

# The "Clipped Wings"

Issue 16 January 2010

The Journal of the Air Dispatch Association of Australia (Inc)



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## PRESIDENT'S REPORT



Another year has come and gone, they seem to go so quickly

It has been somewhat of a sad year for our Assoc, with passing of the wives of two of our Members Marie Cole and Sandy Buchanan. I was honoured to be able to attend the funeral of Marie. I had the pleasure of being friends of Gary & Marie for many years, way back to 39 and 40 Pl days. Not only has Gary and family lost a Loving Wife, a Dear Mother we have all lost a good Mate. We as an Association have lost a very dear friend and an excellent Association Member. You will be sadly missed Marie. Rest In Peace. I know that all the members of our Association join me in expressing our sincere condolences to Gary And Buck.

Since my last report Gwen and I visited England to celebrate the 95th birthday of Gwen's Mum. We were in Uk for 6 weeks and had a wonderful time. Hired a car and travelled some 3000 kms, north and south UK. Weather was quite good only had two really wet days, and managed to get a couple of days of golf in.

On a sad note Gwen's Dear Mum passed away a week after we returned home. But it was extremely pleasing to us both that we got to spend so much quality time with her and Gwen's Sister.

I am at present in the "throes" of organizing our Associations ANZAC Day Reunion 2010 in Melb. We have had an excellent response so far, some 30+ attendees. I am pleased to report that arrangements are well under way. With the assistance of "Pappy" Papworth, our accommodation is being booked, arrangements for our ANZAC Day participation well under way.

The cost of accommodation at the Enterprise Hotel 44 Spencer St Melb Will be \$55 per head per

night incl breakfast, stay is for 24th and 25th April check out on Sunday 26th. The hotel is located 200 meters from Southern Cross Station (old Spencer St station). If there are any members who wish to attend it is not too late to book. But I stress that I MUST have any further bookings ASAP. No monies are required at this time Pay as you check in. Other details will be made known as soon as all arrangements are completed, including a get together on Friday 24th and after March function.

I am looking forward to a good "roll-up" and I hope we will be able to march behind our own Banners, depending on availability .

Also Members don't forget to contact Barry Gannon if you wish to participate in the Arnhem Reunion bookings are required ASAP.

To members of our Association and their families may I take this opportunity to wish you all a very healthy, happy and prosperous New Year.

Kind Regards and clear skies to all  
Tony Dowd .President



A few who gathered at the property of Gary and Marie Cole in late November.



## CELEBRATING THE LAST HUEY

A retirement ceremony took place Friday, October 2, 2009, at Summerall Field, Fort Myer, Virginia. The subject of this honor was the venerable UH-1. To fully understand the relationship between man and this marvelous machine, one would need to go back to 1952. That was when the Army identified their requirement for a new helicopter that would serve as a medical evacuation (MEDEVAC), instrument trainer, and general utility aircraft.



In early 1955, the Army selected Bell to build three copies of its Model 204 for evaluation, designating it the XH-40. The XH-40 first flew on October 20, 1956. Two more prototypes were later built. Then in March 1960, the Army awarded Bell a production contract for 100 aircraft. The helicopter was designated as UH-1. The official name was "Iroquois." For those who wonder where the affectionate nickname "Huey" came from, take another look at the designation and think of the "1" as an "I." Billed as a ceremony, and it was, it was also a

celebration. The crowd that gathered at Fort Myer arrived in gala fashion.

Some guests arrived in Tuxedos and gowns, while others were in military dress and combat fatigues, to bid farewell to the last active UH-1 in service.

Representing Helicopter Association International (HAI) at this event were Harold Summers, HAI's Director of Flight Operations and Technical Services; and Marty Pociask, HAI's Director of Communications and Editor of ROTOR® magazine, covering the final active assignment for the last active Huey, before she glides off to a well-deserved retirement.

The National Anthem was sung by SPC Belita Ford, of the DC Army National Guard, who gave a spirited rendition to Old Glory. Brigadier General Alberto Jimenez, Senior Aviator, Army National Guard followed with an address to the audience. He reflected on what the Huey meant to the men and women who flew the machine that was credited for saving so many lives.

There were guest speakers from three notable helicopter manufacturers.

Mr. Nick Lappos, Senior Vice President, Bell Helicopter Textron; Mr. David Haines, Vice President, Rotorcraft Programs, EADS North America; and Mr. Joseph Haddock, Vice President, Sikorsky Aircraft. Also addressing the crowd was Dr. Jim Fulbrook of the Vietnam Helicopter Pilots Association.

The service history of the Huey began with the 101st Airborne Division, the 82nd Airborne Division, and the 57th Medical Detachment, which arrived in Vietnam in March 1962. During the Vietnam War, the Huey went through several upgrades, each improving performance and load-carrying capabilities.

More than 7,000 Hueys saw action in Vietnam. Of these, more than 3,300 were destroyed, and more than 2,700 American crewmembers and passengers lost their lives. It should be noted that during its time of service, an untold number of men and women owed their lives to this magnificent machine.

In October 1970, the Army National Guard received its first five UH-1s and forwarded them to the Texas Army Guard. By mid-November, 13 other states also had received Hueys. The UH-1 went on to provide 39 years of service to the country in the Army National Guard.

