the Airmen's Blocks to have the photograph taken. It would have been February or March because we actually marched over there and that took us quite a few weeks to get the hang of. Another clue that the photograph was taken in 1961 is the number of people in the picture. I count 41 in the picture. The list in alphabetic order account (Vol 14) had only 21 names which was the number that graduated.

While on the subject of this "mighty" course, another distinction attained by the group is it must have been the weakest Appy course of all time. We got P and Pick handles beaten out of us by the senior courses when they joined us in 1961. At the Ocean Grove camp later in the year when all is supposed to be made square, even the DI's beat some of us up. In 1962, we couldn't wait to get to Ocean Grove to extract our revenge.

In those days, one was allowed to "carry" (I think) only 2 subjects from RMIT. If one failed any more, it was out of Appy Sqn. Depending on where you were in the course, you could either remuster or take a discharge. Both options were taken. I remember one member from Sydney who was so in love with a girl back home, he deliberately failed every subject except any that had anything to do with TV. He took his discharge, went back to Sydney and worked very happily in the TV industry. I don't know if the relationship lasted. One hopes so.

However, bloody Alf Valentine and his mob had signed a non-aggression pact with 14 Course and we got belted up again. The same thing happened in 1963 when we were the senior course. The two junior courses teamed up and belted us into submission. Of course, we were only a few at the time. Otherwise we could have handled them very easily I'm sure! Anyhow, I was very pleased to see the "mighty" again. It's just a pity you put them on Page 15.

I would have thought we were a Page 1 item."

We don't know who sent us this, it's terrible, in fact it's so bad we've just got to include it...

There was this bloke and he had a girlfriend named Lorraine who was very pretty and he liked her a lot. One day he went to work and found that a new girl had started. Her name was Clearly and she was absolutely gorgeous. He became quite besotted with Clearly and after a while it became obvious that she was interested in him too. But this bloke was a loyal man and he wouldn't do anything with Clearly while he was still going out with Lorraine. He decided that there was nothing left to do but to break up with Lorraine and get on with Clearly. He planned several times to tell Lorraine but he couldn't bring himself to do it. Then one day they went for a walk along the riverbank when Lorraine slipped and fell into the river. The current carried her off and she drowned. The guy stopped for a moment by the river and then ran off smiling and singing... "I can see Clearly now, Lorraine has gone."

"sorry!!!"

Next reunion 23—25 April, 2005

*Your say!*

**Peter Mead** wrote to say he's been following the passé on the CPN4 with interest as he was lucky enough to be selected for a course on the beast in Biloxi Mississippi some years ago following which he had many an hour on the thing at Pearce, Butterworth and Willytown trying to keep it operational.

**Steve Howie** wrote to say **Phill Baldock** is enjoying life as a Mister after having spent many years in uniform. Phill now works for the DOD as a consultant and Steve says it has been a major culture change for Phill. He still goes to the same place to work as previous, still works with the same blokes and blokettes, still does the same job—but he's now got a big decision to make every morning—what to wear to work.

**Greg Reibelt** says after a long time away, he's finally gone back to his home town, Caboolture (about 50kms north of Brisbane), to live and is now doing a bit of computer work from home. It's funny how many people are "doing a bit of computer work from home." - tb

**Neil Hunter** wrote to tell us the Ex-RAAF Communicators (Operators, Techs, Officers) are planning a reunion over the weekend of 28/29/30 (Fri/Sat/Sun) November. They plan to hold the reunion at Wagga, and if you're interested, you can download a copy of the invite at [www.austradesecure.com/radschool/reunion.pdf](http://www.austradesecure.com/radschool/reunion.pdf)

**Col Price**, who retired as a Wingco not long ago, recently set off with wife Maurine for a world tour. He wrote from Asia saying in a "Dear all", We made it to Thailand after a smooth flight with British Airways out of Sydney (could have done without being seated in the baby table row! but soon had ourselves reallocated elsewhere). After two hectic days in Bangkok roaring around on the local buses and 'tuk tuk' local tricycle motor bike thingys we took the overnight sleeper train up to Chiang Mai. This is quite a big place but much more provincial than Bangkok. We have been to the mountain and seen Buddha in the big temple, we have seen the elephant school, orchid and butterfly farms and temples. We rented a little motorbike for a couple of days and saw many interesting places and temples. We went on a trip to the 'golden triangle' and across the border into Burma for a few hours to see some temples. We eventually got back on the train to Bangkok (12hrs!!) - more temples, stayed overnight and then headed across to one of two islands - Ko Samet or Ko Chang. Plan was to stay there four or five days for some chill out time with some snorkelling, good food (I hope, we have done well so far - no tummy trubs yet), and

