

R.A.A.F. Radschool



Association of Old Boys & Girls

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This edition is a bit late. We intended to get it out prior to Christmas, but work and stuff intervened, and we missed that dead-line. Then leave and stuff intervened and delayed it further, but, finally, here it is.

We spent a bit of time down near Wagga Wagga late last year, and most days we had to drive past the base at Forest Hill. Blokes and blokettes joining the RAAF to be air radio bods now do their training at Wagga as the old School of Radio, as we knew it, has long gone—as has the mustering Radio Tech. Today, if you want to work on electronic stuff you can join as either a CE (Communications Electronic) Tech, the modern day equivalent of the Groundy, or as an Avionics Tech (the evolution of the old Radtech A).



Front gate to RAAF Base Wagga Wagga.
The old brick guard room has now been turned into a museum.

A few years ago the RAAF discontinued its Brat scheme, which we feel is a sad thing as the apprentice scheme was responsible for training a lot of young blokes and giving them a worthwhile career. They loved it, and a lot stayed on well after their original sign-on period. It would be an interesting exercise to compare the sign-on rate for ex-brats, to the number of thicks that stayed in.

The three queer trade musters (Rad, Elec, Inst), and the old armourer's job have also gone, and have been replaced by the Avionics Tech. Apart from the Caribou, which had its origin back in the steam age, the RAAF's remaining aircraft, the F/A 18, Hawk, PC9, Orion, F111, C130's, Falcon and B737 are all relatively "sophisticated" machines, and like with the cars of today, the computer has replaced the fault finding mechanic. Additionally, a lot of servicing is done by civvies, and now it seems the old trades are no longer required.

The job description for AT bods goes like this:-

"The Avionic Trade is responsible for the on going maintenance of Avionic systems and equipment at either flight line or workshop level. Avionics Technicians are employed on duties which include aircraft flight line handling and replenishment; aircraft oxygen replenishment; inspection, removal and installation of aircraft components under normal supervision at all levels of maintenance; employment in battery shops; disassembly and reassembly of aircraft components; preparation and use of aircraft support equipment; manufacture and repair of electrical looms and antenna cables; performance of 240

volt testing; servicing aircraft earthing systems; identification and demanding of aircraft spares; preparation and packaging of technical equipment for transportation and amendment and maintenance of technical publications; inspection, maintenance, servicing, repair test and fault diagnosis of electronic components and systems; soldering of miniature electronic components; oxygen systems and weapons systems and associated explosive ordnance."

It definitely sounds like an amalgamation of the job descriptions of the old queer trades.

Rookies are still done at Edinburgh, though these days more emphasis is placed on weapons' training than in our time. Weapons' training is now continued right throughout the period of enlistment, with everyone having to maintain a degree of proficiency with a weapon, on an annual basis, unheard of in our day. The only time yours ever got to see a rifle, after leaving rookies, was while in Vietnam, and then we weren't allowed any

Pay Scales		
	Annual	Weekly
Rookies	\$23,089	\$442.80
Trainee	\$26,100	\$501.92
LAC Group 3		
Salary	\$33,462	\$643.50
Uniform Allow.	\$419	\$8.06
Service Allow.	\$8,781	\$168.87
	\$42,662	\$820.42
LAC Group 5		
Salary	\$37,483	\$720.83
Uniform Allow.	\$419	\$8.06
Service Allow.	\$8,781	\$168.87
	\$46,683	\$897.75

CASH PAYMENTS, FINES, FORFEITURES, AND OTHER DEBITS					
Date	No.	Paying Unit or Debit Authority	Amount	Running Total	Signature of Paying Officer or Authorisation of Pay Order
25-2-71	06	For	491.00	491.00	
1-3-71	06	For	61.00	552.00	
25-3-71	06	For	37.00	589.00	
25-3-71	06	For	38.00	627.00	
22-4-71	07	Wages & 1/2	39.00	666.00	
22-4-71	07	Wages & 1/2	77.00	743.00	
2-5-71	06	For	44.00	787.00	
2-5-71	06	For	42.00	829.00	
3-5-71	06	For	45.00	874.00	
Forward			865.00		

The left hand page from the pay-book circa May 1971 shows the average fortnightly pay for an LAC group 15 was about \$43.00. The pay books were the most complicated things ever invented, and no-one, apart from Meggie Burns could understand them.

If 4 out of 5 people suffer from diarrhea...does that mean that 1 out of 5 enjoys it?

If you take an Oriental person and spin him around several times, does he become disoriented?

bullets.

Rookies endure 10 weeks and 4 days at IRTU in SA, then either transfer to Wagga where Avionics bods undergo a Technician Course lasting 52 weeks at the RAAF's School of Technical Training (RAAFSTT) or if they've joined as a Groundy it's off to Victoria to the Naval base at HMAS Cerberus at Crib Point down on Westernport for a course lasting 65 weeks.

Upon completion of the Avionics course, trainees are re-mustered to Avionics Fitter group 1 (the old Mechanic), promoted to LAC (or LACW), are paid at pay group 3 (see



Part of the aviation museum at RAAF Wagga. The new guard room can be seen behind the Mirage.

table opposite) and awarded an Australian Qualification Framework (AQF) level IV certificate. Training is based on the National Aerospace Trade Curriculum and is equal to the civil Aircraft Maintenance Engineer (Avionics). This is a nationally recognised trade certificate and is a big step forward from our time when the RAAF's training was not accepted in civvy street and if you wanted to go and work for De Havs you had to first pass the civvy exams.

Promotion to Avionics Technician (AT), which attracts pay group 5, is usually achieved after 24 months field training then an automatic 2 hooks usually follows if you've been a good boy and had 12 months experience as an AT. Promotion from Cpl to W/O is done on a competition basis.

The groundy's course is predominantly theoretical in nature, and on completion, he/she leaves Cerberus as an LAC Communication Electronic (CE) Fitter Grade 1 and is then posted to a base to undergo on the job training. Progression to Technician is by the successful completion of the Trade Competency Journal and sufficient on the job training over a period of two calendar years following graduation from the initial technical training course. Pay rates, promotion and advancement for the groundies are the same as for the avionics bods.

Why do croutons come in airtight packages? Aren't they just stale bread to begin with?

Sadly, we advise that **Graham Murray**, ex RadtechA, passed away in Canberra on Thursday, 25 Sep 03 following a short battle with asbestos related lung cancer. Graham served 6 years in the RAAF joining 5SQN in 1966 and serving with 9SQN in Vietnam from May 1968 to May 1969. Graham leaves wife Beverley, son Rob and daughter Belinda. Graham and family lived in Canberra, and a funeral ceremony was held at Norwood Park Crematorium, Mitchell, ACT on Tuesday, 30 Sep 03 at noon.

It is also with regret that we must inform you of the untimely death of **Ian ("Shorty") Lee**, who passed away on Sunday morning 16th November in Hollywood Repatriation Hospital, Perth. "Shorty" saw active service in Vietnam, was Mentioned in Despatches while flying with 9 SQN and will be remembered as one of the Adgee Gadgee's great characters. At the end, Shorty had only one lung in which he had cancer.

Peter Yates advised that **WinCo Doug Harvey** recently passed away after about a 4 year illness. Peter said he worked under Doug at RTFV Vung Tau in 1965 where he was the "boss", and a good one!

