

# R.A.A.F. Radschool



# Association of Old Boys & Girls

Radschool Association, 30 Redwood Street, Stafford Heights, Qld, 4053.  
Phone: 0414 359 173 Email: radschool@yahoo.com

Web site:- [www.eastcoastcool.com/radschool](http://www.eastcoastcool.com/radschool)

Next reunion 23—25 April, 2005

The number of positive emails we've received over the past few weeks indicates that the reunion planned for next year will be well attended, so far 34 blokes have responded positively and it's still a long way out. We've put the list on our site, and you can check it and see who is planning to come by going to [www.austradesecure.com/radschool/list.pdf](http://www.austradesecure.com/radschool/list.pdf). We'll keep the list updated continuously.

When you add partners, and as more blokes get to hear about it, it looks like we'll get more than 100 people. Our last reunion was held in Brisbane in 2000, so it looks like every fifth year is probably the ideal rate. The trick is to stay off Page 3 in the meantime. At this stage, this is what we have planned, and next issue of the RAM will include a "Yes I'm in it" coupon for you to fill in and send back to us.

Saturday 23 April, 2005

\$55/head

**Reunion Dinner:-** This will be held at the Brisbane Bookmakers Club, same place as the previous 2 reunion dinners. The club will provide table seating and a buffet meal, drinks, and we're looking at providing entertainment, either a DJ or a small band – all inclusive. More on this later. John



Broughton will once again MC the night, so anything could (and will) happen. We're 'toying' with the idea of making it a "theme" night, similar to what was planned for the (didn't happen) 2003 reunion—more later.

Sunday 24 April, 2005

\$35/head

**Tangalooma cruise:-** For those not familiar with Brisbane and Moreton Bay, Tangalooma Resort is situated on the western shore of Moreton Island, and takes about 75 minutes to get there in a big white boat. There's plenty to do once there, snorkelling on the wrecks, swimming in the resort pools, sand tobogganing on the dunes, bush walking, drinking, eating, whatever, the choice is yours. You might just want to sit on the beach and re-coup from the previous night's activities.



Meals are available from the Resort's Coffee Shop or the café (extra cost), or you can bring your own.

Gardening Rule: When weeding, the best way to make sure you are removing a weed and not a valuable plant is to pull on it. If it comes out of the ground easily, it's a valuable plant.

The big white boat leaves Brisbane at 10.00am and the trip across Moreton Bay to Moreton Island is excellent. Time to start getting into shape boys and girls—you might have to don the swimmers.

The big white boat will leave the Island at 3.30pm for the return trip to Brisbane. For more info on this, go to [www.tangalooma.com](http://www.tangalooma.com).

Monday 25 April, 2005

**Anzac Day:-** All the blokes and blokettes, who've been exposed to Radschool one way or the other, will form up about 10.00am, somewhere up near the Brisbane Casino and we'll march with the RAAF contingent under our own Radschool banner. We've asked GrpCapt Allan George (ret) to lead us and although we haven't heard back from him yet, rumour has it he can't pass up a parade. A lot of blokes normally march with their old squadrons, but this time we ask that they march as an ex-Radschooler.



The RAAF should lead off this year, so our part of the march will probably be over by 11.00am. We're talking with John Webster, who normally looks after the 35Sqn "after-march do" in Brisbane, and we'll work with him to



find a site suitable for the "festivities" afterwards. Partners of the blokes and blokettes can join in here. In other years we've each paid \$12 to get in, which covers the use of the premises and hot "walk around" finger food for most of the afternoon.

You bought your own drinks, but at a good price.

Next year will be different. City Rowers, where 9/35Sqn usually meet, has closed its doors, and another site has yet to be found. More on this later too.

STARS

The Navy navigates by them,  
the Army sleeps under them,  
and the Air Force rates hotels by them.  
AND WHY NOT??

Give a person a fish and you feed him for a day; teach that person to use the Internet and he won't bother you for weeks.

Tony Reading, who was on 17Apy, told us of the sudden passing of WG CDR (Retired) **Peter Smith** at his home in Bellbowrie (Brisbane) on Wednesday night 21 April. Peter had a heart attack and could not be revived.



No pain, no warning. It was an incredible shock as he was a picture of health. Peter (aka Smiff) who was only 51, is survived by his wife Corinne. While he was an Air Defence, and former CO 2RU, 3CRU and 114MCRU he was considered an honorary radio bloke as his passion was heavy radar. He was, till his passing, President of the RAAF Radar Branch and proudly lead them in several

Anzac Day Marches. Most of the CRU blokes knew him well, he was much loved by his mates and one of the real characters of the Air Defence world. He will be sadly missed. His funeral was held on Wednesday 28th April at Centenary Memorial Gardens, Sumner, Brisbane.

Jon Harris, who had a long term association with Air Defence from the techo side knew **Peter Smith** well. Jon was at 114MCRU when Peter first joined the RAAF and Jon says he was like a schoolboy, running down the headquarters corridor with the latest gossip, in and out of the offices, bubbling with the latest. He says Pete was a likeable guy and he contributed a lot to the RAAF and deserved to be considered an honorary radio bloke. He would also try to offer suggestions (usually useless) on how to fix things. *"We would humour him, thank him for his interest and fix it the right way anyway after he'd gone".*

And Phill Baldock says *"we have lost a true gentleman. I served at the old 2CRU with Peter Smith and he was a lovely bloke"*.

**Stewie Leader** (Stewart Edward) ex WOFF TELEG passed away on the 30 March 2004. The funeral service was held in Belconnen, ACT on Friday 02 April.

We're also sad to have to report that **Merv German**, ex 1 Radar course 1947, died in October 2003. Unfortunately, we do not have any further details.

### Our condolences to their families.

A Sunday school teacher asked her little children, as they were on the way to church service, "And why is it necessary to be quiet in church?" One bright little girl replied, "Because people are sleeping."

### COMMENT

In May this year, a radical Islamic website began broadcasting a shocking videotape of the murder of 26 year-old American, Nick Berg, purportedly executed by the infamous al Qaeda terrorist Abu Musab al-Zarqawi.

Five hooded men appeared in the video behind Berg who was bound and dressed in an orange flying-suit. One of his captors read the following statement: *"For the mothers and wives of American soldiers, we tell you that we offered the U.S. administration to exchange this hostage with some of the detainees in Abu Ghraib and they refused. So we tell you that the dignity of the Muslim men and women in Abu Ghraib and others is not redeemed except by blood and souls. You will not receive anything from us but coffins after coffins ... slaughtered in this way. As for you Bush ... expect severe days. You and your soldiers will regret the day you stepped into the land of Iraq."*

Following the statement, Berg is pushed to the floor and held down while his killers deliver five cutting blows to his neck. Berg's screams stop with the third chop and after the fifth his head is hoisted up in front of the camera, eyes still open.

These people cut an innocent man's head off - and it hardly drew a comment. The US Army strips prisoners naked and embarrasses them - and the whole world goes berserk, and stays berserk for weeks. Sound fair????

Most TV networks decided against showing the part of the video that shows the decapitation, despite their continued zeal at showing photographs and video of alleged abuse at the Abu Ghraib prison. Politicians in the US from the President down have expressed concern and sorrow following the abuse, but we have yet to hear a public apology and condemnation from leaders in the Arab world expressing their own personal outrage at the barbaric murder of Nick Berg. It's just not mentioned any-more.

We find it strange that there is also more outrage over the mistreatment of the Iraqi prisoners than there was, and is, over the 9/11 attack on the WTC, the burning of the corpses of the American contractors not too long ago, the cold-blooded execution of an Italian prisoner and the senseless and pointless killing of Nick Berg. The Iraqis reacted to all of these things with an attitude of defiance and jubilant cheering in the streets of Baghdad and we see it all time and time again on our screens, in living colour, narrated by salivating TV anchor men and women.