NO bloody temples. After the island thing went back into Bangkok for another night or two (temples) before flying out to Rome via London. Weatherwise it has been mostly hot, a bit hotter in Bangkok than the Islands. Up the mountain at the huge Buddhist temple it was drizzly and cool. People were very friendly and the food was good and very cheap and the temples lovely. From Thailand we go to Italy for about 3 weeks, then to London (10 days), Ireland (3 weeks), New York (2 weeks), Miami (4 days), Costa Rica (4 weeks), San Diego (2 weeks) then home out of Los Angeles. Getting back to beautiful Burleigh Waters on the Gold Coast 5th October. Hoping you are all happy and well. Thanks Col—we are all looking forward to seeing some of your temple photos—tb

We heard from **Kev Rosser** who advised he has finally hung up the old AVO and VTVM, sold up and moved to the Atherton Tablelands.

**Don Taylor** wrote to say "If you were ever in Phan Rang, and want to see a good site, go to <http://members.tripod.com/donstaylor/1d34.htm>"

**Col Benson** wants to know if anyone has a copy of a book about the history of RAAF radio written by former CO and ex-POW, Wg Cdr Bon Hall, as he'd like to get a copy and read it. He says he was shown a copy in the late 1970s but it was out of print. He reckons it needs a re-write by someone retired and looking for a worthwhile job.

**Ted Mac**, from the West, reckons he's noticed something funny - he reckons the blokes who graduated on his Appy course (14) have a bigger population of female children than the norm, eg Laurie Lindsay has 3, Tom Harrington and he have 2 each, etc. His theory is that during their time at Laverton the Brat's Jatz crackers were subjected to big chunk of RF and he reckons the RAAF knew that Jatz were the biscuit of choice for all Brats. He reckons all that ingested RF affected their taddies. He says he can also remember hanging on the front of an A model Herc whilst doing some adjustments to the APN-59 radar antenna. He reckons it may be worthwhile doing a straw poll in the RAM - it could show up some interesting numbers.

What can we say.....perhaps he's right, yours has 3 daughters, and blokes we know from Radschool days also have a bunch of daughters. Email us your details—we'll reveal all next issue.



When people who are looking for something say "it's always the last place you look". Of course it is. Why the hell would you keep looking after you've found it?

When people say "life is short". What are they talking about?? Life is the longest damn thing anyone ever does!!

## 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 Sqs 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.

We've lost **Joe Mercer's** address. Last we heard of Joe he lived in Oakey (Qld) but he must have moved. Any one know to where??

We are also looking for these blokes—can anyone help: **Mike Johnson, Bob Parker, Arthur Turner, Tony Element, Phil Smith, Don Ripper, Brian Carney and Bob O'Doherty.**

We heard from **Peter Franks** who says, Sorry I have taken so long to write - but I have an excuse (of sorts)!!!! I recently moved from



Tamworth to Brisbane and it has taken me some time to sort out all my files, correspondence, papers, etc. I received Vol 14 of the newsletter

by mail, redirected, and saw the further (and final!) word on the orientation of the Biak Canberra piccy, plus comments. Unfortunately, you didn't include the name of the writer?? (The gremlins got the name Pete - tb) However, he has convinced me - and I therefore stand corrected - my memory was an inverted/reversed photograph - I have a copy of the John Bennett book, and that is probably where I got my "memory" from. That's what ageing does for you. Best Regards.

Bill Watts is trying to find **Ian Schuetze** who was good friend of Bill Bastion's. Can anyone help.

**Laurie Lindsay**, was on 14 Appy with Alfred William Smith, Thomas Dowie Harrington, Edward George McEvoy, Douglas James Kidd and others. He says he was at Radschool from 61 to 63 as a brat, on a course in 71, and back again from 72 to 74 as an instructor. He remembers Alf liked his name so much, that when he went out 'hunting', he used to call himself Stephen Beaumont. That was BS (before Sandra) and the reason Ted Mac has such a good memory is that he kept a diary. 14 Course had a reunion in the last millennium (see page 10) and we were in stitches,

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.