Our condolences to their families

The job description for CE bods goes like this:-

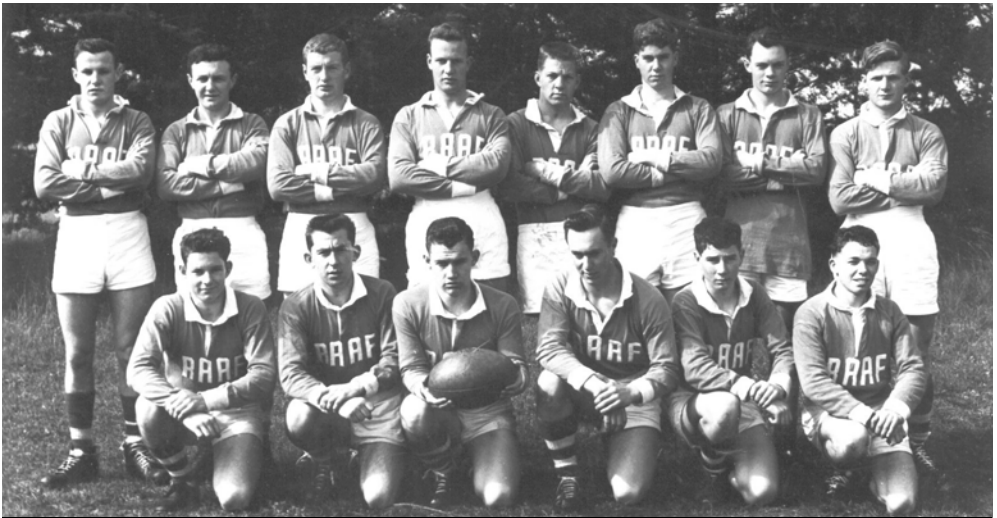
"The Communication Electronic trade is responsible for the scheduled maintenance, trouble-shooting and fault diagnosis of Ground Telecommunication and Electronic Ground Support systems and equipment; performance of 240 Volt testing; high reliability soldering tasks including repairs to miniature components and printed circuit cards; DC and AC voltage and current measuring; servicing lead acid and nickel cadmium batteries; installation/removal and alignment work related to antenna systems; maintenance and calibration of test equipment; identification and demanding of technical spares; preparation and packaging of technical equipment for transportation and amendment and maintenance of technical publications."

A visit to the recruitment centre in Brisbane recently showed that even though we are experiencing a time of (nearly) full employment, there is still plenty of interest in joining the services, the place was full of eager young people all hoping to join up, to learn a trade, and to get a secure and worthwhile career—and why not!!

Although things have changed from our day, it's still a great life. Nothing remains the same,!! In years to come, young people joining today will look back on their time-in and they too will wonder at the changes that have taken place since their day.

Just remember...if the world didn't suck, we'd all fall off.

Next reunion 23—25 April, 2005



Back in March 2001, in Vol 8 on Page 4, we had a photo of the 1961 RAAF Appy Rugby Union team which was sent to us by Ted McEvoy. Ted couldn't remember all the names, and we asked if anyone could help. Bob Carlyon saw the photo, and he was able to fill in the blanks. The names are:

Back Row: Doug Kidd (14), Glen Gould (15), Alf Smith (13 and 14), Laurie Lindsay (14), Mick Deecke (14), Phil Holden (14), Trevor Stair, and (he thinks) N. Ford

Front row: Colin Ball RNZAF (15), Ted McEvoy (14), Chris Eldridge (14 and 15), Ian Guthrie RNZAF (14), (John ?) Deuble (15), M. Morris (15)

Bob says the three for whom he was only able to give initials never completed the course and he doesn't recall their first names. Does anyone know...

DVA

If you are having a health problem that you feel stems from your time in Vietnam (or from any other war zone), don't make the costly mistake that a lot of other people do. If you have to make a claim against the DVA, rule number 1, rule number 2 and all the rules way up to rule number 100 state — "*Don't do it yourself!!*". Most blokes and blokettes that submit a claim to DVA themselves do not get their full entitlement.



When making a claim, always use an advocate. As all Service people know, there are ways of doing things and there are ways of doing things, and when it comes to making a claim to DVA, there are definitely ways of doing things. The Advocates have been trained to help *you!* and to look after *your* interests. They know what is acceptable and they know the terminology to use

and they know how to go about it.

Claims are usually processed at DVA by young people who have never even been in the services, let alone been to a war zone, and they do not, and cannot, understand the reasoning behind a lot of the claims they process.

Claims are processed by people who look for specific "words" in each claim and who allocate "points" for specific words. The result of a claim depends on how many points it attains, and in a lot of instances, an unsuccessful claim should have been successful, but the applicant did not express him/her self correctly.

You will find very helpful advocates at the Vietnam Vets Association, at your local RSL, or at "Everyman's Welfare Service". These people are mostly volunteers and freely give their time to help others. You would be well advised to use them.

If it's true that we are here to help others, then what exactly are the others here for?

If you had to identify, in one word, the reason why the human race has not achieved, and never will achieve, its full potential — that word would be "meetings."



Doug Pankhurst, who was on 20Appy, was a member of the Phaetons, the Appy “Rock Group” from the 60’s. He says: “I seem to recall I had an acoustic guitar when I joined and as Ralph

Dries, Roger Durbridge and myself were both from Victoria, were all ended up in the same hut - 419. The hut NCO was Phil Laird from 19 Apprentice Course and he had a Fender amp and a Fender (Firebird or Stratocaster - can't remember which). Somehow Ralph and I decided to buy the amp and guitar and I purchased an electric acoustic and the music shop in Russell Street just near the PX where the apples went to lunch each day while going to RMIT.

I don't recall exactly when we decided to actually start the band but I think it would have been mid to late 1966. Again, I don't recall who thought of the name but I suspect it might have been Ralph. Once we got started, we invoked the help of another Victorian, Harold (Has) McNair as the singer and Keith Rogers from South Australia as drummer. With Ralph playing lead, Roger bass, Keith drums, Harold singing and me on rhythm guitar, we started to practise in the rec room at Appie squadron and proceeded to murder songs by the Stones, Animals, The Who etc. We played for a few

Appie squadron dances in the rec room but mostly just enjoyed "belting it out".

We lost Keith and Roger after first year and re-started with Stefan Jakowski on the drums and Geof Mayhew from 21 course on bass. I don't recall when we actually stopped playing but I suspect that when I "fell in lust" with a lady in around mid 1967 my attention and dedication strayed. The young lady in question later became, and still is, my wife, Hazel. Not really sure what happened to the band but I seem to recall that "Skull" Laird off 21 course got involved somehow.

Tragically Stef Jakowski was killed in a motor bike accident sometime in the late sixties/early seventies. Rog Durbridge and Keith Rogers got out in late 66 and Has McNair got out in late 67. Ralph is still in I think as an officer, Geoff is in Brisbane (and a regular at the associations do/s) still terrorising printers up there. I haven't seen or heard from any of the others in the band since those days except an email from Ralph in recent times and periodically running across Geof Mayhew at Printing Industry Trade do's which we are both still involved in.

If any of them would like to catch up, I would love to hear from them. They were great days but sadly, the only photo I have is the badly developed one already shown. Best Regards, Doug."

ISSUANCE YEAR 1964
 IN JULY 1964 TO
 IN JULY 1964 TO
 NAME OF EMPLOYEE - S.A.A.F.
 DESIGNATION
 STREET NAME
 CITY
 STATE
 ZIP
 GROUP NUMBER A-14
 5Z 009873
 EMPLOYEE'S COPY
 FILE No C-12711
 CREDIT
 DEBIT
 161653
 PARTICULARS OF EARNINGS OF THE YEAR ENDED 30 JUNE 1964

1. Basic Rate	2. Value of Gratuity Accrued to Last Month	3. Leave Pay Forwent to Last Month	4. Pension Accrued to Last Month	5. Other Benefits	6. Total Earnings	7. D.D. No.	8. AMOUNT OF INTEGRALMENTS IN JULY
2.88	52						2 10 8 2

 PARTICULARS OF DEDUCTIONS

1. PAYE	2. PAYE	3. PAYE	4. PAYE	5. PAYE	6. PAYE	7. PAYE	8. PAYE

 STATE PERIOD AND PERIOD OF SERVICE
 MONTHS SPECIAL CONCERN OR
 EXTENSION CONCERN OR
 DISCIPLINARY ACTION TO BE RETURNED
 TO THE EMPLOYEE
 WILL NOT BE ALLOWED ON THIS DUPLICATE.
 SIGNATURE OF AUTHORIZED PERSON
 DATE 24/6/1965

John Cureton, who was on 18 Appy, and who now lives in the West sent us a copy of his Group Certificate showing his annual earning for the year 1964—1965. John's gross earnings for the year was £330 (\$660) and from that huge

Aocddnig to ischeearch at an Elingsh uinervtisy, it deosn't mttair in waht oredr the lteers in a wrod are, the olny prmoent thng is taht the frist and lsat lteer is at the rghit pclae. The rset can be a toatl mses and you can sttl raed it wouthit a porbelm. Thihs is becase we do not raed ervey lteer by it slef but the wrod as a wlohe. ceehiro

amount he paid £10/8/2 (\$20.83) tax. Although there are no longer any RAAF Appies, we thought it would be interesting to have a look at what a Group 5 airman/airmanette and what a Sir receive today.

