

# The "Clipped Wings"

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## PRESIDENT'S REPORT - A VIEW OF THE WORLD

Well spring is sprung and all the birds are back again, however it's a very changed world from a year ago, the war in Iraq grinds on without apparent change, we are sending more troops to Afghanistan and the financial markets seem to be in meltdown.

I guess that's the bad news, now about the good news ... well about the good news, I am not too sure there is a lot of good news on a world scale.

The coming Presidential elections in the US are dominating most news these days and it seems that neither candidate is generating a great deal of joy in the voting public. However, whoever wins, it will have some effect on our relations and as a result our involvement in conflicts worldwide.

Whatever happens I believe that we must make every effort to ensure our troops committed overseas in all the various locations are properly supported both while over there and on their return. We as ex-servicemen and women are best positioned to raise

our voices and demand that our people serving should have the very best possible equipment and support available.

There never seems to be a shortage of funds for politicians of either ilk to lavish on themselves by way of salaries or freebies. But when it comes to providing life saving equipment such as more or

better armour etc for our people overseas there is always a limit of funds and therefore equipment available.

I sincerely hope that I am wrong, but I believe this conflict with terrorism is going to go on for a long time yet. The western world is involved in a struggle which will secure our way of life or lose it, there will be no middle path

and we will all need to commit to the cause. As the now older generation I think it befalls us to do our very best to prepare our offspring to play their part in this struggle to ensure the freedom of coming generations.

BEING FREE NEVER WAS FOR FREE

*"..it befalls us to do  
our very best to  
prepare our  
offspring.."*

## LIFE MEMBERSHIPS

3 life memberships were presented recently to the following members for outstanding service to the ADAA  
Neville Varley (ex Secretary)

Denis McCann (ex Treasurer) and

Bob Hutton (ex Vice-President)

Honorary Life Membership has also been extended to the wives of those members

## VETERAN ASSIST

Veteran Assist is a private local company that is contracted to the Department of Veteran Affairs. We conduct HomeFront assessments on all Gold, White & War Widows that have a gold card regardless of health status, age & accommodation.

We make an appointment to see the veteran in their own home. We show the veteran the products on offer this calendar year up to the value of \$196. The veteran chooses the products and we order these for them. The items are used for the home and come under the 'falls prevention program'. Items chosen are to prevent falls such as retractable hose reels, sensor light, night light, non slip mats, cordless telephones just to name a few.

The assessment takes approx 30 minutes. It is at no cost to the veteran. The items are posted to the

veteran and takes approx 4 weeks to arrive from Melbourne at no cost to the veteran. The uptake rate of HomeFront is only 4%. Our mission is to increase awareness of HomeFront and to service the veteran community Australia Wide!. So, to do this, we need your help in spreading the word. So please forward this email on to all of your veteran friends.

We have a 1800 telephone number which is free for all veterans calling from Australia. Please advise all your veteran friends about HomeFront and to call us to arrange for a local assessor to see them asap. Remember its every Calendar Year, and the year is coming to an end, so remind everybody to call before its too late.

PLEASE CONTACT VETERAN ASSIST  
ON 1800 257788

October 2008

## ARMY MUSEUM, BANDIANA

Ex-air dispatchers WO2 Steve Bleuel and WO2 Darren Moffitt recently assisted WO2 Garry McGravie give the aerial delivery exhibition at the Army Museum in Bandiana a facelift and general clean-up.



The display currently contains a storpedo, a compact, A22 containers, and an L55 gun on a type III platform. The gun was donated to the museum in 2001 and was actually rigged by WO2 Bleuel when he was still a serving member of Army Logistics Training Centre (ALTC),

Latchford Barracks, Bonagilla. It has sat basically untouched since then and was looking rather bedraggled. The trio tightened some of the restraints and replaced the safety ties with new cordage to refresh it. They also installed a dummy static cable, attached one of the static lines to it,

and stretched the extraction line of the platform to the wall. They will install a 15' extraction parachute to give the public a more realistic idea of how the platform would exit the aircraft. The men also hooked the containers to the static cable.

WO2 Bleuel and WO2 Moffitt can be seen below at the conclusion of another day's work, and it must be noted that it was a Sunday.

### Future work

It is intended to secure some of the presentation cabinet placed alongside the display and use it to tell the story of Australian aerial delivery with some of the items that have been previously donated. It is also hoped to print and display a nominal roll of the conflicts that aerial delivery has been involved in over the years. This will be placed on a lectern in front of the gun, which is similar to the parachute riggers' roll.

Worth a visit - The aerial delivery exhibition is definitely worth a visit if you are in the area. Please let one of the guys know you are coming as there is a growing bunch of ex-aerial delivery personnel in the Albury Wodonga area.