There is an enormous amount of hypocritical outrage from protestors to the supposed mistreatment of Iraqi prisoners, yet no-one protests the heinous beheading. WHY?? tb

Thought for the day: Men are like a fine wine. They start out as grapes, and it's up to women to stomp the crap out of them until they turn into something acceptable.

**FAT.**

Compact flash cards (and other flash cards) are really handy in cameras and computers because you can treat them like little hard drives—or big hard drives, if you consider half a billion a big number. You can plug in a compact flash card and read or write to it just like a hard drive. This is because it uses a standard format, the FAT or FAT32 format.

FAT stands for (or stood for once) File Access Table. It's a standard layout for a file directory. Microsoft started using the FAT format for hard and floppy drives with their MSDOS way, way back. It's a pretty simple format, with several similarities to CP/M and Unix formats.

Now Microsoft has decided they own FAT. They are going to start charging manufacturers about US\$0.25 for each compact flash card sold.

Some people are criticizing Microsoft. They say Microsoft waited until the world was using FAT in the compact flash memory before they started charging for it, calling it a "textbook submarine patent."

Microsoft boss Bill explained, "The real problem is the US Government. With record budget deficits and runaway spending, we can no longer rely on the government for a substantial portion of our income.

To resolve this problem, Microsoft has made the decision to tax the population of humans directly. The Compact Flash Tax is only the beginning. With the approval of new patents, Microsoft just might begin charging royalties for every CPU cycle on computers that uses their patented technology, the 8-bit byte."

**The "Silent Treatment".**

A couple were having problems at home and were giving each other the silent treatment. Suddenly the man realised that the next day he would need his wife to wake him at 5:00am for an early morning business flight. Not wanting to be the first to break the silence (and LOSE), he wrote on a piece of paper, "Please wake me at 5:00am." He left it where he knew she would find it. The next morning the man woke up, only to discover it was 9:00am and he had missed his flight. Furious, he was about to go and see why his wife hadn't wakened him when he noticed a piece of paper by the bed. The paper said, "It is 5:00am, wake up!"

Men are just not equipped for these kinds of contests.

John Elliott

The one thing that unites all human beings, regardless of age, gender, colour, religion, economic status or ethnic background, is that, deep down inside, we ALL believe that we are above average drivers.



John "Trackless" Millsom, ex Caribou driver, at City Rowers after the Anzac Day march. Marching must have been very energy sapping, as John was seen chasing the "food trays" around the room all afternoon.....Unfortunately, City Rowers closed its doors for the last time on 20 May, so the site for 2005 9/35Sq "get together" is yet to be found.



Rod "Rocky" McGregor tucking in at City Rowers, with John Millsom zooming in. Trackless insisted it was only for the food.....rightttttt!!!



Helen Crawford and Peter DeJonge at City Rowers, reminiscing about their time at Wagga some (we won't say how many) years ago. Helen's dad was W/O catering during the time Pete was there, and, it is rumoured, their paths did cross once or twice, but only to discuss rations we're told.....

Thanks Buster—much appreciated. ...

A little girl asked her mother, "Can I go outside and play with the boys?" Her mother replied, "No, you can't play with the boys, they're too rough.

The little girl thought about it for a few moments and asked, "If I can find a smooth one, can I play with him?"

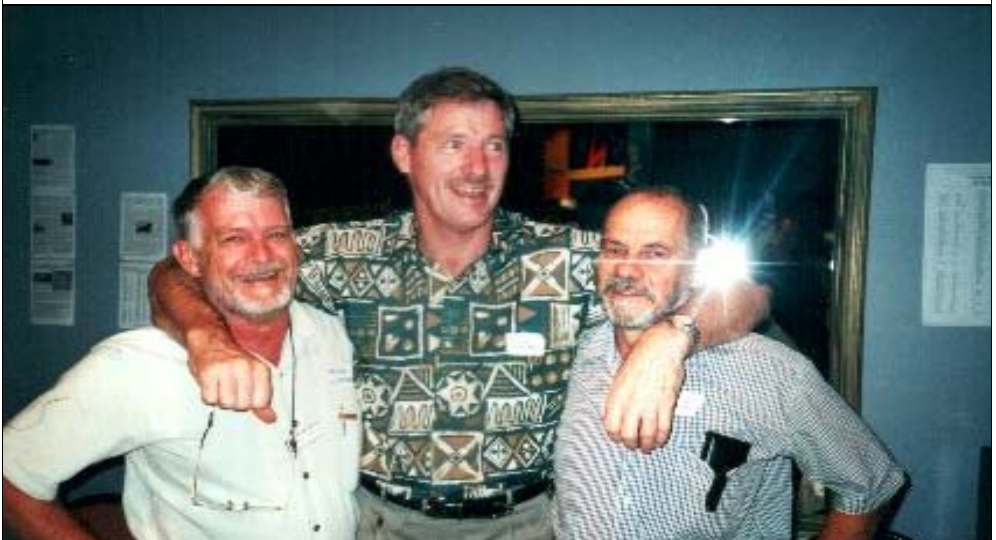


Next reunion 23—25 April, 2005



At the reunion held in Brisbane in 2000 are:  
(Top photo) L-R Leonie Howsan, Keith Fletcher, Kay Fletcher, Jackie Lunn, Gil Lunn  
(Bottom photo) L-R Mike Shepherd, Ron Anstiss, Keith Fletcher  
You would be silly to miss the next one!!!!.

Photos by Cecilia ward.



A government which robs Peter to pay Paul can always depend on the support of Paul.

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



## Computers and stuff.

Sam Houliston

### Moore's Law

Moore's Law is only 11 words long, but it's one of the most misunderstood statements in technology. The basic rule which states that "*the number of transistors on a chip doubles every 24 months*" has been the guiding principle of the high-tech industry since it was coined by Intel co-founder Gordon Moore in 1965.

It predicts technological progress and explains why the computer industry has been able consistently to come out with products that are smaller, more powerful and less expensive than their predecessors—a dynamic curve that other industries can't match. Still, most people manage to mangle the rule, one way or another. Many people, for instance, state that Moore's Law says the number of transistors doubles every 18 months—a time frame never laid down by Moore.

Others claim that Moore came up with it while driving down Highway 101 in Silicon Valley. (He says he came up with it while preparing an article for Electronics magazine.) Worst of all, many postulate that Moore's Law is in danger of running aground because the world no longer needs more powerful computers.

For example, the magazine "The Economist" theorized last year, that the rule was becoming irrelevant, partly because Google CEO, Eric Schmidt, said the search company relies on less-than-cutting-edge servers. "The industry is simply too efficient," he said. And Kim Polese, founder of corporate software company Marimba, was one of the software executives who told The New York Times that the rule's force was petering out, because people wanted to spend less time at work and more time with their families. In a bit of magazine performance art, Red Herring ran a cover story on the death of Moore's Law in February—and subsequently went out of business.

These theories, though, ignore one of the key driving factors inside the famous rule, which is this: People aren't following it out of the good of their heart. Moore's Law, after all, is not a law of physics. It is merely an uncannily accurate observation on what electrical engineers, when organized properly, can do with silicon. Companies that can keep their tech teams humming will reap profits and power. Those that can't will fade away.

One way to view the rule in action is through the history of the 1GHz chip. Both Advanced Micro Devices and Intel released 1GHz microprocessors during the first week of March 2000. At the time, analysts claimed the chips offered more performance than people needed. In fact, the chips probably still offer more than most consumers need. So why didn't Intel just quit spending billions on new factories and advancing its processor line? Because AMD wouldn't.