Rank	Scale	Rank	Scale
Ac	36,757	P/Off	36,856
Lac	37,483		38,055
	38,222	F/Off	39,253
Cpl	39,593		43,589
	40,799	FltLt	46,658
Sgt	43,262		55,661
	44,586	SqnLdr	58,811
F/Sgt	49,581		62,601
	51,096	WgCdr	82,649
W/Off	53,404		85,350
	55,041	GpCap	96,714
			99,467

Last issue we told you that XX % of the population have a passport. The actual number is 40% (compared to 18% in the USA) and in total, 7.8 million Australian hold a passport.

No one ever says, "*It's only a game*" when their team is winning.

Never, under any circumstances, take a sleeping pill and a laxative on the same night.



Computers and stuff.

Sam Houliston

DVD's and things

I remember predicting that DVD+R/RW burners would overtake the competition and that the establishment of a single standard would be critical for rapid adoption. I was half right. DVD+R/RW drives now dominate the desktop, but we still don't have a single standard. Instead, manufacturers simply started building drives that supported multiple formats—both DVD-R/RW and DVD+R/RW—and sales took off. In the first half of this year, the number of PCs sold retail with DVD recorders jumped 550 percent compared with the same time last year.

Sony was the first off the rank with their multiformat drive, and its current model remains the most popular. Very soon, though, you'll be able to buy a universal drive that supports DVD-RAM as well. The Hitachi-LG Super Multi Drive, and the Iomega Super DVD All Format drive are coming soon. Like most current multiformat burners, both drives support 4X DVD+R and DVD-R, 2.4X DVD+RW, 2X DVD-RW, and 24X CD-RW. But they add 3X DVD-RAM (though you can't get discs at that speed—yet!!). These universal drives aren't just good insurance policies against the standards war, they also let you choose the best format for the job. Backed by the DVD+RW Alliance (Dell, HP, Philips, Sony, and others), DVD+R/RW is arguably the most versatile because it's suitable for both data storage and creating audio and video discs that can be played back in most drives and DVD players. More than half of the DVD drives sold now use this format solely, and another 40 percent support it in addition to other formats. Even Pioneer, whose DVD-R/RW SuperDrive opened up the DVD recording market, has added DVD+R/RW to its new DVR-A06.

DVD-R/RW had a six-month head start, and when Apple and Compaq started pushing it in new PCs in 2001, it jumped out to an early lead. Backed by the DVD Forum, the format is technically similar to CDs and DVD-ROMs, and initially it had better compatibility with existing drives and players. It's still a good choice for burning audio and video, but it has limitations as a general-storage format for PCs. The opposite is the case in the electronics world, where DVD-R and DVD-RAM reign. About 70 percent of DVD recorders sold use DVD-RAM because the format makes it easy to implement features such as time-shifting and editing

video on the disc. But DVD-RAM discs can't be played back in most drives and DVD players, so most recorders also let you burn DVD-Rs.

So why would you want DVD-RAM? The same features that make it good for DVD recorders also make it great for desktop storage. It functions like a hard drive, and you can rewrite to a single disc 100,000 times, making it ideal for regular, automated backups. Microsoft says the Mount Rainier technology in the next version of Windows (code-named Longhorn) will make both DVD+R/RW and DVD-R/RW formats behave much the same way; but for now, DVD-RAM is a great addition to the combo drive's repertoire.

Monkeys and Robots

At Duke University in the US, a bloke named Miguel and some cohorts and/or colleagues wired a couple of monkeys' brains to some robotic arms, and made them work together. It was actually a little more complicated than that. They put 96 electrodes into one monkey's brain, and 320 into another. These were wired to robot arms, and the monkeys could move the arms using thought alone.

At the beginning, the monkeys would play a simple game with a joystick that moved a robotic arm. After they learned that, the joystick was turned off and the robotic arms moved only from the "thoughts" of the monkeys. The monkeys eventually figured this out and stopped moving the joystick. The monkeys would think, and the robot arm would move the proper direction. Their game performance improved over time.

The monkeys' brain signals were sent to MIT over the internet, and another robot arm moved there, hundreds of miles away, controlled by the thoughts of monkeys. I think that's really cool.

One of these would be really handy to help me play the piano or type on a keyboard because my fingers don't always do what I think my brain tells them to. OR—you could sit in the back seat and drive by thoughts...but I think I'd be in deep trouble if I tried to drive by brain. My thoughts wander around too much for that, and I'd be upside down in no time at all.

More practical applications might allow people with spinal injuries to control their limbs. You can read more on this fantastic research at this site.

<http://wired.com/news/medtech/0,1286,60803,00.html>

On the beach, all Australians hide their keys and wallets by placing them inside their sandshoes or wrapped in their towel. Thank goodness no thief has ever worked this out.

On picnics/BBQ's, the Esky is always too small, creating a food versus grog battle that can only ever be resolved by leaving the salad at home.

Asbestos

"The following letter was sent under the signature of Air Vice Marshal Bruce Short, Surgeon General Australian Defence Forces, to Bob Deane in Canberra. Bob has kindly sent it to me for the benefit of all MSA members." Ted McEvoy.

"I am writing to you because your details have been registered with the Defence Asbestos Registration Service database, as a person who is seeking additional information and advice concerning asbestos within Defence.

Until the 1970s, asbestos was commonly used as a building material in many Australian buildings. It was frequently used in ships for lagging, fire retarding and soundproofing until the 1990s. Because of this common industry practice, some Defence buildings and naval vessels contain asbestos.

If you feel you may have been exposed to asbestos, and you want further advice on possible exposure to asbestos, the Department of Defence – in conjunction with Health Services Australia – conducts a free service for assessment, counselling and, if necessary, testing. You can access this service by contacting the Health Services Australia office in your region. Their telephone numbers are:

Brisbane	07-3307-9422
Newcastle	02-4926-4033
Sydney	02-8396-0680
Parramatta	02-9806-7362/7354
Wollongong	02-4226-0172
Canberra	02-6269-2022
Melbourne	03-9224-8376
Hobart	03-6211-0464

Adelaide	08-8468-6084
Perth	08-9324-6444
Darwin	08-8981-7492

A further letter states:

It has also been revealed that any person who served at 1SD, 2SD, 2SD Dubbo, or ICAMD, 11SQN (Richmond) in the early 1960s and 38 SQN after 11SQN vacated that hangar, are advised to register with the Defence Asbestos Registration Service (DARS) by telephoning them on 1800-000-655. It was stated in a letter that the more research they do into the whole issue of asbestos, the more they are becoming aware of other possible exposure of ADF personnel over the

years that has gone on undetected. He suggests that everyone review their Service history and consider registration with DARS if appropriate."



38 Sqn hangar, Richmond.

Even though you do not have anything wrong with you now, you never know what might/will happen in the future. If you were at one of the units mentioned, ring the 1800 number now. You can either register there and then on the phone, or have the papers sent to you for filling in later.