reading from it. Kev Carroll forgot to mention that he used to work for Jim Thorn (who was an angry little man). To keep Jim in perspective, Kev occasionally hung Jim's mirror high so that he had to stand on tip-toe and turned his chair down so that his nose was level with the top of his desk. I quite liked Jim despite his angry demeanour, underneath he was quite a nice bloke. I once walked into his office and the conversation went: Me "*We stuffed up, Sir*" Jim "*Wadaya mean WE stuffed up*" Me "*Well, I stuffed up and you signed it*" Jim smiled and agreed "*We stuffed up*"

Yours once spend a couple of months staying at the old Rosstown—before the upgrade, you'd know that place well Laurie.....tb



Pictured (left) is **Jenny Finn**. Jenny was at Radschool and is shown here while on 21 COMSEC course which ran from 12 May 65 to 24 Jun 65. John Elliot says he met her at a Comms reunion about 4 years ago and she was working in a Bank, somewhere in the middle of NSW. Does anyone know where Jenny is today??

**Ian Symonds**, who retired from the RAAF back in 1987, and has had to put up with living in beautiful Port Macquarie ever since wrote:- *Being a generation ahead of most of your members, I just wonder if there's an organization for earlier Froggnall apprentices?*

We don't know of any Ian, but if there is, someone will let us know—Can anyone help??

Why do people say things like 'My eyes aren't what they used to be'. So what did they used to be? ears, Wellington boots, toe-nails.....

Why do people get off their bum and search the entire room for the TV remote yet refuse to walk to the TV and change the channel manually.



## Post Radschool



Things are slowly getting back to normal in Canberra after those disastrous fires earlier this year. A lot of the burnt out homes have now been removed, the blocks levelled and families are either rebuilding or selling their blocks and moving on. Funny thing is, all the activity has driven values upwards, and in a lot of cases the land is now worth more than the value of the house and land prior to the fires. What do they say about an ill-wind??

A blond walks into a curtain shop and asks the sales-lady if she has any curtains the size of her computer screen. The saleslady says "You don't put curtains on a computer" The blond says "Hello!!!! ..... I've got Windows".

*Sorry!!*

### Appreciation



Some time ago, the Federal Government commenced a program to "Salute Their Service" by issuing a Certificate of Appreciation. If you were posted to a war zone you qualify, and you should apply. You can

get a copy of the application form at the following site [www.austradesecure.com/radschool/coa.pdf](http://www.austradesecure.com/radschool/coa.pdf) Download the form, fill it in and post it to your local Federal MP.

We recently heard from **Julie Peters**, who used to be Julie Brown at Radschool—all those years ago. Julie is back at the books, and has been swatting for the past three years and is well on the way to graduating with an Arts Degree at Deakin Uni. She is only a couple of weeks off completing a major in journalism as an off campus student, which of course is not the easy way to do it. She's only got 18 months to go and then she's finished—we wish you well with the studies Julie. And! as soon as you complete the major you should put it to good use—we can always use a contributor.

### Competition

Unfortunately the gremlins got into Vol 14's competition page too, and completely swiped the answers, so we couldn't give away a bottle of that much sought after plonk. SO!! to make up for that stuff-up, this time we'll give away 2 bottles, one for the blokes and one for the blokettes. And even though footy is nearly finished for the year, the State of Origin has long been and gone, and we'd have won too if those damn blue boys hadn't cheated, we've decided to run the same question again, but this time we'll add the answers, so you'll have a much better chance of winning.



We've got 1 bottle for a bloke winner, and 1 bottle for a blokette winner—so girls, get your answers in, you never know, we've been led to believe this stuff contains some magical jippers which is supposed to aid in the popping department—and girls, if you do win we want a report of any exciting side-effects.

The question is: **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, all correspondence, judges decision etc etc, get your answers in via email and you too could be popping all over the place.....

My dad reckons sex at 95 is great. Of course he lives at number 19.

A good friend will come and bail you out of jail but, a true friend will be sitting next to you saying, "Damn...that was fun!"



**Col Benson** got in touch recently, he says: I liked your story on the F-4 and went to my books to compare it with an F-27/Friendship in which I flew several times between MacKay and Brisbane in the 1960s. Although I've never been close to many planes other than as a paying passenger, I've maintained an interest since I had cardboard cut-out Sabres from a Weeties packet back in 1953 when the RAAF first got them!

It was pleasing to see familiar names from appy days in the 1960s - ex-14 Appy Phil Holden, Ted McEvoy, Mick Deecke, Tich Harrington - even though they were third year appies when I was a sprog and didn't have much contact with them then or later because they (excluding one Kiwi) became RADTECHA's and our paths rarely crossed.