When it debuted, the 1GHz Pentium III cost \$990 in volume quantities, and Intel had around 80 percent of the market. Flash forward three years. AMD's most-powerful chip provides around 3.2GHz of performance and costs \$464, while its cheapest processor gives 2GHz of performance and costs \$66. Meanwhile, Intel's least-expensive desktop chip, a Celeron, runs at 2.1GHz. Had Intel remained pat, it would be the one losing millions of dollars per quarter while AMD would be the one controlling more than 80 percent of the market. PC makers that stuck with Intel would have gone to the glue factory as well.

A Dell "Dimension" released in 2000 with the 1GHz Pentium III, 256MB of memory, a 30GB hard drive, a CD-RW drive and a DVD player cost about \$6,000. That's four times more expensive and about one-third as powerful as the current midrange box Dell Computer. Google, meanwhile, would have had to triple the real estate it leases for its server rooms, or run at a crawl, if it really had jumped off the Moore's Law curve. Hard-drive manufacturers, software developers and even content sites face the same inexorable dilemma of "improve or die." When you think of it, Moore's Law isn't about progress; it lays down the rule for the arms race.

Granted, it's a mathematically mind-boggling concept. If Moore's Law were applied to urban growth, a city the size of Hobart would be as large as Sydney within 5 years. In another 5 years, Hobart's population would hit 100 million. In terms of size—under Moore's Law, chips get smaller over time—so Hobart with a population of 3.2 million would cover less than one-third of the area it does today. But it wouldn't be flat anymore: There would be six levels of city stacked on top of one another. The fireplace in the Fireside Lounge at Hadley's Hotel would probably emit almost as much energy as a hydrogen bomb.

Companies have found the pace torrid and expensive. Initially, Moore predicted transistors would double in number every year; in 1975, he slowed it down to every two years. Shrinking the size of transistors has also led to outrageous capital equipment budgets. Rock's Law holds that the cost of a semiconductor fabrication facility (fab), will double every

(Continued on page 7)

You will never find anybody who can give you a clear and compelling reason why we observe daylight savings time.

You should never confuse your career with your life.

*(Continued from page 6)*

four years. Now, an average fab costs \$3 billion, and most companies can't afford to stay in the market as independent operators.

The laws of physics will likely begin to slow down the pace of Moore's Law over the next decade. Ultimately, the rule may have to be looked on as a generalized guidepost for performance improvement. Progress, meanwhile, will come more from better system design than from increases in transistors.

This would be more in line with the observation, back in the '80s, of former Intel executive David House, who said that performance doubles every 18 months. (Technically, performance doubles every 20 months, but House was close.)

Still, transistors will continue to shrink and computational power will continue to increase, regardless of predictions of stasis. As VLSI Research CEO Dan Hutcheson points out, "It's good enough," is what the clay-tablet makers said about their products when papyrus came out.

**Bob Bergman** from the West wrote to say *“Around AN-ZAC Day thoughts again come around to our past military activities and our compatriots and I remember well my three years in SE-Asia with 2 Squadron. While I am now residing in the west, I still remain a member of the 2 Squadron Association as many other ex Radschool members do. The association has recently released a new bumper sticker showing the squadron emblem, the magpie shriek, the red tail-fin lightning flash and the three battle honours that has made this squadron the most decorated squadron in the RAAF. It is worth noting that, while the first award was won in WW II, the next two were won in Vietnam. I have attached a picture of the sticker for interest. Lest we forget. Regards.”*



Thanks Bob—but where can we get one—tb?

A bus carrying only ugly people crashes into an oncoming truck, and every one inside dies. They then get to meet their maker, and because of the grief they have experienced; he decides to grant them one wish each before they enter Paradise. They're all lined up, and God asks the first one what the wish is. "I want to be gorgeous," and so God snaps his fingers, and it is done. The second one in line hears this and says "I want to be gorgeous too." Another snap of his fingers and the wish is granted. This goes on for a while but when God is halfway down the line, the last guy in line starts laughing. When there are only ten people left, this guy is rolling on the floor, laughing his head off. Finally, God reaches this guy and asks him what his wish will be. The guy calms down and says: "Make 'em all ugly again"



At the City Rowers night club in Brisbane after the Anzac Day march (2004) are L-R Paula Forster, Brian Carney, Gwen Carney and Sandra Hall.



John Webster (left), the secretary/treasurer of RTFV/35Sqn Association and Max Lollback. Prior to Anzac Day 2004, John and Max hadn't seen each other since 1961 when they both went to Lismore High (43 years ago). Both joined the RAAF and eventually ended up at Richmond, John to 2AD after his stint in Vung Tau while Max, a sumpy by trade, was just up the tarmac with 36 Sqn where he spent 14 years as an engineer on "A" Model Hercs. They worked on the same base for years, but never met.



Dennis Roles, who was with 9Sqn in 1971, and Helen Crawford, sharing a joke at City Rowers after the Anzac Day march.

Next reunion 23—25 April, 2005

Ian Edgar sent us the photo (below) of a bunch of radio bods from Richmond which he says was taken at the Blacktown Bowl, about '65/66.



Back row are: 'John Foley, later to become an aeroplane driver, and CO of 33Sqn, Ron Clayton; ?? Knight (*forgot his first name*); Ian Edgar, and in front: Don Ripper and Bill Holker. Ian says that except for Knight and himself, the others are all from WA. "*Don was from Northam; Bill and Ron I think came from Bunbury and Tom was from Perth. During this period, Don's transport was a VW which was distinctly 'bluetime white' looking for all the world the same colour as the topsides of the Neptunes that were in for 'E' servicing in the Pentad hangar*".

We sent the photo to Ron to see if he could help with the ID, this is what he had to say.

*What a great foto. I haven't seen it before. It must have been just after I arrived at 2AD after Appies. Tom Foley, Bill Holker and I joined up from WA and all three of us were posted to Richmond for our first posting. Don Ripper took Foles and I across 800km of Nullarbor dirt in his brand new car to WA for Christmas in 1966. We drove non stop with Don and Foles taking it in turns driving. I didn't know how to drive but was given the reigns 100 miles from Perth when the other two bombed out. I didn't last long trying to master driving half asleep avoiding roos - all at the breakneck speed of 20 MPH. We made it there and back but Don's car wasn't so new anymore. Foles bought a sports car called a Turner (if I remember the name correctly) which was made of fibreglass. He pranged it in Newcastle on a trip up to see some of the Willytown 17 Appies. They were picking fibreglass out of him for ages. I wasn't surprised to hear he became a pilot and may still be in the RAAF or certainly was probably the longest serving and highest ranking 17Appy. I've been trying to track him and many of the other 17Appy members down for quite a while without success. We'd love to know where the rest are—can anyone help? tb*

I have yet to hear a man ask for advice on how to combine marriage and a career.



Imagine that you are a South African bush pilot. You fly in some critical medical supplies and enjoy a quick lunch at the hospital. It's a stifling 38° C in the shade and you're eager to get back up to the cool, high blue yonder. On the way back to your plane, you discover that the only bit of shade within a mile has become very popular. You start calculating the distance to the plane door and wonder... "Do I feel lucky today?"

Abraham Lincoln was elected to Congress in 1846. John F. Kennedy was elected to Congress in 1946. Abraham Lincoln was elected President in 1860. John F. Kennedy was elected President in 1960. Both men were particularly concerned with civil rights. Both wives lost their children while living in the White House.

Both Presidents were shot on a Friday. Both Presidents were shot in the head. Lincoln's secretary was named Kennedy. Kennedy's secretary was named Lincoln. Both were assassinated by Southerners. Both were succeeded by southerners named Johnson. Andrew Johnson, who succeeded Lincoln, was born in 1808. Lyndon Johnson, who succeeded Kennedy, was born in 1908.