Don't take any chances—if you were there, enrol now!

Sprogging

We find it just that little bit amusing when we see TV news items reporting on that time honoured traditional culture of service life—"sprogging". They, and the ABC are masters at it, thrash around and blast this ancient practice, and present it as one of mankind's most dastardly acts, whereas, nothing could be further from the truth.

No matter which way you look at it, the only time the services are operating at maximum efficiency, and fulfilling the purpose for their very existence is when they are killing people. The services, by their very nature, have no other function but to defend the nation and its people. When you strip away all the political



correctness the very reason why such a large slug of the nation's GDP is spent on the services is to provide them with the latest, fastest, quietest and biggest killing things. No other reason.

Although they do it well, their primary purpose is not to carry fodder to drought stricken farmers, or to put out bush fires, or to save stranded people from floods, they are meant to fight.

So, if that is the prime purpose, surely it takes a certain type of person to carry out this purpose—surely??

Any-one who can't take a bit of 'sprogging' surely couldn't handle a fire fight—could they?? What do you think??

Whether it's the opening of Parliament, or the launch of a new art gallery, there is no Australian event that cannot be improved by including a sausage sizzle.

In Australia, if the guy next to you is swearing like a wharfie he's probably a media billionaire. Or on the other hand, he may be a wharfie.



Bob Carlyon who was on 15 Appy sent us the above photo of the Apprentice Hockey Team of 1961 who paid in the Melbourne "C" Grade competition.

Back Row L-R: Jack Lane, Steve Bray, Bob Carlyon, "Gus" Gustafson (I think), "Sticks" Chambers, Bernie Smith (I think), Bill Fitzhenry.
Front Row L-R: Peter Jackson, Tony Mellor, Al Blyth, Ron Shannon.



Pictured at the Brisbane Anzac Day march (2003) aftermath which was held at the City Rowers Night Club on the Brisbane River are L-R John Broughton, Dave Muir-McCarey, Trevor Bennenworth and John Armstrong. Above right, Dave Muir-McCarey found the going a bit tough towards the end of the day, but gallantly fought on to the bitter end.....

The hardness of butter is directly proportional to the softness of the bread..

Now that food has replaced sex in my life, I can't even get into my own pants



Sick Parade

Peter Nelms wrote to tell us that **Carl Pickering**, who was medicated from Vietnam in January 1971, and who spent quite a while in Greenslopes Repat Hospital (Bris) before being medically discharged, is not too good. Carl was with 35 Sqn from the 18 July 1970 until he got a ride back to Aust in a Herc. Peter says that Carl, who is forced to get around on crutches, calipers and in a wheelchair, has been having quite a bit of trouble with his shoulder. This complicates his situation because he can't use his crutches—and he lives alone. We all wish you well Carl, and hope you have a speedy recovery.

A while back we were looking for **Phil Smith** who was on 51 RMT, and who worked in Canberra with the Dept of Defence. We only had Phil's work address and his mail was being returned. Peter Nelms wrote to tell us he found out that Phil was pretty crook, had left work and was at home—very ill with cancer.

Unfortunately, we later read in the Canberra Times that Phil had passed away peacefully at home on 30 January this year surrounded by his loving family. He leaves behind his much loved partner Cherry. He was only 53 years old—far too young.

Our condolences to his family

Janet Jordan, who was a WRAAF and a Clerk Administration at OTS in 1972, recently got in touch. She is looking for a friend she has known since High School. His name is **Andrew Neil Young** and he was a RADTECHA in the late 60's, early 70's. He was at Amberley for a while, and at some stage went to America, possibly to get the F111.

After she joined the RAAF in 1971 they kept bumping into each other. She last saw him at HQSC, St Kilda Road, in 1982 and has now lost contact and has always wondered what became of him.

Can anyone help? If so, please email us here and we'll forward your info onto Janet.

You should never say anything to a woman that even remotely suggests that you think she's pregnant, unless you can see an actual baby emerging from her at that moment.

Bob Hambling who was on 13 Appy at Ballarat remembers an international motor race meeting that was held at Radschool Ballarat in 1961. He says most of the worlds' top drivers were competing including: Stirling Moss (Lotus), Jack Brabham (Cooper Climax), Graham Hill (BRM), Innes Ireland (Lotus) and Dan Gurney (BRM). Many Australian racing car, sports car and saloon car drivers were involved in the supporting events. The school was abuzz with excitement for a week or so as the dull base routine was invaded by the roar of engines being tuned in



Dan Gurney being push started in BRM no 6

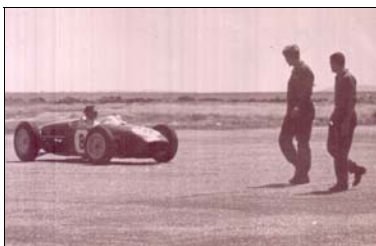
the hangars and the cars blasting around the airstrip.

The mechanics ate in the air-
men's mess and seemed to survive their experience of our bait layers.

Several hangers were cleaned out and used as pits. Security of cars overnight didn't seem to be a priority because one night after the boozier closed, a few well primed trainees opened a hanger and got one of the BRM's out and tried to push start it. Fortunately the engine wouldn't fire up and no damage was done to the bleary driver or the car. Rumour has it that one Bill Riggs was involved in the stunt.

Bill retired from the RAAF in the 1980's as a WOFF

R A D -
T E C H G
but tragically died from cancer a few years later. The BRM went on to win the feature race with Dan Gurney (USA) at the wheel. The car was later purchased by a Sydney driver, Arnold Glass, who raced it in Australia with mixed success.



Lotus no 8 of Stirling Moss

The BRM was unusual as it had a single disk brake for the rear wheels which protruded from the gearbox outside the bodywork on the rear of the car.

I saw a woman wearing a T-shirt with "Guess" on it. So I said "Implants?" She hit me!



Out in the shed with Ted

Ted McEvoy

If you're like the rest of us, you've got heaps of questions about all the different Internet, mobile and fixed phone services that you can get into today. Are you confused - well get on the end of the line as there's heaps of people in front of you!!! BUT!!! There is hope!! There's a new "Tool Kit" provided by the Australian Communications Authority (ACA) which may be of use. The kit doesn't name or recommend any companies or compare prices but it provides you with the info you need to make an informed decision. To access the Tool Kit, go to this site www.toolkit.aca.gov.au

There's a new racket hitting Perth. Yesterday, one of my neighbours was car-hijacked at a traffic light! A young woman proposes to wash your car window while you wait at the red light, and another one takes advantage of it to open the back door and steal everything she can grab. Be warned, they are very well organized!!! Don't leave your doors or windows open if you drive up to a red light! If your windows get washed . . . Don't look at them, they'll try to distract you.



Scam car wash girls in Perth—look out for them....

Next time you have a bad day at work. think of this guy. Rob is a commercial saturation diver for Global Divers in Louisiana. He performs underwater repairs on offshore drilling rigs. Below is an e-mail he sent to his sister. She then sent it to The X, 103.2 FM in Ft. Wayne, IN, that was sponsoring a "worst job experience" contest. Needless to say, she won

"Hi Sue, Just another note from your bottom-dwelling brother. Last week I had a bad day at the office. I know you've been feeling down lately at work, so I thought I would share my dilemma with you to make you realize it's not so bad after all. Before I can tell you what happened to me, I must first bore you with a few technicalities of my job. As you know, my office lies at the bottom of the sea. I wear

a suit, a wetsuit that is, to the office. This time of year the water is quite cool, so what we do to keep warm is this: We have a diesel-powered industrial water heater. This \$20,000.00 piece of equipment sucks in the sea water, heating it up to a delightful temperature. It then pumps it down to the diver through a garden hose, which is taped to the air hose. Now this sounds like a darn good plan, and I've used it several times with no complaints so far. What I do, when I get to the bottom and start working, is take the hose and stuff it down the back of my wetsuit. This floods my whole suit with warm water. It's like working in a Jacuzzi. Everything was working and going well until all of a sudden, my butt started to itch. So, of course, I scratched it. This only made things worse. Within a few seconds my butt started to burn. I pulled the hose out from my back, but the damage was done. In agony I realized what had happened.