*Chook Fowler, Max Grimshaw, Peter Buckley and the clean-up crew.*

## 25TH BIRTHDAY CELEBRATIONS FOR CORPS

From the 13th to the 15th August I was privileged to attend the Corps 35th Birthday celebrations in

Townsville. The celebrations took the form of a Corps Conference, which is held annually, the Tobruk Dinners, a Corps Committee Meeting and a Parade. For those old enough to remember Corps Conferences, they are no longer what you might remember. There was a time when only "important" people attended. The

Conference is now open to all, although it is generally only officers and senior NCO's that attend. For the Head of Corps, for whom the position is in effect an extra regimental appointment, it is his chance to gauge where the Corps is situated as he has to make an annual status report to the Chief of Army.

The subjects covered are intended to both inform and challenge. The "inform" covers things like current manning and important projects. One of the more interesting inform presentations covered the new truck fleet, a massive project which has just been put back onto the drawing boards because of a Government decision to provide armour to a greater degree than was planned. So the parameters for the project have changed substantially. The "challenge" covers "Young Turk" presentations, although the presenters are not necessarily young, just someone with something to say. There

were presentations on the Force Logistic Asset supporting the Middle East Forces, one on simula-

tion training during driver training, and another on the Bushmaster, some of which appears in this issue.

The Committee Meeting was pleased to finalise the Corps Centrepiece, which was presented to the Conference and used at both dinners. This takes the form of a wheel with each spoke representing an aspect of the

*"There was a time when only "important" people attended.."*

Corps.

The Conference was also the venue to draw the winners of the inaugural Corps Badge draw. If you are a contributor to Corps Funds, and as a retired member you are still very welcome to join, you are issued with a numbered Corps Badge. Each year 10% of subscriptions are put aside for prize money and three lucky members had the pleasure of winning a substantial sum. This idea has been successful in encouraging people to contribute to Corps Funds which support activities such as the soldier of the year, Corps Birthday celebrations, and any other worthwhile Corps function.

I continue to be impressed with the quality of the members of the Corps that I meet at activities like this. We have a lot of good people out there representing Corps, Army and Country very well. It's a pleasure to be involved with them.

*Peter White - Honorary Colonel Commandant RACT - NSW.*

# THE VIETNAM REUNION - WHY AND HOW

It all started in 2006 in Fredericksburg Virginia when Ron McCaffrey of the UK ADA made the comment to me during a night of alcoholic indulgence, with which he is well acquainted, that it was up to the Australian ADAA to hold the next one in 2008 and that it would be, in his words, "Pretty bloody hard to equal the show put on by JimKennebeck, Gaylin Jesmer and the Yanks"



Well I thought about that, as well I was able at the time, given my parlous state of sobriety. Later, much later, I realised he was right, of course Ron and the Poms had done themselves proud in 2004 with their effort in the UK which had included for those who wanted it, a side trip to Normandy for the D Day commemorations. I determined that the ADAA would not be found wanting and so made a point of gathering the Aussies in Fredericksburg and putting the question to them, "How are we going to proceed?", we had a couple of days before the final night where we would have to announce our intentions. This should be a doddle.

Of course I really expected that everyone would have great suggestions as to where and how it could be done. The reality however was more along the lines of "You're the President, sort it out" or other less helpful suggestions. Frantic phone calls to a number of ADAA people still in Australia where a reunion might be possible presented me with a list of "NIL". Time for a rethink!!

Of course there were a number of things that were important, for instance Cost!, when you want people from all around the world to travel to somewhere Cost was an important factor, second was relevance, it should be somewhere where most of those attending could identify with, preferably with personal experience or some military affinity. Third was of course Cost again. Yeah it had to be cheap.

Having determined the critical factors I used the time honoured method of choosing a location, put a map of the world on the wall, upside down to make it unbiased and threw a dart at it. Turned out 2008 was to be held in some place in Izbeckistan or such, I could not read the name, let alone pronounce it. Time for a rethink !!

Well, where is about half way round the world for everyone? Brian Irving put his finger on the middle of the Pacific Ocean, Umm, time for a rethink !! After a couple more drinks friend Cole pointed out that you could travel both ways around the world, astounding !! Another look at the map did not help as the map ran out on both sides. To prove his point Cole found a globe and argued he was right, took some

time, particularly with some of the ex officer types (no names) but it was finally accepted.

OK now we were motoring, looks like we had a lot of choices all over South East Asia. Right, look for where we can go for free! Cost remember. Well Indonesia is not really half way but they are offering a lot of Aussies free accommodation at present. No, don't think that is what we had in mind.

Just cheap will do thanks. More thoughts. How about Singapore or Malaysia? Very relevant to the Poms and some of the old farts in the ADAA, but pretty pricey now. Yeah gotta be cheap. How about Honkers, nah not relevant or cheap now. More looks at the map "whats this place between Singapore and Honkers".

"Its Vietnam" "NO BL.....Y WAY".

Barry Gannon - President ADAA



## AIRLIFT GROUP – THE KEY TO AIR CAPABILITY

This year the air Force will celebrate 50 years of C-130 Hercules operations. The first Air Force outside the United States to operate the 'Herc' and with an amazing accident-free flying record, the Air Lift Group (ALG) is a vital part of the Australian Defence Force (ADF). Commander ALG, Air Commodore Jack Plenty, recently spoke to the *Defence Magazine* team about ALG's achievements and why the group is so important to Defence's capability.