John Wilkes Booth, who assassinated Lincoln, was born in 1839. Lee Harvey Oswald, who assassinated Kennedy, was born in 1939. Both assassins were known by their three names. Both names are composed of fifteen letters.

Lincoln was shot at the theatre named 'Ford.' Kennedy was shot in a car called 'Lincoln' made by 'Ford.' Lincoln was shot in a theatre and his assassin ran and hid in a warehouse. Kennedy was shot from a warehouse and his assassin ran and hid in a theatre. Both Boothe and Oswald were assassinated before their trials.

A week before Lincoln was shot, he was in Monroe, Maryland. A week before Kennedy was shot, he was with Marilyn Monroe. So there!!

Does virgin wool come from ugly sheep??





**Sick Parade**

**Brian Rose (“Flowers”)**, ex-35Sqn and 9Sqn Crewie, who normally resides in Bundaberg, has contracted an aggressive cancer that has invaded much of his body. High density radiation treatment caused collapse of a spinal disc and he underwent major surgery on the 23 March this year.

Brian’s consultant psychiatrist is Dr Janine R Clarke, (She was married to the late Peter Hope, when at 12 SQN), so she has known Flowers for as long as she knew Peter Hope, and she always reckoned, that both of them had a drinking problem. Brian always reckoned that that was OK, as long as it wasn’t an alcohol problem! They get on well and she looks after him with a lot of special care and attention. Brian’s wife Jenny said

that all the surgical staples were removed from his back and he was discharged from the Wesley Hospital (Brisbane) over the weekend (10th and 11th of April). Brian then stayed with his parents in Brisbane until the completion of the Anzac Day celebration.

Dennis Roles arranged for Flowers to join in the Anzac day march as a ‘passenger’ in a WWII Jeep. He then joined the mob at City Rowers for a few coldies.

It has been suggested, that if anyone has any good or funny stories during their encounter with Flowers, it would be great if you can email them in this direction, for two main reasons: (1) For his family, just to remind them of the type of things that Dad got up to! (2) To remind Flowers of the rat-bag he was and of you as the individual.

**Phill Baldock** had his gall bladder removed mid April, and is slowly convalescing. He hopes to be back at work some time in June.



Nui Dat in the wet. No doubt Army had it sweet in La Viet...



One of 2 Sqn’s Canberras being serviced in the hanger at Phan Rang, early 1968.



Janine Clarke, Trevor Benneworth and Helen Crawford at City Rowers  
“A thorn between two roses.....does it get any better than this....”

When ever I meet a woman who won’t take her clothes off, I say to myself “I wonder what she’s got to hide”...

Coffee, chocolate, women.....  
Some things are just better rich!!



## Out in the shed with Ted

Ted McEvoy

In Windows XP, every time a program crashes, a message appears asking if you want to send a report to Microsoft. I didn't and it annoyed the hell out of me. If it bugs you as much as it bugged me, this is how you get rid of it.

1. Right-click "My Computer"
2. Click "Properties"
3. Click the "Advanced tab".
4. Click "Error Reporting".
5. Click "Disable error reporting".
6. It's optional whether you want to be informed of critical Windows errors—suggest you leave it on.
7. Click "OK": and this should disable the error reporting.

A gynecologist wanted to know more about the workings of his car so he signed up at his local TAFE to do a course. At the end of the course, he did his final exam and was surprised to find that he had obtained a mark of 150%. Fearing an error, he approached the instructor, saying, "I don't want to appear ungrateful for such an outstanding result, but I wondered if there had been an error which needed adjusting."

The instructor said, "During the exam, you took the engine apart perfectly, which was worth 50% of the total mark. You put the engine back together again perfectly, which is also worth 50% of the mark. I gave you an extra 50% because you did all of it through the muffler..."

For "another" version of Elvis's song "Are you lonesome tonight?" go to <http://mywebpages.comcast.net/jwwallier/elvis/>

Years ago while still a brat at Laverton, I was riding my pushie (dressed as Santa) through the Christmas End-of-Year parade. It was funny having the WOD chasing after me saying "That man, that man...STOP". Silly bugger didn't know me ferkin' name was Santa!!!

A Marine stationed in Afghanistan recently received a "Dear John" letter from his girlfriend back home. It read as follows:

*Dear Ricky, I can no longer continue our relationship. The distance between us is just too great. I must admit that I have cheated on you twice since you've been gone, and it's not fair to either of us. I'm sorry. Please return the picture of*

My father was a very religious man—he refused to work any week that had a Sunday in it.

*me that I sent to you. Love, Becky"*

The Marine, with hurt feelings, asked his fellow Marines for any photos they could spare of their girlfriends, sisters, ex-girlfriends, cousins, etc. In addition to the picture of Becky, Ricky included all the others he got from his mates along with this note.

*Dear Becky, I'm sorry, but I can't quite remember who you are. Please take your picture from the pile and send the rest back to me. Love, Ricky"*



Body painting seems to be all the rage. If you want to see some interesting examples, go to <http://www.bigeasychoppers.com/festival1.html>



Three officers and three airmen were travelling by train to an equity course. At the station, the 3 officers each buy tickets but are amazed to see that the 3 airmen only buy a single ticket. "How are all 3 of you going to travel on only one ticket?" asked one of the officers. "Just watch and you'll see," answered one airman.

They all board the train. The officers sit down while the 3 airmen cram into a toilet and close the door behind them. Shortly after the train has departed, the conductor comes around collecting tickets. He knocks on the toilet door and says, "Ticket, please." The door opens just a crack and a single arm emerges with a ticket in hand. The conductor takes it and moves on. The officers see this and agree it was quite a clever idea: cunning, devious, sinister and downright officerish.

After the course, they decide to copy the airmen on the return trip. When the officers get to the station, they buy a single ticket for their return trip. To their astonishment, the airmen don't buy a ticket at all. "How are you going to travel without a ticket," asks one perplexed officer. "Just watch and you'll see," says one of the airmen. When they board the train the 3 officers immediately cram into a loo and the 3 airmen cram into another one nearby. The train departs and as soon as it is underway, one of the airmen leaves his toilet and walks over to the loo where the officers are hiding. He knocks on the door and says, "Ticket, please!"

Blake walked into the doctor's and said, "What's wrong with me Doc?" The Doc said, "You're crook, you've only got 2 weeks to live". "Ok" said the bloke "make it the third week in Dec 2015 and the fourth week in March 2025."



Northrop B-35

Force contracted for another 13 service test models, to be designated YB-35 but the plane was troubled by a complicated drive train and it lost out in a competition to the Convair B-36 for the role of the Air Force's next strategic bomber in the 1940s. Of the 15 B-35s built, only three flew.

The wingspan of the B-35 was 172 feet, and the leading edges were swept back at an angle of 27 degrees. The wing of the B-35 was 37½ feet wide at the centre, tapering to 9 feet wide at the tips. Because of the wing sweep, the overall length of the aircraft was slightly over 53 feet.

The lateral control that was normally provided by conventional rudders was provided on the B-35 by a set of double split flaps located on the trailing edges of the wingtips. These operated by having the split flaps open up in butterfly fashion to provide a braking effect. When the left rudder pedal was depressed, the left flaps would open up, forcing a turn to the left. If both pedals were depressed, both split flaps would open up to increase the gliding angle or reduce the air speed. These double split flaps could also act as trim flaps, and could be adjusted as a unit either up or down to trim the airplane longitudinally.

Elevons were located along the trailing edge of each wing inboard of the trim flaps. When deflected together in the same direction (by the pilot moving the control column fore or aft), they could cause the airplane to descend or climb. When operated differentially (by having the pilot move the control wheel left or right), they caused the airplane to bank left or right in a fashion similar to the function of conventional ailerons. For landings and takeoffs, a set of flaps were located in the wing trailing edge near the centre.