The hot water machine had sucked up a jellyfish and pumped it into my suit. Now since I don't have any hair on my back, the jellyfish couldn't stick to it. However, the crack of my butt was not as fortunate. When I scratched what I thought was an itch, I was actually grinding the jellyfish into my butt. I informed the dive supervisor of my dilemma over the communicator. His instructions were unclear due to the fact that he, along with 5 other divers, were all laughing hysterically. Needless to say I aborted the dive. I was instructed to make 3 agonizing in-water decompression stops totalling 35 minutes before I could reach the surface to begin my dry chamber decompression. When I arrived at the surface, I was wearing nothing but my brass helmet. As I climbed out of the water, the medic, with tears of laughter running down his face, handed me a tube of cream and told me to rub it on my butt as soon as I got into the chamber. The cream put the fire out, but I couldn't shut to the toilet for 2 days because my bum was swollen shut. So, next time you're having a bad day at work, think about how much worse it would be if you had a jellyfish shoved up your butt."

Now repeat to yourself, "I love my job, I love my job, I love my job".

Back in October 1963, the US conducted trials on supplying aircraft carriers at sea by C-130. The idea was to determine the feasibility of using C-130's as a long-range carrier supply transport. You can read more about this fantastic experiment here. www.aerospaceweb.org/question/history/q0097.shtml



BULL MARKET ... A random market movement causing an investor to mistake himself for a financial genius

STOCK SPLIT ... When your ex-wife and her lawyer split your assets between them.

The Helios

NASA's remotely piloted \$15 million aircraft, Helios, has a wingspan of 247 feet, longer than the B747 (195 feet) and has a MTOW of only 1,653lbs (760Kg) It's totally electric, and is primarily solar powered. It has 14 electric (about 2 horsepower) motors, each which drive a small propeller and has about 65,000 solar cells on the wings and some batteries to keep it running at night. It doesn't carry any people, but has a payload capacity of about 600 lbs.



It flew for the first time in July 2001 using solar cells, and stayed aloft for 18 hours, reaching an altitude of a little over 76,000 feet. NASA plans to fly the Helios higher than any airplane has ever flown, with the exception of rocket-powered planes.

It cruises at 19 to 25 mph and plans are to get the Helios up to 100,000 feet. At 100,000 feet the density altitude is 1.4 percent of that at sea level, in the neighbourhood of the density of the atmosphere of Mars. They hope to have planes like this flying around for telecommunications and research for months at a time. They'll be a lot cheaper to launch and maintain than satellites. Unfortunately, on June 26 this year, they tried it again. Helios took off and flew for 29 minutes to an altitude of 3,000 feet. It was going about 21 mph when it broke apart in the air and crashed into the ocean. NASA's trying to figure out why.

Loran

The story on the new GPS systems in our last issue, which allows navigators to plot their position anywhere on earth to an accuracy of 1 metre, got a few thinking about how far navigation has progressed in such a short time. Not so long ago, the TCTA's (the white air) on nav charts used to be about 100 nautical miles wide as 20—30 miles left or right of track was considered "On Course". If you were flying from Sydney to Hawaii you would track out of Sydney using the NDB but once you were out over the ocean, apart from celestial nav which is useful in good weather, you used things like low frequency (1,800 to 2,000 kHz.) Loran to make sure you arrived at where you planned to arrive, and

not somewhere that you didn't. The Loran A system, which was developed during WW2, and which was shut down world wide in 1985, used two transmitters, usually several hundred miles apart and organized into chains. Each chain contained one station, which was designated as the master station and one other which was called the slave station.

The master and slave stations transmitted radio pulses at precise time intervals. Each transmission pulse lasted about 40 μ s and reoccurred at regular, accurately controlled intervals. This interval, called the *Pulse Repetition Interval* (P.R.I.) varied for each station and lasted between 29,000 and 40,000 μ s. These pulses provided precise index marks for use in time measurements. The transmissions of corresponding master and slave pulses were separated by a fixed time interval which consisted of the time for a signal to travel from the master to the slave, plus one-half the P.R.I., plus an additional small time called the 'coding delay'.

The navigator measured the difference between the time of arrival of the two pulses, and not the actual time taken for each pulse to reach the receiver.



APN-4 receiver

The nav plotted the position using a set of tables and a chart and with practice a fix could be determined in about three minutes. The minimum error for navigating 1,400 miles over water was about 28 miles. With two successive fixes ground speed, drift, and ETA could be determined. The relative simplicity of LORAN and the fact that it could be used regardless of weather made it an invaluable navigational tool until the aircraft arrived close to the destination when ground based NDB's and airborne radar provided a more accurate fix.

Today, with stuff like inertial and GPS, navigation is so easy and precise, that an aircraft flying Sydney to Hawaii would probably pass directly over (or below—depending on FPL) an aircraft flying Hawaii to Sydney. While this equipment has removed the need for a full time navigator, it has caused another problem, these days, an aircraft forced to carry out an emergency descent has to be careful it doesn't plonk itself into an aircraft coming the opposite way.

Two senior ladies met for the first time since graduating from high school. One asked the other, "You were always so organized in school, did you manage to live a well planned life?" "Oh yes," said her friend. "My first marriage was to a millionaire; my second marriage was to an actor; my third marriage was to a preacher; and now I'm married to an undertaker." Her friend asked, "What do those marriages have to do with a well planned life?" "Well!" said her friend, "It's one for the money, two for the show, three to get ready and four to go." Sorry!!

DHL A300B4

Late last year a DHL A300B4 Airbus, coming out of Baghdad, was hit by some sort of missile while climbing out of 8000 ft. The explosion and resultant fire caused the loss of all hydraulics and therefore the aircraft had no flight controls, no brakes and no nose wheel steering. The crew controlled the aircraft in flight, which included a missed approach, using only engine thrust and eventually it landed heavily at Baghdad.

Because there was no steering the aircraft veered off the



runway to the left, travelled about 600 metres through soft sand taking out a razor wire fence in the process, and finally came to rest almost at the bottom of the sloping area between the runway and a taxiway. The

crew evacuated safely down the second slide, the first one being torn on the razor wire.

Damage to the aircraft was extensive. The LH engine ingested lots of razor wire and is a throw away and the RH engine seized, probably from ingesting truck loads of sand at maximum reverse thrust.

About 3 metres of rear spar is missing from the LH wing, in front of the outboard flap with other bits hanging in the breeze. A huge crack occurred to the rear spar inboard of where the spar has burnt away, possibly from loads on the wing during the landing process. The aircraft was full of fuel, and, after it ignited, proceeded to burn away at the spar.



The crew obviously did a fantastic job in getting the aircraft back on to the ground in one piece and it also says a lot for the structure of the aircraft that it withstood the impact and did not fly apart while still in the air.

You can see more photos, and further details on the incident at www.austradesecure.com/radschool/vol16a300.pdf

Environmentalists changed the word "jungle" to "rain forest" because no one gives a damn about a jungle.

Korea.

Ian Symonds was a Radtech with 77 Sqn in Korea in 1953. He writes. "I joined the RAAF in 1948, and ended up on 2 Appy at Frognall, after which I was among the first ex-appies to be posted to a Sqn. In 1951 I was posted to 10 Sqn Townsville and spent 6 months in the radio section, then the next 6 in radar, the Radio Officer didn't know what to do with us ex-Appies. After radar, I spent most of my time flying either as an airborne technician (that was a mustering back then—known as Wireless Maintenance Mechanic) or as spare signaller.