### What have been the group's major achievements within Australia and on operations?

ALG has accomplished several major anniversaries, introductions to service and operational achievements in recent years. In March 2008, No. 36 Squadron accepted delivery of its fourth and final C-17A Globemaster III Aircraft, two years to the month of its purchase being announced by the Government. The first aircraft was delivered in December 2006 and, in September 2007, the unit achieved Initial Operational Capability of the C-17A. The unit is well on track to achieve Full Operational Capability in 2011 when facilities upgrades to Air Movement Sections at RAAF Bases Amberley, Townsville, Darwin, Pearce and Edinburgh are completed.

In February 2008, ALG recorded five years of continuously deployed C-130 Hercules operations in the Middle East. In 2003, the first C-130Hs with No. 36 Squadron were deployed into the theatre of operations. Over the following years, these aircraft rotated deployment duties with No. 37 Squadron C-130J-30 Hercules. In November 2006, all RAAF Hercules operations were amalgamated under No. 37 Squadron to allow No. 36 Squadron to operate the C-17A. Many of ALG's achievements are evident through the rapid and sustained deployment of ADF units to operations, many of which are evident in disaster relief operations. For example, in November 2007, ALG units and other ADF units supported Operation PNG ASSIST – the ADF response to flood damage in the Oro Province of Papua New Guinea following Cyclone Guba. Globemaster and Hercules aircraft were responsible for transporting humanitarian aid from Australia to Port Moresby, with Hercules aircraft flying this aid further to Girua airstrip in Oro Province for distribution by Caribou aircraft and Army Black Hawk helicopters. Numerous other disaster relief efforts include responses to cyclones, earthquakes, terrorist attacks, flood and famine, as well as support to Red Cross and United Nations initiatives.



ALG aircraft have also been involved in the evacuation of Australian citizens from South Vietnam, Iran and Lebanon. In 1998, No. 33 Squadron deployed Boeing 707s for the first time in their role as an air-to-air refueling tanker to support Coalition air assets in the Persian Gulf. In 2002, the unit deployed again to Kyrgyzstan to again supply air-to-air

refueling capability to Coalition air forces over Afghanistan. Nos. 33 and 34 Squadron have recorded a distinguished list of VIPs who have flown on their aircraft, including all Australian Prime Ministers since Sir Robert Menzies, Her Majesty the Queen Elizabeth (making Australia the first Air Force outside of the Royal Air Force to carry Her Majesty), His Holiness Pope John Paul II and visiting heads of state. ALG also shares responsibility for Search and Rescue tasks with Surveillance Response Group AP-3C Orion aircraft. This task has been undertaken by Hercules and Caribou aircraft.

### How long has the group been established?

Headquarters Air Lift Group (HQALG) was formed on 2 February 1987 at RAAF Base Richmond, as a Force Element Group to coordinate air lift capability for the ADF. Prior to the formation of HQALG, the RAAF's air lift capability was commanded by Headquarters Richmond, which was formed on 1 April 1952, and its predecessor, RAAF Station Richmond, which was formed on 20 April 1936. Most ALG units and wings have their origins in World War II, initially flying a variety of civil transport aircraft that had been pressed into military service. Later during the war, these airlift units were equipped with the Douglas DC-2 and DC-3, and later C-47 Dakota twin-engined transport, which served as an airlift stalwart into the post-war years. The wings and squadrons operated in the South West Pacific theatre of operations, including throughout Papua and New Guinea, Dutch New Guinea, Malaya, Borneo and The Philippines. For two years immediately after the war, No. 38 Squadron flew the longest twin engine regular courier service in the world – between Australia and Japan.

A quantum leap for RAAF air lift would come in late 1958 when No. 36 Squadron became the first unit outside the United States to operate the Lockheed C-130A Hercules. Variants of this aircraft have gone on to serve as an airlift backbone for the RAAF for the last 50 years. Throughout the post-war years, many ALG units moved into specialised air lift roles, including VIP transport (34 Squadron) and strategic transport

and air-to-air refuelling (33 Squadron). For a time, ALG was responsible for No. 32 Squadron navigation training; however, responsibility for this unit was subsequently transferred to Air Force Training Group. Today, ALG comprises two wings – No. 84 Wing and No. 86 Wing. No. 84 Wing comprises Nos. 33, 34, and 285 Squadrons, and Air Movements Training and Development Unit. No. 86 Wing comprises Nos. 36, 37 and 38 Squadrons. Commander ALG also commands the Air Mobility Control Centre, which is the controlling authority for all ALG aircraft not forced assigned to Headquarters Joint Operations Command.