The aircraft was powered by four Pratt & Whitney Wasp Major air-cooled radials (two R-4360-17s and two R-4360-21s) with double superchargers which drew cooling air coming from long slots cut into the wing leading edge. It was designed that each engine drove a set of coaxial, counter-rotating four-bladed pusher propellers mounted at the end of a driveshaft that protruded beyond the trailing edge of the upper wing surface. However, the dual counter-rotating propellers and their gearboxes proved to be totally unsatisfactory, and the dual-rotating propellers were replaced by single-rotation propellers. The new propeller installations operated without any particular mechanical difficulties, but there was considerable vibration and the performance of the aircraft was reduced.

The B-35 was 20 feet tall when sitting on its tricycle landing gear. 5' 6" dual wheels on the main gear and a 4'8" wheel on the nose gear.

*Continued over page.*

Jack Northrop was one of the pioneering giants in aviation. As early as 1923, he had been convinced that the flying wing, in which the aircraft carried all loads and controls within the wing and dispensed with fuselage and tail sections, was the next major step forward in aircraft design.

In the 1940, in support of the flying wing idea, he started work on a number of designs but his ultimate development was the XB-35 which was a prototype strategic bomber. The XB-35 was powered by four large piston engines with pusher propellers (mounted behind the engine). The advantages of a flying wing format were perceived as providing both low drag and high lift, which meant that the XB-35 could carry weight faster, farther, and cheaper than a conventional aircraft. In addition, the use of a flying wing meant that simpler construction methods could be used with fewer structural complications.

A flying wing should cost less to build since it was built as a single unit with no added tail or fuselage. Theoretically, it provides a better weight distribution for the offensive load, since compartments along the entire span could distribute the weight of the bomb load much more evenly. Finally, a flying wing presented a smaller target when seen from fore, aft, or from the side when engaged in either offensive or defensive operations.

The XB-35 had a range of more than 5,000 miles (8,047 kilometres) with a 10,000-pound (4,536-kilogram) payload. Northrop received an initial contract for one XB-35 airplane, approved in November 1941 and an order for an additional XB-35 as a backup in January 1942. Later that year, the Air

When buying and selling is controlled by legislation, the first things bought and sold are usually the legislators.

In a meeting or crowded situation, to get yourself some space, slap your forehead repeatedly and mutter, "Shut up, damn it, all of you just shut up!" *Never fails!!*

The crew of the XB-35 was carried in a cabin installed at the centre of the wing, with a tail-cone protruding beyond the central wing trailing edge. The normal crew was 9, a pilot, co-pilot, bombardier, navigator, engineer, radio operator and 3 gunners. The pilot sat in the very front of the wing centre section (slightly offset to the left of centre) underneath a transparent bubble-type canopy. The co-pilot sat to the right of the pilot and somewhat lower down, and sighted through a set of transparent windows cut into the front of the wing. His visibility, though, was fairly marginal.



The bombardier's station was located to the right of the co-pilot's seat, and the bombardier operated the bombsight by aiming it through a square window cut into the forward underwing surface. The navigator and flight engineer sat to the rear of the co-pilot. The navigator had a small transparent bubble over his seat for the sighting of stars. Six more crew members could be added as substitutes on long-range missions, with folding bunks in the rear of the crew cabin to accommodate the off-duty crewmen.

The defensive armament was to consist of a set of remotely-controlled turrets. A quartet of 1/2inch machine guns were housed inside each of dorsal and ventral turrets that were mounted on the tail-cone along the wing's centreline. Four 1/2inch machine guns were installed in the rear of the tail-cone. A pair of 1/2inch machine guns were installed in each of four turrets mounted on the wing outboard of the outermost engines, one above and one below the wing. The guns were remotely sighted by gunners sitting in stations in a bubble in the upper rear part of the tail-cone, in a ventral station, and in a position in the pilot's bubble immediately behind the pilot's seat. The bombs were carried internally in eight individual bomb bays cut into the under surface of the wing outboard of the main crew cabin.

The XB-35 was built of an entirely new aluminium alloy developed by Alcoa. This alloy was considerably stronger than previous metals. The fuel was carried in self-sealing leak-proof fuel cells in the wing, and additional fuel could be carried in tanks in the bomb bay and in other wing compartment areas.

Unfortunately, by early 1944, the B-35 program was seriously behind schedule and the USAAF concluded that it was unlikely that the B-35 would be ready in time to contribute to the war effort.

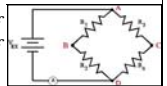
It cancelled the production contract on May 24, 1944.

**For the tech heads—XB-35**

- Primary function:** Long range heavy bomber
- Power plant:** Four Pratt & Whitney R-4360-17/21 radial engines.
- Thrust:** 4 x 2,950 HP; 4 x 2,200 kW
- Wingspan:** 172 ft (52.4m)
- Length:** 53.1 ft (16.18m)
- Height:** 20 ft (6.10m)
- Wing area:** 4,500 sq ft (418 sq m)
- Weight empty:** 61,145 lb (27,735 kg)
- MTOW:** 103,484 lb (46,940 kg)
- Max Speed:** 390 mph (630 km/h) at 35,000 ft
- Range:** 10,000 miles (16,100 km)
- Armament:** 16 x 1/2inch machine guns
- Crew:** Nine
- Date deployed:** 1946
- Number built:** 15

**Bob Bergman** from the deep west writes "Great story about the Whetstone Bridge near Gundabloodwindi, a place which has rivers I have oft plied for Yellow Belly and Murray Cod, but, the curriculum at Radschool must have been a little different for the adult entry guys like myself as I seem to remember the item in question being called the Wheatstone Bridge. Just to clarify (somewhat like the wine of the same name) the situation, the following is an excerpt from some encyclopaedia".

*"WHEATSTONE'S BRIDGE, an electrical instrument which consists of six conductors, joining four points, of such a character that when an electromotive force is applied in one branch the absence of a current in another branch (called the conjugate branch) establishes a relation between the resistance of the four others by which we can determine the value of the resistance in one of these, that of the others being assumed to be known. This arrangement was not invented by Sir Charles Wheatstone although it bears his name and is commonly attributed to him, and was employed by him in some of his electrical researches but by S. H. Christie, in 1833-1."*



Puff Puff—that's very heavy going, and requires a drink, I think, but, for the really serious the following URL has a substantial history of the device. [http://physics.kenyon.edu/EarlyApparatus/Electrical\\_Measurements/Wheatstone\\_Bridge/Wheatstone\\_Bridge.html](http://physics.kenyon.edu/EarlyApparatus/Electrical_Measurements/Wheatstone_Bridge/Wheatstone_Bridge.html)

Sign in a Chinese Pet Store: "Buy one dog, get one flea..."

Why does a slight tax increase cost you two hundred dollars and a substantial tax cut save you thirty cents?



Next reunion 23—25 April, 2005



43 Thoneops course held at Laverton in 1977. Rear: L-R. Lorraine Bentin, Susan Ogborne, Narelle Moran, Lindsay Archer Front: L-R. Marianne Olats, Lyn Riming, Sgt B Keast, Fay Vidich. (There are some horrible jobs aren't there? doesn't he look a troubled man—but then we suppose someone has to do it.....)



We believe the photo above was taken at Radschool, Laverton, sometime in 1964, but we don't have any other details. Can anyone help us??