Paul Ereaut and Errol Branigan (both ex 3Appy) pre-flying at Iwakuni

I believe I was among the first ex Appies posted to BCOF, Japan and then Korea. (March 1953). Others were Chas Harrison (1 Appy), Dusty Parker (2 Appy, now Fitter 2E), Paul Ereaut, Mike O'Burtill, Ken Bristow-Stagg, Paul



Flight of Sea Furys flying over their mother ship—the HMS Sydney during the Korean War. Our last carrier.....?? We wonder.

Branigan (3 Appy). We were posted to 482 Sqn which was in Japan at that time and they had us assembling the new Meteors. While there, we all did an APX 6 (IFF) course at

The most read words over Christmas are:-
"Peace on Earth", "Goodwill to men" and "Batteries not included"

Johnson Field outside Tokyo then it was a positing to 77 Sqn at Kimpo, near Seoul in August 1953.

Our living conditions were fairly basic. We were bivouacked in American army huts which had a wooden floor that was covered by tarpaulins. We didn't have our own mess, so we used the USAF airman's mess which was a tin shed with some pretty basic tables and chairs. It was winter, and as cold as blazes, and after I did my first guard duty, I ended up going to hospital with pneumonia.

Our day began at about 5.30am, where our "bugging out kit" (rifle, ammo, C rations, spare u/wear) was essential. It

neighbours). If there wasn't much to do, we played "Horseshoes".

Usually the 22 aircraft would do three or four sorties each day, that meant refuelling, arming, fixing anything that was bung, then getting them back into the air again, as quickly as possible—just like pit lane at Bathurst. Frantic for a while, then quiet again until they returned. Afterflights, shut down and covers went back on again at about 9.30 pm, then it was off to the mess for a few beers and bed. I had one day off in seven months—Christmas Day, and visited the "Diggers" just beyond the 38th parallel. Eventually we were moved south



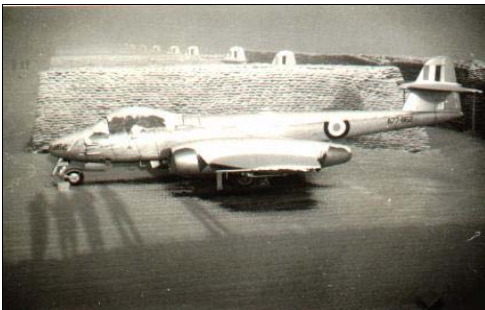
Ian Symonds with tractor at K14, Kimpo, 1953



77 Sqn Orderly room—1953

was then out to the tarmac to remove the snow covers (in winter) from all 22 aircraft, then do our "dailies". The next hour was pretty hectic seeing off the aircraft for their first

to Kunsan—our mode of transport being the back of the CO's holden ute which was stuck inside a USAF "Boxcar". Kunsan was a brand new airfield and had nothing but the



77 Sqn Meteors under snow.



Ian Symonds with a B26 at Kimpo in 1953

sortee. We had to hang around with spare radios as there was usually a last minute abreakdown..

Once all aircraft were off, not much happened until they came back. We spent our time fixing any of our U/S equipment, or helped out the USAF by working on the equipment on their Sabres and B24s? (Invaders—our next door

runway and dispersal areas. If I recall correctly, until they fixed us up with quarters we spent the first few nights under the stars (lucky it was summer time). Most blokes did 3 months at Kunsan then had a small R&R break in Japan, then back to Korea for a further 3 months. It was all a great experience, particularly the working in snow!!!!.

Whetstone Bridge

Brendan Godwin, ex 17 RMT and who used to be a banana bender before he moved to Vic, was out driving down the Newell recently and came across the bridge below which is

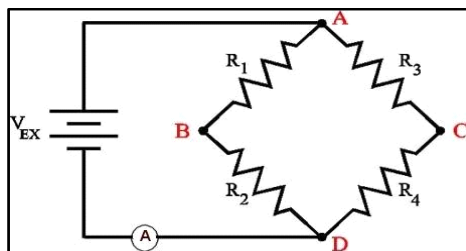


some 20 Kms out of Inglewood on the way to Goondiwindi. He reckons until he took his recent enlightening trip back to Queensland he always thought a Whetstone Bridge was the basic circuitry in every multi-meter (Avo) etc. He now knows he was given duff gen as the real Whetstone Bridge is nothing more than a simple road bridge over the Macintyre Brook. If you travel the Newell you know it well.

The Radschool version of the Whetstone bridge was invented by Samuel Hunter Christine a British scientist, but even though he invented it, it got its name from Sir Charles Fothergill Wheatstone (1802 – 75) a British physicist and inverter who first applied it for measuring the resistance in an electric circuit.

In the diagram opposite, resistor (R_4) is unknown, all other legs have fixed resistors. The current is split into two paths,

each of these paths consist of 2 resistors. The power supply (V_{EX}) produces a voltage across points A and D so that $V_{EX} = V_{AD}$. The ammeter (A) reads the circuit current which flows through each side of the resistor combination (the Bridge).



Path 1 = R_1 and R_2 and path 2 = R_3 and R_4 . If R_1 , R_2 and R_3 are equal in value, the voltage (V_{EX}) is 12 volts, and the circuit current is 5 amps, then the resistance of R_4 is easy to find.

Using Ohm's Law, if $R_1 = 2\ \Omega$, $R_2 = 2\ \Omega$, $R_3 = 2\ \Omega$, then:

$$E = I \times R$$

$$R_1 + R_2 = 4\ \Omega$$

$$\text{Current in path 1} = 12 \text{ volts} / 4\ \Omega = 3 \text{ amps}$$

The current in leg 1 is 3 amps

3 amps from 5 amps (cct current) leaves us with 2 amps, therefore our second branch has 2 amps of current flowing through it.

If we apply Ohms law again we can calculate R_4 .

$$12 \text{ volts} / 2 \text{ amps} = 6 \text{ ohms}$$

$$6 - R_3 (2\ \Omega) = 4\ \Omega$$

Therefore $R_4 = 4 \text{ ohms}$ —remember??

G.I.

The original meaning of this term for American soldiers and their gear is somewhat obscure. It is commonly thought to stand for *Government Issue* or *General Issue*. In fact, it originally stood for *Galvanized Iron*. A *G.I. can* was a metal rubbish bin used by the US Army. During WWI, the Allies used to call German artillery shells *G.I. cans*.

Sometime during the 1930s, the idea that *G.I.* stood for government or general issue sprang up. During WWII, this idea took hold among the general populace and became a reference to anything having to do with the American military—especially common soldiers.

But while the origin may originally be galvanized iron, that origin lacks the humorous punch that propelled the phrase to stardom. The sardonic idea that soldiers were issued by the government instead of being born is what made the idea catch on

A woman and a baby were in the doctor's examining room, waiting to see the doctor. The doctor arrived, examined the baby, checked his weight, found it somewhat below normal, and asked if the baby was breast fed or bottle fed. "Breast fed," she replied. "Well, strip down to your waist," the doctor ordered. She did. He pressed, kneaded, rolled, cupped, and pinched both breasts for a while in a detailed, rigorously thorough examination. Motioning to her to get dressed he said, "No wonder this baby is under weight. You don't have any milk." "I know," she said, "I'm his grandmother, but I'm glad I came."

Frognall

Bob Carlyon was in Canberra with a mate recently for the 60th anniversary of HMAS Harman, the Navy's telecommunication facility in the ACT, as his mate served there from 1947-1949.

The facility was "manned" by the very first WRANs during the war (WWII) but after the war, they weren't required by the RAN and so made redundant. Male operators were posted in and Bob's mate was among the first.

Using photographs taken during his stay at the base, his mate was able to identify only six buildings from the time he was there. The rest had gone.

Later in the year, Bob visited Melbourne and happened to stay in Camberwell, the suburb in which RAAF Frognall was located. As Frognall was his very first posting after Radschool, and where he met my wife, he decided to take a walk one (cold) Sunday morning to see old "Bullshit Castle". He says he was quite disappointed to see that while the "castle" still stands, everything else that he can remember is gone.