#### **Where is the group located within Australia and on operations?**

HQALG, along with Nos. 84 and 86 Wings and the Air Mobility Control Centre, are located at RAAF Base Richmond in western Sydney. No. 33 Squadron, which operates a single Boeing 707 tanker/transport, is based at RAAF Base Richmond until June 30, 2008. The squadron will then relocate to RAAF Base Amberley in preparation for the introduction of the KC-30B multi-role tanker transport aircraft. No. 34 Squadron, which operates two Boeing 737 Business Jets and three Challenger CL604s in the Special Purpose Aircraft role, is based at Defence Establishment Fairbairn in Canberra. No. 36 Squadron, which operates four Boeing C-17A Globemaster III aircraft is located at RAAF Base Amberley, near Ipswich in Queensland.



No. 37 Squadron, which operates a mix of C-130H and C-130J Hercules, is based at RAAF Base Richmond. As of April 2008, 37 Squadron has three C-130H Hercules deployed to a base in the Middle East for airborne logistics support of ADF and Coalition personnel in the Middle East Theatre of Operations. In July 2008, these three C-130H aircraft will be rotated out of theatre and replaced with three C-130J-30 Hercules.

No. 38 Squadron, which operates 14 DHC-4 Caribou aircraft, is based at RAAF Base Townsville. In December 2007, the unit collocated its assets at Townsville having previously been headquartered at RAAF Base Amberley. No. 285 Squadron, which is responsible for air and ground crew training for ALG units, is located at RAAF Base Richmond. Air Movements Training and Development Unit, which is a joint Air Force and Army unit responsible for training personnel in handling of aircraft cargo and airdrop loads (as well as testing and evaluating new loads for Army helicopters and Air Force aircraft), is located at RAAF Base Richmond.

#### **How many people belong to the group (military and civilian)? What are some of the specific jobs on offer in the group and why is it a rewarding place to work?**

The total number of uniformed personnel at ALG is 1316, including 116 full-time Reservist personnel. ALG features many of the ground and aircrew positions held in other Force Element Groups (such as Logistics, Engineer and Administration Officers, Pilots and Air Combat Officers, Flight Engineers, Aircraft and Avionics Technicians, etc). ALG-specific occupations include Loadmasters, an airman aircrew senior non-commissioned officer position that covers the safe carriage of loads and personnel on ALG aircraft, and the airdrop of personnel and equipment. ALG is also responsible for Crew Attendants, which is an airman aircrew position responsible for safe carriage and wellbeing of passengers on Nos. 33 and 34 Squadron aircraft. The nature of ALG operations often requires a high level of mobility and adaptability in both its aircrew and ground personnel to respond to short notice tasks. ALG operations often involve personnel being deployed away from their home base with an aircraft at short notice for extended periods, often to non-Defence airports. The range and capability of many ALG aircraft, therefore, opens up a world of possibility and destinations for ALG personnel, which is often not possible in other Force Element Groups.

#### **What do you regard as the group's major short and long term priorities and challenges? How will these be addressed?**

Short term priorities and challenges for ALG remain the sustainment of airlift capability to meet ADF and Government requirements. This includes matching expectation of short-notice response that ALG has provided previously, as well as maintaining the high rate-of-effort in support of ADF operations. Long term challenges include the role expansion of the C-17A and C-130J-30 into more mature combat airlift roles, as well as continued planning for the introduction into service of the EADS/CASA KC-30B multi-role tanker transport. ALG is also working with Air Force Headquarters and Capability Development Group in the Caribou replacement project.

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## PENSION MATTERS

The following is an extract from 20 September 08 review on the DVA web site, for more details, go to [www.dva.gov.au](http://www.dva.gov.au).