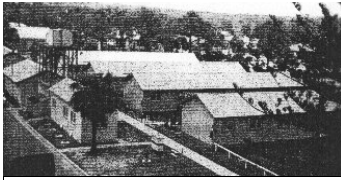
While waiting for my first appointment in the reception room of a new dentist, I noticed his certificate, which bore his full name. Suddenly, I remembered that a tall, handsome boy with the same name had been in my high school class some 40 years ago. Upon seeing him, however, I quickly discarded any such thought. This balding, grey-haired man with the deeply lined face was way too old to have been my classmate. After he had examined my teeth, I asked him if he had attended the local high school. "Yes," he replied. "When did you graduate?" I asked. He answered, "In 1965. Why?" "You were in my class!" I exclaimed. He looked at me closely and then asked, "Oh! What did you teach?"

**Brookvale.**

Howie Johnston saw the article we had on Brookie a while back and felt he had to clear up a few things. He writes:-

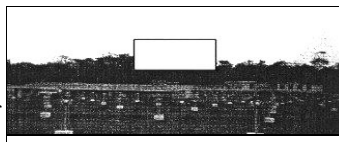
"As one who had four postings to No 1 Control and Reporting Unit, Brookvale, I find a lot of your info is incorrect. Very few people at "Brookie" drank at the Pacific Hotel. Main watering holes were "The New Brighton" "Ivanhoe" and "The Steyne" hotels, all on The Corso at Manly. We also drank at "The Charles" at Chatswood, D.Y. RSL Club and the Harbord Diggers. Brookvale was an active operational and training unit. It was the only operational air defence radar unit on the east coast until it was closed in 1973 by the Labor Gov't. The ops site was on the border of Brookvale, Beacon Hill and Frenchs Forest, and the domestic site "Boomerang" was situated between Frenchs Forest Road East and Warringah Road.

It was not always paradise to be "single-living-in" at Brookie. Because of the training unit status we were treated like little kids by disgruntled ex-aircrew members who were banished to Brookie, but it did have great things going for it. The radar site did not overlook Manly but was closer to Dee Why and you could see the Harbour Bridge from the unit. The food at Brookie was good, but could have been better. All of our rations came from Richmond, some of which used to disappear before they arrived. Rumour had it that one particular cook was also known to feed his family on our rations.



Airman's living quarters, 4 huts, 4 rooms, 4 bods/room.

The "Skyline Drive In" was also one of our assets. There were large viewing windows in all three messes, complete with speakers. Sgt Arthur Ellem (RadTech) was responsible for getting the speakers installed. He made a deal with the "drive in" manager for the removal of an unsightly old shed near the entrance. Also it was indicated, that the gift of speakers could result in security lighting on the boundary fence being angled down and shielded. The search radar (A/N FPS 3) was on Warringah Road, with large notices saying that it was "a restricted place, and no photography or sketching was allowed." In recent years I have seen more photos of this unit than you



View out the window of the Airman's boozier.

could poke a stick at. On the other side of the domestic site, we used to play volley ball and softball in a large empty paddock, which later had a motel built on it.

As for accommodating visiting "blow-ins", this was difficult due to lack of beds. Although I did have a mate with whom I was a Trainee Technician (PMG) who stayed nearly every weekend, and was often quizzed by the cooks as to how come they never saw him through the week. We had given him the honorary title of LAC. There was a constant rift between Plotters and Techs because of the big difference in pay scales. Nurses were a big part of our social life, (as a single man) with "Bulk Stores" at nearby hospitals. In later married years I had living out accommodation at Queenscliff Beach, Harboard, a married quarter at Seaforth, (overlooking Spit Bridge) and at Mona Vale (Opposite the Mona Vale RSL Bowling club). It was a magic little unit, and all Aircraft Plotters were trained here (and 2 CARU Darwin). The unit was opened in 1955, and it will be the 50th anniversary in June 2005. The unit was constructed by a Detachment of No 5 ACS (who were quartered at RAAF Bankstown and fed originally from "hot boxes" from the Navy at Balmoral).



The old Boomerang Homestead. This building was used as the combined kitchen and dining rooms at Brookie. The land at the rear of the building later became the Parkway Hotel/Motel.

The first post WW2 WRAAF radar operators were trained at Radio School, Ballarat and Brookvale, and then posted to the newly operational CRU at Lee Point (Darwin) in 1961 or 62. There was a lot of comradeship in those days, as we only had three postings. (Operators) 1 CARU, 2 CARU and

114MCRU Butterworth. One of the unit attachments was the Air Movements and Identification Section at Kyeemah (Mascot Airport) which was manned while ever RAAF aircraft flew out of Willytown. I used to commute from Mona Vale to Mascot every second day and set up and was Sgt i/c of this attachment. I hope this thumbnail sketch will bring back some nostalgic memories to those who served at Brookie.

If you were at Brookie, Howie would like you to contact him. If you were, contact us first and we'll put you in touch.

Never take life seriously. Nobody gets out alive anyway.

All of us should take a lesson from the weather. It pays no attention to criticism.

In the interests of balance, **Ian Dadd** has sent us the following letter supposedly written by Ray Reynolds, a medic in the Iowa Army National Guard, serving in Iraq:

*“As I head off to Baghdad for the final weeks of my stay in Iraq, I wanted to say thanks to all of you who did not believe the media. They have done a very poor job of covering everything that has happened. And just so you can rest at night knowing something is happening in Iraq that is noteworthy, I thought I would pass this on to you. This is the list of things that has happened in Iraq recently:*



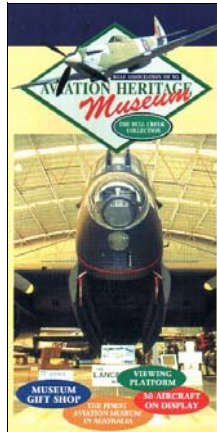
- Over 400,000 kids have up-to-date immunizations.
- School attendance is up 80% from levels before the war.
- Over 1,500 schools have been renovated and rid of the weapons stored there so education can occur.
- The port of Umm Qasar was renovated so grain can be off-loaded from ships faster.
- The country had its first 2 billion barrel export of oil in August.
- Over 4.5 million people have clean drinking water for the first time ever in Iraq.
- The country now receives twice the electrical power it did before the war.
- 100% of the hospitals are open and fully staffed, compared to 35% before the war.
- Elections are taking place in every major city, and city councils are in place.
- Sewer and water lines are installed in every major city.
- Over 60,000 police are patrolling the streets.
- Over 100,000 Iraqi civil defence police are securing the country.
- Over 80,000 Iraqi soldiers are patrolling the streets side by side with US soldiers.
- Over 400,000 people have telephones for the first time ever.
- Students are taught field sanitation and hand washing

The first product to have a bar code was Wrigley's gum

*techniques to prevent the spread of germs.*

- An interim constitution has been signed.
- Girls are allowed to attend school.
- Textbooks that don't mention Saddam are in the schools for the first time in 30 years.

*Don't believe for one second that these people do not want us there. I have met many, many people from Iraq that want us there, and in a bad way. They say they will never see the freedoms we talk about but they hope their children will. We are doing a good job in Iraq and I challenge anyone, anywhere to dispute me on these facts.”*



We recently heard from **Rob Cooper-Maitland**, an old mate from our 122.1 days. Rob has hung up the cans for the last time and is now living in the West and spends a lot of his time as a volunteer at the RAAFA Aviation Museum at Bull Creek, about 15 mins from the centre of Perth. The aim of the Museum is to promote and preserve Australia's Aviation Heritage.

Rob, who was an aeroplane driver until he woke up on the grass with his Agcat in bits not far away, tossed in the helmet and goggles and took on the job of talking to aeroplanes instead of driving them, possibly with a little bit of urging from wife Dianne. He encourages anyone interested in aviation to visit the museum which is open daily from 10.00am to 4.00pm. He said it is definitely well worth a visit as it is not solely an ex-military air museum but fosters aviation in every possible way. Sand groppers will be especially interested in the Maggie Miller display, an airline company that unfortunately no longer exists, but which carries as much nostalgia to the sand groppers as Bushies does to the banana benders.