His disappointment matched that of his friend's when he visited Canberra. What they regarded simply as "our younger days" had in fact become "history". For the past several years he has been trying to track the service history of some relatives. Part of his search is to look up their unit history and identify the locations where they served. He discovered that his discovery at Frognall and his friend's discovery at Harman, seems remarkably similar to his discoveries relating to his relatives' service - great holes in the available information.

He and Ted Washbrook had discussed this and they found that there are great holes in their recollections regarding their service at Butterworth and at Laverton. At a later time, he said he would like to return to the subject of the "history" of

RAAF units that have now gone down the gurgler - Frognall, Butterworth, and Laverton (as we knew it), but for now he said he was concerned that we might be losing the history of those who served during WWII and Korea. He contacted the RSL in Queensland regarding a proposal for the RSL to

support a scheme where High School students could "adopt" an Anzac" and research their history.

He said his purpose in writing to us is a hope that when published others can see it, think about it and perhaps consider it, and if they think the idea has any merit, they also

might contact their RSL branch (or whoever) and try to push the idea along.

He says the thing that really drives him with this, is the thought that when young people see the vets marching on Anzac Day, and on other days of remembrance, all they see is old people. The young find it difficult, if not impossible, to realise that these old farts were once as young as themselves. He says he feels that by speaking one-on-one with these old people, as in a recent ABC story, the young people might be able to establish a relationship with the older generation which will lead to greater mutual respect.



Frognall—as it is today.



HMAS Cerberus as it was in the early 1960's

Three retirees, each with a hearing loss, were playing golf one fine March day. One remarked to the other, "Windy, isn't it?" "No," the second man replied, "it's Thursday." And the third man chimed in, "So am I. Let's have a beer."

Deja Moo: The feeling that you've heard all this bull before

Your say!

Col Benson (Charlie) ex 16 Appy in 1962 and who now lives in NQ, wrote of his Appy time:- We started with 45 blokes and 29 graduated, although a few served in other capacities - retreaded through the adult scheme, and one who went off course in 1962 to become the army's chief test pilot, retiring as a colonel. The highest any of 16 course attained in RAAF radio was Squadron Leader. I was prompted to get some sort of reunion going last September when I learned one of us had cancer. We had sat through high school together in Mackay and both were on 16 Course. Sadly, he succumbed to cancer on New Years Day. So, we held a reunion in Brisbane over the Mayday weekend - 20 of us turned up from all corners of Oz. There are pictures floating about, taken during the reunion, but I've been so busy since I haven't had a chance to look at those I took. Only a handful of 1962-era pictures surfaced. We had few cameras, didn't know how to use them and couldn't afford to pay for the processing!

An idea posed was to meet in two years time, trying to coincide with a RAAF communicators' reunion. I marched in Brisbane in 2001 with the 2 Sqn contingent for the RAAF anniversary. At the end of the ceremony, I saw a Radschool



banner on the Irish pub across the street ... by the time I said hellos downstairs, there were only three fellow left upstairs in the pub. A bloke from the early 1950s and one other ex-RADTECHA I had known in Vietnam, plus a few of his mates who met for the first time in 30 years. We spent the afternoon together on the footpath. I browsed a few newsletters and found interest ... a few familiar names and stories. Likes the piece on Morse Code. Never seen that connection with the origin. I know ex-19 Al George and Paul Hewitt well, though I've lost track of Al—last eyeballed him at the Vietnam Vets reunion in Canberra, 1992 when he was a Wingo. I remember well ... on a QANTAS flight to Vietnam, on 18/19 June 1969, soon after take-off, a very young Cpl Allan George was so p.....d he fell face first into his meal! Good officer material!

These days, I get paid to be a computer tech, and spend most of my time and money e-mailing friends and colleagues in the USA relating to the crash of a US B-17C Flying Fortress near Mackay, in 1943. You may have seen/heard a little of it on the news a while ago. We had 14 family relatives representing four families of victims plus another 10 pilgrims, and the Vice Commander of the US Fifth Air Force who flew from Japan with a dual crew in a C-130 that I successfully requested to perform a flyover during one of our two commemorative ceremonies.

Before our reunion, I asked RAAF PR for the whereabouts of a promo movie made with our course involvement in 1963. It took about 10 weeks to get a reply ... and the answer was, "The RAAF Museum may know". I won't hold my breath as I've been told by a few people - only this week by an former SP who told me the CO's name when it happened - that CPE films and stuff were burned. There should have been several of those old movies, but I'll bet they'll never surface. (We wonder if the RAAF ever kept those old Moody Institute training films, most of which were excellent—tb)

Diane Dirou wrote to say "Hello everyone, I have been asked by Geoff Peterkin to advise anyone interested that he is creating a military website which is open to all Military Associations. The web site address is <http://military.associationsonline.info/> If you are interested in your association becoming part of this web site please go to the web site and read all about it".

Will Clough ex 32RMT back in 1970 has, for the past 18 months, been touring the whole of South Australia. Will and wife Jacqui have been photographing and recording the external War Memorials in every town, village, hamlet, junction you name it, all of which will all be compiled into a CD and book which is to be produced by the SA RSL and Vet Affairs.

Well Will—they're the breaks, but we suppose someone's just gotta do it. How about sharing a few photos and some of your experiences while on tour with us,

DOWN AT THE RETIREMENT CENTER

80-year old Bessie bursts into the rec room at the retirement home. She holds her clenched fist in the air and announces, "Anyone who can guess what's in my hand can have sex with me tonight!" An elderly gentleman in the rear shouts out, "An elephant?" Bessie thinks a minute and says, "Close enough."

Ray Thompson wants to know if there is an RAAF medical insurance that ex-RAAF blokes can access. Does anyone know??

- Q. What's the difference between a good lawyer and a great lawyer.
- A. A good lawyer knows the law, a great lawyer knows the judge.

Where are they now?

Ron Faux, who lives out in the Alice wants some help. He says *"The Alice Springs RSL was recently presented with a flag and certificate from 3 local boys who served with 75 Sqn in Iraq. This has prompted our committee to try to update the Honour Roll. It currently ends with those people from Alice Springs who served in Vietnam. Can you please put a notice in the next edition of the magazine, asking for anyone who enlisted from, or was raised in, Alice Springs, and served overseas and would like to be listed. Please contact me so that I can pass the details on to the RSL. Thanks Rod Faux"*. Ron has left us his email and phone numbers, if you can help, please send us your information and we'll forward it on—tb.

Ted Mac has a mate **Harry Halasz** who is trying to make contact with another ex-RadTechA - **"Billie" Bunter**. If anyone has some details, please pass it to us and we'll forward it to Ted.

Ted Eric Resetar is trying to get in contact with **Paul Pettit** (ex-ADG). Does anybody know of him and any contact details.

The Brisbane North VVAA are looking for **John Mckinney Cowan** who was with 10 Sewerage in Vung Tau from May 69 to Feb 70. Does anyone know where John is now.

Sandra Chivers is trying to find an old friend, **Jeff (EJ) Burke**, who was at Radschool at Laverton in 1964 on, she thinks, 42R.M.G.T (Possibly 42RMC—tb). Sandra says that Jeff and her brother, Les Saunders, were good mates, and met while picking fruit at Shepparton. Les wasn't in the services, and passed away 3 years ago, but Jeff used to stay with their family quite a bit. Jeff came from Queensland. Unfortunately not much to go on, but, perhaps someone can help.

We've been asked by **Peter Murray** if anyone witnessed a US helicopter burn then explode whilst on Kanga Pad (Nui Dat) in 1968, probably around July/August/September. Peter says information is needed on the incident to help a veteran who was involved, but whose story is apparently suspect because it was not described in the 1 ATF War Diary! If you can help, please get in touch and we'll pass the info onto Peter.