<b>Service Pension incl Supplement</b>			<b>Asset Levels at which Service Pension ceases</b>			
	<b>New Rate</b>	<b>Incr</b>				
Not a Member of a Couple	\$562.10	\$15.30	<b>Low Limit (Homeowner)</b>			
Partnered - each	\$469.50	\$12.70		<b>New Rate</b>	<b>Incr</b>	
Income Support Supplement	\$167.80	\$4.60	Not a Member of a Couple	\$550,500	\$10,250	
			Partnered - combined	\$873,500	\$17,000	
<b>Rent Assistance No Children</b>						
	<b>New Rate</b>	<b>Incr</b>	<b>High Limit (Non-Homeowner)</b>			
Not a Member of a Couple	\$110.20	\$3.00		<b>New Rate</b>	<b>Incr</b>	
Partnered – combined	\$103.80	\$2.80	Not a Member of a Couple	\$675,000	\$10,250	
Illness Separated – each	\$110.20	\$3.00	Partnered - combined	\$998,000	\$17,000	
Shared Renter - DSS Age Pension	\$73.47	\$2.00	<b>Disability Pension</b>			
1-2 Children				<b>New Rate</b>	<b>Incr</b>	
Not a Member of a Couple	\$129.36	\$3.50	Special Rate	\$997.80	\$27.30	
Partnered - combined	\$129.36	\$3.50	Intermediate Rate	\$677.00	\$18.50	
Illness Separated – each	\$129.36	\$3.50	Extreme Disablement Adjustment	\$550.70	\$15.10	
<b>Rent Threshold No Children</b>						
	<b>New Rate</b>	<b>Incr</b>	<b>*These increases begin on payday 25/09/08</b>			
Not a Member of a Couple	\$98.00	\$2.60	<b>General Rate</b>	<b>New Rate</b>	<b>Incr</b>	
Partnered - combined	\$159.60	\$4.40	100%	\$354.50	\$9.70	
Illness Separated - each	\$98.00	\$2.60	<b>War/Defence Widow/erOld</b>			
Shared Renter - DSS Age Pension	\$98.00	\$2.60	<b>Rate</b>	<b>New Rate</b>	<b>Incr</b>	
<b>Income Limit at which Service Pension ceases</b>						
	<b>New Rate</b>	<b>Incr</b>	Indexed	\$528.00	\$542.80	\$14.80
Not a Member of a Couple	\$1,557.75	\$38.25	Supplement	\$ 18.80	\$ 19.30	\$ 0.50
Partnered - combined	\$2,602.00	\$63.50	Extra Amount	\$ 35.60	\$ 36.60	\$ 1.00
Illness Separated - combined	\$3,079.50	\$76.50	Total	\$582.40	\$598.70	\$16.30
<b>Utilities Allowance Quarterly from Sept 2008</b>						
If also receiving maximum rent assistance				<b>New Rate</b>	<b>Incr</b>	
Not a Member of a Couple	\$1,833.25	\$45.75	Not a member of a couple	\$128.50	\$71.40	
Partnered - combined	\$2,861.50	\$70.50	Partnered (each)	\$ 64.25	\$ 1.75	

## QUICK PARACHUTE FACTS

(taken from the 176 Air Dispatch Squadron Unit Profile) – can you recall these from when you last jumped?

- ★ life of an individual parachute - 15 years
- ★ life of a cargo parachute – 40 years
- ★ parachutes exposed to the sun for more than 24 hours must be thrown away due to UV ray damage
- ★ 176 houses the biggest parachute dryer in the southern hemisphere (the biggest clothes dryer in Sydney)
- ★ the US Army fail rate for big drops is one in every 5000 compared to the ADF rate of one in every 100,000
- ★ 176 squadron performs more jumps and drops than any other unit in the land Army
- ★ most squadron members are former Red Beret volunteers and have jumped into AFL Grand Finals, NRL games and at the Formula One Grand Prix
- ★ it takes 32 seconds to get 64 jumpers out of a plane within a 2.2km drop zone
- ★ the squadron does 6-10 static line jumps per person a year (from 1000ft)
- ★ you are not entitled to tell a parachute ‘warie’ until you have done 20 jumps, or you are the OC.

## OUR 'DOWN UNDER' COMRADES-IN-ARMS!

*(Airborne Quarterly Editor's Note): What follows has been making the Internet rounds during Mar-Apr of this year. I double checked it with SNOPEs and with several of my Australian comrades. It is authentic and I have received several messages from our 'Aussie Mates', that the sentiments expressed are shared across the spectrum of Australian veterans from all the wars we in which we served side by side. It may be that our nations are separated by the largest of the world's oceans—but that distance is but an easily stepped over rivulet when talking about being comrades-in-arms!)*

Gentlemen:

I am an Australian and my son is an Australian - as far as we are concerned there is not place on God's earth better than Australia, and there are no people better than Australians. That was, until the past week or so. My son is in the Australian Army and he is currently on deployment in Iraq. I can not go into his duties in great depth, but shall we say that he and his fellow army buddies are on a glorified guard duty looking after the Australian Embassy. They don't go out looking for "action", though it is a different story in Afghanistan, there the Aussie troops chase the 'baddies' over the hills and into the valleys..

My son and I just ended a long phone conversation and here are some of his comments, believe me this is what he said. We have all seen the bullshit emails written by some clown in his lounge room pretending to be at the coal face, but this is what was said:

"Before I came over here I thought we (the Australian Army) were pretty shit hot was I ever wrong! The Yanks (I hope you don't mind me using that word), are so professional from the top to the bottom that it is almost embarrassing to be in their company, and to call yourself a soldier..., don't get me wrong, we are good at what we do but the Yanks are so much better they are complete at what they do, how they do it and their attitude is awesome.... they don't complain they just get on with the job and they do it right I carry a Minimi (SAW) so I am not real worried about a confrontation but I tell you I feel safer just knowing that the US Army is close by. ...If we got into trouble I know that our boys would come running and we could deal with it but they would probably be passed by a load of Hummers. No questions asked, no glory sought, the Americans would just fight with us and for us because that is their nature, to protect those in need of protection.... We use the American Mess so you could say that we are fed by the Americans they have every right to be pissed at that but they don't bitch about that they just make us feel as welcome as possible... .what gets to me is that the Yanks don't walk around with a "we are better than you attitude" and they could because they are, they treat us as equals and as brothers in arms. If nothing else, coming here has taught me that the Americans are a

truly great Nation and a truly great bunch of people Let's face it they don't HAVE to be here, they could stay in America and beat the shit out of anyone who threatened them, BUT THEY ARE HERE because they believe they should be here, and the Iraqis would be screwed if they weren't here.... When I come home, you and I we are going to the US, we will buy some bikes and we are going riding..."