The museum, which dates back to 1959, also houses an exhaustive research library and an extensive photograph section with more than 14,000 historic prints, slides and negatives. Copies of most of these can be purchased from the museum's gift shop. The shop has on sale specialist's books, collector's die-cast models, model kits as well as military and aviation badges and embroidered patches and a range of souvenirs.

If you've got time, and you're in Perth, go and have a look, and tell them Rob sent you. . . . . [www.raafawa.org.au](http://www.raafawa.org.au)

The first owner of the Marlboro company died of lung cancer, as did the first Marlboro man.

**Your say!**

**Phil Baldock** reckons the old Defence empires are conspiring to confuse the s\*\*\* outa all of us as they change this label and that name for another more jauntier logo, slogan, core business focus enhancer. He says *"I'm glad I am just a plain old public servant these days, maybe it's age, but I was starting to question the continual re-organisation and re-badging entries under the "so-called" improvement banner"*.

March 70, and again from Dec 70 to Dec 71. Terry has found someone who can help you Peter—the incident happened on the 15 August 1968. We've rung the number you left us but it does not work. Please get in touch again and we'll put you in contact with Terry.

**John Griffiths** saw our recent article on pay and pay books. He's still got all his, the first of which dates from 1950 and the last ends at his discharge in 1965. His first fortnight's pay was £1/16/8 (\$3.67).

Wouldn't buy you a beer in some pubs these day.....

**Jim Millican** read the article written by **Doug Pankhurst** about the Appy "Rock Group". Jim says during his time at Radschool they had an ex-Appy on his course (25RMT) who played in a band—the same Roger Durbridge from Doug's story. The story seemed to indicate that Roger had left Appys and got out, but that was not the case as he was transferred to the thicks. I last saw Roger in 1971 back in Laverton when I was in ARDU and lost contact when I got posted to 2SD in late 1971.

**Ted Washbrook** read the latest newsletter and reckons he couldn't stop laughing at the diver with the jelly fish, he reckons it must have been bloody painful. It reminded him of **Noddy Wilson** at Williamstown. Ted says, *"although Noddy wasn't as experienced as the jelly fish chap I recall that Noddy was into the scuba diving thing and he had a wet suit on and was diving for crays somewhere around one of the breakwaters off Willytown when he felt the urgent need to go. Being almost alone he dropped the bottom half of the suit down enough to relieve himself. No he didn't want to get warm but when he got the bottom down enough a big octopus saw this white expanse and thought it would make a good meal so it attached. That I believe was the only time since JC that a man walked on water. I remember Noddy was whiter than usual and he had sucker marks where the sun don't shine and they took some time to go away"*.

**Peter Murray** got in touch with us some time ago asking about a US helicopter that burnt and exploded whilst on Kanga Pad in 1968. We've since heard from Terry Pinkerton who was with 9Sqn at Vung Tau from May 69 to

**Col Price** recently had a game of golf at Redcliffe (Bris) with one of his AEO course instructors (FlLt Curly Ware) and fellow course member FlLt Val Buckmanis. Col says *"Even though not strictly ex-Radschool, there were several ex-RADTECH's on the course including myself, Jeff Day, Brian Warner (Telstech), Jeff Lydeamore (Radschl appie), Dave Maxwell (not sure if he got off pool or not!) - to name those that come off the top of my head, there may have been one or two others."*

*Curly Ware left the RAAF in the mid-70's and went into DCA as an Air Traffic Controller where he stayed for many years. He is now basically retired but does get to fly Cessna 172's now and then out of Redcliffe. Val Bukmanis left the RAAF in 1982 and was with 10 Squadron down in Edinburgh SA at that time. He went into business for himself on the Sunshine Coast with a car wrecking yard. He is now basically retired and is getting right into the game of golf. My golf game is as crappy as ever but we had fun chatting about old times and just catching up. Looking forward to next year's reunion"*.

**Mal Pritchard**, who was on 28RAC, and who is now in Nanjing, China says he hasn't caught up with any blokes off 28 for at least 20 years and he's always glad to receive the RAM in PRC as it brings back a lot of memories. He says he's followed a fairly strange path since bailing out of the RADTECHG mustering in the early 80s and he promises to put a few of his experiences to paper so he can share them with us.

We look forward to it Mal—tb

**Don Cureton** entered the last competition to win the bottla Passion Pop, but asked us to donate it to charity if he won because *"As an ex-apprentice I learned at an early age not to drink alcohol!"* yeahhhhhhhh!



They say " The way to achieve inner peace is to finish all the things you've started" So I thought I'd give it a go and have a look around to see all the things I'd started and hadn't finished. Today I have finished off a bottle of rum, a bottle of red wine, a bottle of Baileys Irish cream, my super strong pain killers, a small box of chocolates and 6 cans I found in the bar fridge..... And it works, you have no idea how good I feel!!!!



Next reunion 23—25 April, 2005

Where are they now?

**Low Tuckett** used to live in Bentley in WA and **Les Martin** used to be in Wyndham Vale in Vic. The last edition of the RAM came back 'left address' from both of them. Can anyone help.

For reasons best known only to himself, **Ian Johnston** had been trying to get in touch with **Ted McEvoy**. Ian reckons it's been years since he caught up with Ted and asked if we could help. We knew we'd heard or read the name McEvoy somewhere before, and after some searching, we found Ted hard at it over the other side. We've put them in touch, and they've been happy ever since.



**Ian Edgar** wanted to know if we had an address for **Ian 'Pretzel' Schuetze**—which we did, and we were able to put them in touch. He is also looking for **Greg 'Crashmore' Cashmere**. Ian was in the same room at Willytown with Greg, and would like to catch up again.

Can anyone help??

Terry Parkinson, ex 30Sqn and 9Sqn is still looking for **Graeme Younghusband** who was with 30Sqn as a Radtech in the mid 60's.

In our last issue, **Janet Jordan**, who was an Ex-WRAAF, asked if we could help her find **Andrew Young** with whom she went to school a million years ago. They served together at HQSC in the early 80's but she had not seen him for yonks. Not long after the RAM went out we received the following: *"Read the piece about Janet Jordan looking for me. Well I am not really missing, I'm here. Please give her this email address - Andrew."* We did, and we heard back from Janet who said: *Thank you so, so, much for forwarding Andrew's Email addy to me. I have been searching for him for years and years. I have emailed him, and hope to hear from him in the near future, once again, thank you so much, I really appreciate what you have done to help me.*

AH!!!! - 2 more satisfied customers.....tb

A day without sunshine is like - well - night!!

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.

**W/Off Michael Downs** is trying to find ex-Radtech **John Rigby**. Michael last saw him when he was living in Bundaberg QLD after discharging from the RAAF in the late 1980's. He served with 2SQN, 492SQN, and Michael thinks he finished his 20 years as an instructor at Radschool.

Can anyone help....

We heard from **Russell Collins** who is the Pensions Officer at Morisset—Dora Creek (NSW) RSL. Russell is trying to help an ex-RAAF bloke with a disability claim. His name is **William (Bill) Collins** (no relation) and he was a 'Flight Mechanic' serving with 1 OTU at Mildura in 1945 when he had an accident. He was operating a grinder when some metal fragments sprayed up into his face and eyes. He was taken to the medical centre and had his eyes irrigated and face cleaned up.

Unfortunately, this accident and subsequent treatment was not recorded in his files. At the time of the accident he was working with two other mechanics, **John Waples**, who was a Victorian, and **Geoff Holsworth**, from Fitzroy, also a Victorian. John Waples was associated with the Bon Beach surf Club at one stage. All were discharged from 1OTU in Nov 46.

Bill played Aussie Rules, and was known as Broken Hill Bill.