We heard from **Yvonne Clapman** who wrote "I recently came across the Radschool Assoc. website when looking for information re my brother **Peter Russell**, ex RAAF, who I haven't seen for many years. I noticed in one of the associations newsletters a photo of a Ron Russell at a reunion held in Brisbane. This was volume 4, 29 February 2000. My

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.

brother Peter has a stepson Ron so I wondered if there could be a connection. The Ron Russell that I know would be around 40-45 years old I would be pleased to receive any information which may assist me with my search. We checked and unfortunately the Ron we know is on the wrong side of 45. Can any one help?

Bruce Waters says he was at Radschool in Laverton during 1976-78 as part of 101 RTC. He was wondering if we have any details of any of the guys who were on that course, as he couldn't find any names on our Honour Roll? Can anyone help!!

Lyn Wilkinson wrote - Hi, I came across your site while doing a search for info on my late father's RAAF days. He was initially stationed in Laverton in August 1952, after enlisting in the RAAF in London July 1952 and then went on to Ballarat and was posted there at the Radio School from October 1952 to May 1953, where he met, courted and married my mother all within a six week period. Sadly, dad lost all documentation and photos relating to this period in his life when we had a house fire when I was just a small child and he died in 1972 so I have nothing to share with my children. I would appreciate it if any one who remembers a **George Vernon Hall** or maybe a "Max" Hall, I'd love to hear from them.

Lyn says her dad is very much a mystery man to her. She is doing her family tree and she recently managed to get back to Ballarat armed with a camera. The first time I've been "back home" in 6 years. While there I visited dad's "grave", which is a plaque at the crematorium. It brought back a lot of memories for me. He was in the RAAF for 6 years and only got to the lofty heights of a Leading Aircraftman, but back in England, during the WW2, he was a Flight Lieutenant. He was fighter pilot in the RAF during the Battle of Britain. He must have had some good yarns to spin. I'll keep my fingers crossed that someone can remember the cocky little Pommie who swept all the local girls off their feet.

Can anyone help Lyn—if so, please get in touch with us.

Remember - "If the enemy is in range, so are you".

Life is sexually transmitted

Next reunion 23—25 April, 2005

Post Radschool

We have deliberately kept the RAM non-political over the past 5 years, and we intend to continue to do so well into the future. We feel that by aligning ourselves with one of the major political parties, we would automatically alienate 50% of our members—so we're not going down that route. However!! we recently received a media release from **Jim Dalton** who is the endorsed Senate Candidate for WA for "The Ex Service, Service and Veterans Party".



EX SERVICE, SERVICE & VETERANS PARTY



We won't print the release here, instead, we have put it on our site, and if you wish to read it you can download a copy from www.austradsecure.com/radschool/vetsmr.pdf

The press release concerns the Clarke Committee's report into veterans' pension arrangements which is a topic that is relevant to a lot of us and why it deserves a mention here. It is worth a read.

Barry Messer wrote to say by a strange quirk of fate he ran into Laurie Lindsay recently. He was ironing his clothes and became bored with it (as you do—tb) so he decided to head down to the Caulfield RSL for a couple of soothing ales. Half way there, old timer's disease caught up with him and he couldn't remember if he had turned off the iron so he returned home. Coincidentally, Laurie his partner and canine friend were walking past his property when he arrived home. Of course discussions followed and Barry reckons he's a starter for the next reunion.

Bob Hambling saw the photo (right) of the Appy bods. He can update us on a few names, he says:- Wayne Cupitt was a groundie and Peter Jupp was commissioned then went to work in WA. Paul Lobston was a groundy, then remustered to become a RAAF pilot, then flew with Cathay, and is now with CAA in Melbourne.

Ron Shannon is actually Bob Shannon, he was an airy, then he was commissioned, took his D and now lives at Blaxland NSW



Competition

Well our two winners of a bottle of that most sought after wine, the mighty Passion Pop, are:- **Norma Hambling** from SE Brisbane and who takes out the Blokette prize, and **Angus Maclean**, from SW Melbourne, who takes out the bloke prize. The correct answer to the question which was "Who won the very first State of Origin game played at Lang Park in Brisbane on the 8th July 1980", was of course, Queensland, not "who gives a stuff" as was submitted by a bunch of Victorians. Anyway, there are two people who have had the Pop returned to their lives.



Last issue we had an ARL question, so to be fair and to give the Vics a chance, this time it's an AFL question which is:-

In the early 1960's, which VFL team did Ray Gabelich play for (and was the captain of), was it:-

A. Richmond. B. Collingwood. C. Footscray. D. Hawthorn

If you know your 'footy' this is an easy one, if you don't, well you won't have a bloody clue.....but we'll give you a hint, the team was beaten by Melbourne in the grand final of 1964 by 4 points.

We've got 1 bottle for the winner so 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

As usual, all correspondence, judges decision etc etc, get your answers in via email and you too could be popping all over the place.....

People who want to share their religious views with you almost never want you to share yours with them.

If you're interested in tracing your ancestry, and you think you have convict stock, a good place to start is <http://www.oldbaileyonline.org/> You can search the old trials and see what your ancestors got up to.

Laurie Lindsay wrote to tell us that **Ted Mac** from the West must be getting old, he reckons that dementia must be setting in as Ted had a few things wrong in his recollections of the 14 Appy reunion on page 10 of our last magazine.

offer the following defence..... Yes, I am getting old and not much wiser. Alf and I have cracked through the 60 barrier so it's up to you lot to join us distinguished (or should that be extinguished) mature warriors!! Yep - I



Laurie says:- *"The reunion was in January 1990, not 1985 as remembered by EG and I could not have been the photographer, because I was in most of the pictures. The photographer was, in fact, Rex Bradley who is in none of them.*

stuffed up the year of the reunion. 1985 as compared to 1990 - jeez, that 5 years went fast.

I also noticed the last part of EG's diary excerpts and I think I should get in first. I was married as an apprentice and Radschool (bless their heart) put out a special URO that only went to Pay Section. This was so that I could get the marriage allowance and was lucky for me because the marriage allowance was double the apprentice pay.

As far as the photographer is concerned, I would not have said that to Trevor Benneworth (the esteemed Editor of the RAAF Radschool magazine) [always said you were a good bloke Ted—tb] as we all know LL is an ex-ossifer and therefore he would have had extreme difficulty knowing which button to press or lever to pull or potentiometer to oscillate!!!

Well, in the interests of fair play, but actually to fill the rest of this page, we gave Ted the opportunity to reply.....

(This is in brackets - shhhh - does anybody care to name the pist grandfarta who fell down his daughter's back stairs after consuming a bottle of Turkey with moi???)

Dear Gentlemens and Lindsay, In reply to LL's little note, I

Lurv and curses from GodZone, Eduardo Macca

Ted Mac also wrote to say he was talking with some people the other day and he found that one of the woman to whom he was talking was the sister of the late John Hughes. Her name is Stephanie Bladen and her brother was a member of No 1 Appy Course which commenced at Frognall on 7th Feb 1948. He stayed in the RAAF until the mid-70's until his resignation (rank on discharge was SqLdr). Stephanie told him that when she was a young girl, she can remember her brother would bring home some of his Appie mates to their house in Burwood (suburb of Sydney) during leave periods - generally at Xmas. She can remember him serving in Malta not long after he graduated from Frognall (she thinks with 78 Wing).

Stephanie would love to hear from anyone who knew her brother during his time in the RAAF. If you did, please get in touch with us, and we'll put you in touch.



Gordon Charlton saw this plaque at the Point Cook museum. Does anyone know anything about it, and how it got there.

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 nowhere..."

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. 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 01 Mar, 2004**

Collector		Emitter	
Incoming	\$12,444.57	Outgoing	\$11,329.79
Base			\$1,114.78
Balance	\$12,444.57		\$12,444.57

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 Bennworth. 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!