The reason why I am sharing this with you is because I realise that you (as a nation) must get pretty pissed with all the criticism you receive by the so-called "know it alls" who are sitting at home - safe. The reality is that they are safe, just as I am, because of America. If the world went arse up tomorrow there is f\*\*k all we (Australia) could do about it, but I know that the Americans would be there putting themselves on the line for others. That to me is the sign of greatness. The most precious thing in my life is my son, I look at him and I thank God that I am fortunate enough to be able to spend time in his company. We laugh, we discuss, we argue, we dummy spit, we have the same blood. I am not happy that he is where he is but that is his duty. He joined the Army to protect and to defend, not to play games. I mightn't like it but I accept it. My reasons for not liking it are selfish and self centered. I felt assured that he would be safe because he is in a well trained army with an excellent record, BUT NOW, I feel a whole lot better knowing that he is with your sons, daughters, brothers and sisters. Whilst he was growing up. I was always there to look after him, I would not let harm befall him and I would always put myself before him to protect him. I can't do that now. When it comes to looking after him now he and his mates will do the job, but also THANK GOD FOR AMERICA.

Gentlemen, I have rambled on for too long. But as I finish I say to you, as a foreigner and outsider, a nation is only a collection of its people and its attitude is the attitude of its people, collectively and as individuals. I am really glad you are here on this Earth and I respect you as a nation and as people. Stand up and feel proud because you deserve it, there is no one else who will do what America does without question. The next time someone howls you down, take some comfort in the fact that America is defending their right to act like an idiot. Finally, thank you for looking after my son. "

Peter Turner

THANK YOU AUSTRALIA!

*Airborne Quarterly, Summer 2008 Volume 21, Number 2 p.46*





## THE BISCUIT BOMBERS



(Dedicated to Ken, Sean, Don and the others)

They are not heroes, these few silent men  
sleeping beneath their lonely sandy mounds.  
In life they would deride the flow'ry pen  
that wordily on errantry expounds.

No worse than most, no better than the rest,  
they did their duty (what man can do more?);  
afire with youth they gladly faced the test  
of Life and Death – and reeked what not the score.

They knew no glory would attend their deeds;  
their breasts would never wear an honoured prize,  
nor formal voice recite the splendid screeds  
extolling courage shown in battle skies.

The 'Biscuit Bombers' was the laughing name  
with which they dobed themselves in modest fun:  
they little knew how soon immortal fame  
for that derisive title would be won.

With skill their slow unwieldy craft they flew  
searching the muddy river-beds below  
to find the tiny, urgent rendezvous;  
skimming the treetops, watching the hillsides grow.

Threading the valleys, wingtips scarcely clear  
of clutching jungle; hurdling sudden walls;  
gauging a distance; knowing a chilling fear  
when, soaring clear, the aircraft nearly stalls.

Dark buds, the vital packages are thrown  
upon the air, to burst in vivid bloom;  
filled by the wind the silken flow'rs blown  
to a sunlit rent in the green fantastic gloom.

In a last salute the lightened plane sweeps low  
to drop it's richest gift, a bag of mail,  
then lifts away from the foetid jungle trails  
where diggers grimly stalk the yellow foe.

.. Invisible beneath the strangling vines  
a battered aircraft lies upon it's side.  
A withered palm alone it's tomb defines  
And soon the hungry growth this sign shall hide

For once the transport failed to leap the hill  
which, unexpected, loomed across it's way.  
With broken wings it lies forever still  
'neath leafy tides that drown the light of day.

No heroes these – the title they'd disdain  
tho' death their courage never could enthrall;  
what greater epitaph could man attain;  
"These men heard – and answered – duty's call!"

Flight Lieutenant S.V. Leslie

## WHY MEN ARE NEVER DEPRESSED

For all you 'happy' blokes out there!

Men Are Just Happier People

- Your last name stays put.
- The garage is all yours.
- Wedding plans take care of themselves. Chocolate is just another snack.
- You can never be pregnant.
- Car mechanics tell you the truth.
- The world is your urinal.
- You never have to drive to another petrol station restroom because this one is just too icky.
- You don't have to stop and think of which way to turn a nut on a bolt.
- Same work, more pay.
- Wrinkles add character.
- People never stare at your chest when you're talking to them.
- New shoes don't cut, blister, or mangle your feet.
- One mood all the time.
- Phone conversations are over in 30 seconds flat.
- You know stuff about tanks and engines. A five-day vacation requires only one suitcase.
- You can open all your own jars.
- You get extra credit for the slightest act of thoughtfulness.
- Your underwear is \$8.95 for a three-pack. Three pairs of shoes are more than enough. You never have strap problems in public.
- You are unable to see wrinkles in your clothes.
- Everything on your face stays its original colour.
- The same hairstyle lasts for years, maybe decades.
- You only have to shave your face and neck.
- You can play with toys all your life.
- One wallet and one pair of shoes — one colour for all seasons.
- You can wear shorts no matter how your legs look.
- You can 'do' your nails with a pocket knife.
- You have freedom of choice concerning growing a moustache.
- You can do Christmas shopping for 25 relatives on December 24 in 25 minutes.