Similarly, names on the 15 Appy Course picture, obviously taken not long before their graduation in August 1963, brought back a few memories of "sprogging" (an endearing term in those days for bastardisation). How could I ever forget Brian "Dinx" Carney who christened me "Charlie" within a few days of my arrival at Laverton in 1962 ... a name that stuck for the next 20 years until I retired from the RAAF, and to which I still answer former course-mates and colleagues.

As a member of No. 1 KW-26 course, and for the record, I'd like to see an official, historical account on why young, graduate RADTECHGs were chosen over TELSTECs for the first course in Hangar 35 that commenced about two months after our graduation in August 1964. We had a hard time from just about everyone except the two TELSTEC instructors (Don McConville and a familiar pommie face I can no longer name) because we weren't allowed to tell anyone what we were doing and why we didn't have to march to the mess and things like other trainees. There was a lot of pressure put on us, and one of our course-mates developed an onset of epilepsy as a consequence that resulted in his discharged within a short time.

I never perceived any animosity when I went from that course to BSQN Darwin as a solitary 18 year-old RADTECHG working in the COMCEN with the likes of Jim Bowles, Ross Fitzsimmons, John Morley and Barrie Powell. I'm sure neither would have traded places in the first year of operation when I was restricted in where I could travel, called to the COMCEN from a Hut 30 bed on numerous occasions, parties and other places to restore RTT/RTTY comms at night and weekends (often by Ray Trute).

On reflection, changing to radio for the night was a stupid idea since we worked all day via landline and Darwin-Sydney comms at night was poor using AT-26, 2kw FSK and AR-21 and/or whatever receivers.

I recall around 3 a.m. one morning the "controller" in Sydney being pretty abusive via Telex because they couldn't hear our signal and wanted a radio loop, and other checks. I complied, even woke the tech at 11 Mile to check power output and so forth, and still Sydney wasn't satisfied. The SRADO, Flt Lt Col Casey, happened along and told me to type "We haven't checked the transmitting and receiving antennae 'cos it's too bloody dark" RADO here." The abuse stopped.

That smart-ass had no answer when the PMG in Adelaide installed a 50 Baud repeater that fouled up the land-line signal they received from us!

I also did my share of "telsteching" with teleprinters. I remember having to put my money where my mouth was after casting aspersions at Jim Bowles or Fitzy when they were assembling a mainshaft. Also setting them up on the strip for exercises with lots of trouble because of old lines.

I was pleased to read that Bob "Hambones" Hambling (ex-13 Appy) has a copy of several Appy course lists. When the apprentice scheme folded at the end of 1992, the material gathered at RADS from records, contacts and those of us who attended the last graduation and other activities was to go to the RAAF Museum. It didn't, and is seemingly lost, forever. As an historian, I would be most grateful to receive a copy and to for Bob to send a copy to the RAAF Museum and ask them to save it for future reference.

Over the Mayday weekend, 20 former members of my course - No 16 Appy - met in Brisbane for a brief reunion. Some had not having sighted each other for almost 40 years so there was some catching up. (All on that first KW-26 course were there!) A post-reunion comment defined the event by saying it was as though we hadn't chatted for a week and were meeting for one of those six-penny nights at the boozer. Notably absent were photos other than the initial and graduate course photos. Few of us had cameras and very few knew how to use them.

I have tried unsuccessfully to locate an apprentice recruiting film made in 1963 based on 16 Appy Course. RAAF PR directed me to the RAAF Museum where staff is apparently too busy with official business. I was told I may have to pay for up to two days of research time for them to look. I'd appreciate any help from someone in Melbourne / Werribee who could contact the RAAF Museum at Pt Cook to see if they will allow a personal search.

I'm a little disappointed because I thought the RAAF Museum, like the AWM in Canberra that directs people from afar to pay local researchers, were for the enlightenment of the public.

Laughing is good exercise. It's like jogging on the inside.

I've learned that one good turn gets most of the blankets

Next reunion 23—25 April, 2005

**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](http://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).....

Trade .....Service.....  
(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 31 Aug, 2003****Join the Club**

Collector		Emitter	
Incoming	\$12,264.57	Outgoing	\$10,597.59
<b>Base</b>		<b>\$1,666.98</b>	
Balance	\$12,264.57		\$12,264.57

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!**