Russell believes if he could get a Stat Dec from the other two blokes (if they are still with us) he will have a good chance of getting Bill's disability accepted.

Can anyone help??

A lawyer in a small firm had just finished advising a client on a business matter. The fee for the advice was \$100 and the client gave the lawyer a folded up \$100 note. After the client left, the lawyer unfolded the note and realized that the client had accidentally given him two \$100 notes. Now he was faced with a true moral dilemma: Should he share the extra \$100 with his partners??? - sorry Lisa!!

Post Radschool

Andrew Long was on 39 Appy which ran from Jan 1985 to March 1987. He now lives in the USA but would love to know more about Laverton and where people are now. He left the RAAF in 1996 and has been travelling ever since. He reckons he has seen a lot and done quite a few things, but mostly IT and E-Commerce related work. He will be travelling back around the world soon, and will then be back in Australia. If anyone has any 39RAC photos, he would love to see them (so would we—if you have any, please email them to us—tb)

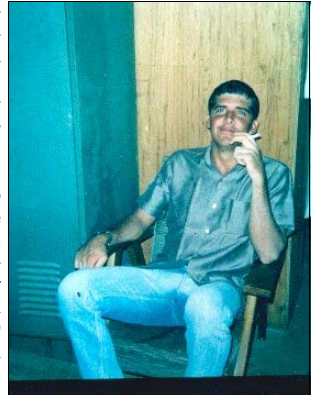
Pennie Jursa is the daughter of Walter James Meriton who served in the RAAF as a Radar Technician between 1961 and 1970. She says "His postings consisted of Laverton, Perth and Townsville. My father has recently passed away and I was hoping to make contact with anyone who may have served with him. If anyone was to remember him I would really appreciate it if they could contact me."

If you can help, please let us know and we'll put you in touch. Tb

Steve Keddie was on 24Appy from Jan70 - Sep72. After Laverton he was posted to 2AD Richmond where he stayed for the balance of his 9 years. After discharge, he did a 2-year stint with AWA then joined what is now called Airservices Australia. He is currently based in Canberra at the Head Office. Steve said he has kept in touch with only 2 ex

24Appy blokes are, Murray Joel and Terry Crimean, both of whom he thinks are still employed by Cathay Pacific. If you knew Steve and would like to get in touch, contact us and we'll arrange it.

"The Australian Vietnam Veterans National Museum is dedicated to Preserving and Exhibiting Memorabilia from Australia's Longest War. I would like to cordially invite interested persons to visit our Museum web site [www.vietnamvetsmuseum.org](http://www.vietnamvetsmuseum.org). The website is very photo intensive showing items in our indoor and outdoor collection including models and dioramas. The website is updated regularly". John Loughman



We've been trying to track down Lance (Jack) Gleeson (right) who was loadmaster "extraordinaire" with 35Sqn from Feb69 until Feb70. Can anyone help??

Competition

This time the bottla goes to dear old Tassie as Peter Holmes' name was drawn from the hat. Peter lives in beautiful Burnie, on the north west coast of Tassy, and is the honcho of the RAAF association "up the north west". Peter was on Radtech course number 1, way back in 1948, and of course answered the question, "In the early 1960's, which VFL team did Ray Gabelich play for (and was the captain of)" with the correct answer—B. Collingwood.



All of Burnie is waiting for the arrival of the bottla, and 7BU have parked a mobile studio out the front of his house to capture and report on the huge event. Word has it, all the lassies at the local CWA are anxious to see how much pop Peter will display once he's sampled the brew and the Mersey hospital at Latrobe have sent a heart machine to be on hand—just in case.

Any-way, now it's time for someone else to win a bottle of the world famous brew— Passion Pop. All you've got to do is answer the following question correctly, and you too could have the pop put back into your step. The question is:

They say the modern Yoyo originated from the Philippines. What was its original use, was it-

- A. a toy. B. a weapon. C. a method of communicating. D. a medical appliance.

Get your ansa in via email, and who knows, you could be the envy of your staireet. As usual, all correspondence, judges decision etc etc, you too could soon be popping all over the place.....

How is it, that a woman can take boiling hot wax, pour it onto her upper thighs, rip her hair out by the roots, and still be afraid of a spider.

Healthy is merely the slowest possible rate at which one can die.

We don't know if this message from the US San Diego Submarine Command is for real or not—but who cares?? .....tb

**Unclassified Subject—Safe work practises in Potentially Flammable Atmospheres.**

A Petty Officer was treated at a military treatment facility (MTF) after complaining of shortness of breath after working in an enclosed workspace with several other personnel. The dining facility had served a Mexican meal for lunch causing suspected high methane and sulphite levels in the atmosphere from the crew's flatulence. Many navy personnel work in facilities and on ships where flatulence may exist and due to mission urgency are not able to immediately vacate the space should the air become foul.

This mishap serves as a strong reminder that the expression of flatulence can be extremely dangerous in these areas, unless they are specifically listed as intrinsically safe. The Navy has developed the following safe work practice to address this problem.

WIE, the practice of expelling flatulence, commonly referred to as "Farting" "Breaking Wind" or "Passing Gas" is prohibited aboard all naval ships, boats, vehicles, aircraft and shore installations. This regulation applies not only to audible flatulence, or incidents that are claimed by their perpetrator, but also to covert events such as "deadly whispers", "cheek sneakers" or "air dustings". Unauthorized expulsion of flatulence is to be punished under the UCMJ.

"He who smelt it dealt it" is considered sufficient basis for prosecution. "I didn't know it was going to stink" or "I ate at the galley" is not to be accepted as an excuse for failure to control oneself. Commands are instructed to ensure known gas producing foods are avoided at the dining facilities, Mexican themed meals, navy or baked beans, chilli, cabbage and egg salad are no longer authorized menu items.

The lighting of flatulence with any type of open flame is still prohibited.



The Services' balloons low flying over Lake Burley Griffin, Canberra, on the 15 Mar 2004. It proved to be a very good day for ballooning with an easterly breeze at low level taking the balloons down to the western end of the lake. There they climbed several hundred metres and picked up a westerly breeze which returned them very close to their launching point, in front of Old Parliament House. It was a quite a sight seeing the 20 plus balloons in the air in such a small area.



**Neal Miller** would like to remind all ex-RAAF communications people, (Telstechs/Ops etc) that a reunion is planned for Saturday 30<sup>th</sup> October this year for members and their partners. It will be held at the Canberra Club in the ACT, and doors open at 11.30am for lunch at 12.30pm. Cost will be \$30 per person. Hot finger food will be served on arrival, and the lunch menu includes cold platters, (chicken, ham, pate's and terrines), hot dishes (Thai green curry, braised steak with mushroom and onions, vegetarian lasagne) with a selection of steamed vegies, rice, salads and breads. Desserts too of course. Neal says that this year is the 51st Anniversary of the TELSTECH mustering so he reckons it's a good excuse to get together. If you're interested, you can get more information by going to:

[www.austradesecond.com/radschool/rcr2004.pdf](http://www.austradesecond.com/radschool/rcr2004.pdf)

A mum was giving advice to her soon to be married daughter, "Men" she said, "have two emotions—horny and hungry. If you see him without an erection, make him a sandwich!"

Health nuts are going to feel stupid someday, lying in hospitals and dying of nothing.

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 30 June, 2004			<b>Join the Club</b>
<b>Collector</b>	<b>Emitter</b>		If you haven't joined us yet - please do. <i>(If you already have, please get some of your mates to join too)</i> . 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". <b>We need you!</b>
Incoming      \$12,514.57	Outgoing      11,329.79	<b>\$1,184.78</b>	
<b>Base</b>			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!!
Balance      \$12,514.57		\$12,514.57	

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!**