No wonder men are happier.



## PENSION/WELFARE OFFICERS & ADVOCATES

We have seven members who have experience in the field of Pensions and welfare who have indicated their willingness to assist members requiring their skills. Current list of ADAA Advocates, Pensions/Welfare Officers

### New South Wales

DENIS MCCANN JP (Cromer)  
(Pensions/Welfare officer)  
Ph: 02 9971 8314

BRIAN TOBIN (Bathurst)  
(RSL Welfare Officer)  
Ph: 02 6337 3559

STEVE PEMBERTON (Taree)  
(Accredited Case Officer DVA)  
Ph: 02 6553 5072

COLIN DOUST (Penrith)  
(Accredited Case Officer DVA)  
Ph: 02 4735 4114

### Victoria

GRAHAM "Pappy" PAPWORTH (Melb)  
(ADAA Welfare officer)  
Ph: 03 9435 1084

### Queensland

DAVID SMOCK (Brisbane)  
(Pensions Officer)  
Ph: 07 3821 3999  
Fax: 07 3821 2450

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The second US exchange officer to AMTDU in 1973, LTC Charlie Hicks, passed away in September whilst on a private visit to friends in Colorado. He will have a full military funeral in Washington DC Arlington cemetery in November. A great guy who will be sorely missed.

*Peter Mike*

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*Any information given in this publication is for information purposes only and any person wishing to act upon any matter mentioned herein is advised to seek professional advice and must not rely upon this information alone. Neither the editor nor any other member of the Air Dispatch Association of Australia may be held liable in the event of improper or negligent use of this information.*

## OTHER CONTACTS

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Mob: 0434 231 124

**Sth Australia State Representative**  
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Ph: 08 8556 5565

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Ph: 08 9409 1252

**Northern Territory Representative**  
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**Biscuit Bomber Liaison Officer**  
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**Merchandise Officer**  
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ANNA BAY NSW 2316  
Ph: 02 4982 1436  
Mobile 0429 615 349

**Honorary Barrister at Law**  
Mr. Allun Hill  
Honorary Solicitor - Mr. Jim Isabella  
Honorary Auditor - Mr. Bill Hardman

**Contact with any of these honorary members should be made through the Secretary, Allan Dalton**

## MERCHANDISE ORDERS

Orders are made through the ADAA Treasurer Kemm Baber.

Forms can be downloaded at [www.adaa.net.au](http://www.adaa.net.au)

or

request an order form by contacting Kemm on (07) 3804 1365

## MEMBERSHIP

You may check your membership status at any time by visiting the ADAA website and viewing the list of current members.

Memberships run from July to June each year.

New members? Membership forms are available for download via the website.

# WHEN YOU SEE THIS MEDAL IT'S TIME TO SALUTE



**S**YDNEY crowds who gave the "Fighting First" Battalion a ticker-tape welcome home from Vietnam recently saw for the first time the newest and rarest campaign medal awarded to the Australian Services.

The Vietnam Medal is an honor for duty well done in the dirtiest war of modern times. American comrades of our boys have acknowledged them as better jungle fighters in combat conditions worse than any of World War II or the Korean campaign.

The ribbon includes the traditional Service colors of dark blue for the Navy, light blue for the Air Force, and red for the Army, with a centre patch of yellow, crossed by three thin red lines, representing

the Vietnamese flag. New Zealand veterans of the Vietnam fighting are also entitled to wear it.

Since World War II, Australians have earned medals in a number of theatres. In Korea they won the UN medal and the Korean medal—awarded to all British Commonwealth troops. The General Service Medal has also been awarded to troops serving in Malaysia and Borneo.

Today, there are fewer holders of the new Vietnam medal than of any other. The men of the "Fighting First" went away without fanfare, but returned to cheering crowds proud of them and of the newest chapter in Australia's military history.

So remember, when next you see that little ribbon think about the guts that earned it.

Source: Thought to be Sun Herald 14 June 1966 © Clarrie Hair Collection

## PAR ONERI DE CAELO

Par = Equal  
Oneri = Task  
de = From

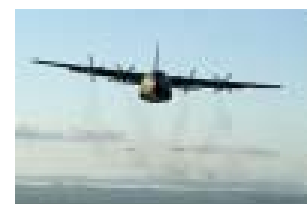
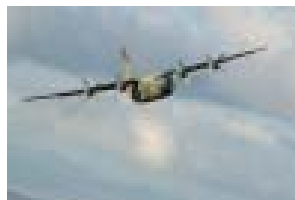
Caelo = Heaven or Sky

*(Equal to the Task from the Sky)*

The Australian War Memorial (Wartime Vol 19, 2002) advises:

There has been considerable debate about whether the difficult path that crossed the Owen Stanley Range should be called "Kokoda Trail" or the "Kokoda Track".

Both terms have been in common use since the war. "Trail" is probably of American origin but has been used in many Australian history books, including the official history, and was adopted by the Australian Army as an official "battle honour". "Track" comes from the language of the Australian bush. It too is commonly used by veterans, and is used in some volumes of Australia's official history. Thus, both are correct, but "trail" appears to be used more widely. The Memorial has adopted the term "trail" because it is favoured by a majority of veterans and because it appears on the battle honours of units which served in Papua in 1942



Images from 'Exercise Crocodile 03'



## 176 - A BRIEF HISTORY

The roots of Air Dispatch in the Australian Defence Force go back to 1918. During the Battle of Hamel, Captain L.J. Wackett of No 3 Squadron, Australian Flying Corps, developed a system of dropping supplies, and about 100,000 rounds of ammunition were dropped to advancing Australian troops. That laid the groundwork for what was to occur in our neck of the woods during the next global conflict. As far as research has resolved, the first airdrops in the New Guinea campaign took place on the 28th of July 1942 at Efogi and Kagi during the withdrawal to Kokoda. In early 1943 Colonel T.G. Millner MC, Deputy Director of Supplies and Transport resolved that air supply was to be an Australian Army Service Corps (AASC) responsibility.

*The following is an extract from "The Biscuit Bombers" article written by Capt P.L. Angelatos which appeared in InteRACtion Newsletter Issue No 4 Dated April 1992*

"During the Campaign in New Guinea the 1st, 2nd and 3rd Air Maintenance Companies "Biscuit Bombers" were formed from members of the Aust Army Service Corps. The operational skills were kept alive in the CMF units of 38 and 39 Air Dispatch platoons (AD Pls) located in Sydney and Melbourne during the 1950's. In the mid 1950's regular army air dispatch tasks were carried out by "Ad Hoc" crews put together by 1 Tpt Coy RAASC, they were trained at the RAASC School Puckapunyal (Air Dispatch Wing). The requirement for regular army air dispatchers was recognised in 1959 during exercise "Grand Slam" in North Queensland where the Monsoon Season in the Mackay/Sarina area limited the resupply of units by conventional road transport due to the torrential rain. October 1960 saw the raising and training of a Section of ARA Air Dispatchers, (Ex 1 Tpt Coy Soldiers), who were marched into and formed an ARA Component of 39 AD Pl. RAASC (CMF) at Frenchmans Road Depot in Randwick, Sydney. In order to gain operational experience the ARA section of 39 AD Pl was detached to 55 Coy RASC (AD) in February 1961 for duty on the Malaya/Thailand Border. At that time duties of 55 Coy RACT (AD) included the resupplying by air of the Commonwealth Brigade in their operations against the Communist Guerrillas. On returning to Australia the ARA Section carried out extensive parachute training plus logistic support force supply path finding duties."

*Reprinted from "http://www.raasc.org.au/content/176%20AD.html"*

*Coming up in the next edition of "Clipped Wings" - information on how to get hold of Garry McGravie's book on the History of the ADAA . . . it's 'nearly' finished!!!*

## TREASURER'S REPORT

### INCOME & EXPENSES

#### JULY 07 - JUNE 08

##### Income

Donation	\$40.00	
Interest Income	\$37.47	
Membership	\$3,450.00	
Merchandise	\$980.00	
Misc Income	\$550.00	
<b>Total Income</b>		<b>\$5,057.47</b>

##### Expenses

Cost of Merchandise Items	\$400.40	
Embroidery Merchandise	\$55.00	
Floral Tributes	\$150.49	
General Admin exps	\$148.82	
Insurance	\$949.61	
Meetings/Functions	\$60.00	
Merchant Fees	\$21.53	
Postage	\$878.95	
Trophies - Misc	\$300.45	
<b>Total Expenses</b>		<b>\$2,965.25</b>

**Net Profit** **\$2,092.22**

### BALANCE SHEET

##### Assets

Westpac Chq Account	\$14,058.48	
Undeposited Funds	-\$241.55	
Stock on Hand	\$4,610.00	
<b>Total Assets</b>		<b>\$18,426.93</b>

**Liabilities** **\$0.00**

**Net Assets** **\$18,426.93**

##### Equity

Accumulated Funds	\$16,245.00	
Current Earnings	\$2,092.22	
Historical Balancing Account	\$89.71	
<b>Total Equity</b>		<b>\$18,426.93</b>

Kemm Baber - Treasurer



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**Articles for the next edition of 'Clipped Wings'**

**("any time, anything . . . ")**

[clippedwings@adaa.net.au](mailto:clippedwings@adaa.net.au)

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**Contact Us:**

[info@adaa.net.au](mailto:info@adaa.net.au)

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**Check your membership status**

[www.adaa.net.au/html/membership.html](http://www.adaa.net.au/html/membership.html)