So this retirement ceremony was a fitting way to say goodbye to this remarkable machine. The pilot, Kenneth Michael Miles, Chief Warrant Officer 4, stationed with the 121st Medical Air Ambulance, D.C. National Guard, had brought the chopper in just three hours earlier, setting her down on the field of green. Miles, who will retire as a Major, was making his final flight, ending a 40-year career.

As he prepared to take her up and away, he waved to the crowd, and started the engine. As the chopper lifted off, the turning rotors also seemed to be waving goodbye.

Though the sky was overcast, and a brisk breeze skipped across Summerall Field, no one seemed to mind. The Huey's rotors belted out the familiar "wop-wop-wop" sound that has been a trademark of the UH-1 — a sound welcomed by so many of our fellow countrymen in battle, and feared by this nation's enemies.

As she lifted skyward and headed out of sight, many in the crowd saluted and bid her a fond farewell.



## THE END OF AN ERA



## VUNG TAU 2004 - TODAY



## OPERATIONS IN AFGHANISTAN

WO2 Anthony Eddie and PTE Matthew Williams have been deployed to the Middle East Area of Operations on "Operation Slipper" in support of MRTF2. They are employed in an Air Logistic role at the FSU2 Freight Distribution Centre in Tarin Kowt, Afghanistan. Their day to day duties include; loading and unloading ACFT and assisting the RAAF Air Load Teams, transporting and distributing cargo, mail and passengers, External Lift tasking and the running and supervision of the Freight Distribution Centre. Although it has not been required during their tour, both are very keen to provide Air Drop support when and if required, Both are advertising the AD skill sets and attempting to influence the thought processes for future resupply in the MEAO. Both, Anthony and Matt would like to wish all the good people of the AD community a "Happy New Year" for 2010 . - Matt and ED

## THE ORIGINS OF THE CALLSIGN “WALLABY”

### RAAF Transport Flight Vietnam (RTFV) 1964

As the RAAF is planning to demob the Caribous it is an appropriate time that the origins of “Wallaby” are explained. Like most tales the origins of the name “Wallaby” Airlines was a combination of different events. To the best of my recollections this is how the name was formed; a name which later became famous in Vietnam amongst many armed services and peoples including US, New Zealand, Thai, Korean and Vietnamese Armed Forces, French plantation operators, the occasional Brit on some civil aid project and of course the Australians who served both in the armed forces and the civil assistance programs.

About a year before the formation of RAAF Transport Flight Vietnam (RTFV) a young group of pilots from 38 SQN had formed an association with several Qantas air hostesses who shared a flat in the Sydney eastern suburbs. The association was neither constant nor regular. The girls had irregular schedules in those days and the pilots were pulled at a moment's notice for a medivac (medical evacuation flight), a SAR (Search and Rescue) flight for some lost mariner or bush walker or the many detachments to other bases. Accordingly although the relationships were friendly they were infrequent. However occasionally some pilots turned up at the girls' flat and a Chinese meal was shared or we just sat and talked or together we organised a party on the spot. The relevance of this casual relationship and its importance to the “Wallaby” callsign will soon become apparent. In late 1963 we heard that crews had been picked for the ferry of the Caribous from the de Havilland factory at Downsview, Canada, to RAAF Base Richmond in Australia. Most of the co-pilots on Caribou ferry I and 2 were also the “boggies” (NOTE 1) who formed the nucleus of the contact with the air hostesses. The ferry further disrupted any contact with the girls.

Both the first and the second Caribou ferry had been completed by June 1964. During the second ferry through RAAF Base Butterworth, Malaysia the pilots on that ferry learned that a flight of Caribou aircraft would be committed to operations in Vietnam. Two pilots heard about it in an unusual manner.

After lunch each day officers would go into the officer's mess lounge room to listen to the world news on the radio. Believe it or not, back then people would sit and look at the radio as intently as people today look at a television. On this occasion I can remember sitting beside John Staal when we heard the announcement that a flight of RAAF Caribous were to be despatched to Vietnam. We looked at one another and bolted for the aircraft lines. Simultaneously we had guessed that SQN LDR Chris Suggen (Suggy) -NOTE 2-, the leader of our ferry of three aircraft, would be the first CO as he was the most widely experienced officer on our squadron. He was down at the lines inspecting a Caribou and we wanted to be his first volunteers. After about a kilometre run- not a jog-and it was about one half of a mile then – we both ran up to Suggy absolutely puffed, saluted and gasped out the news and begged to be allowed to join him if he lead the Caribous into Vietnam. Our Caribou ferry had been delayed by suspected sabotage (Note 3) so he had got to know us fairly well. He agreed to recommend us if he was selected to lead the first group. With a bit of luck we were going to war!

Back in Australia a week later those that were picked for Vietnam were given pre-embarkation leave then briefings and some intensive training. We started to think about what we might take to Vietnam to identify ourselves; slouch hats, flags, koalas? All the suggestions were dismissed as kitchy, too large or too expensive. During this busy period the friendship with the Qantas air hostesses was renewed. At one of the get togethers a boggy (it may well have been John Staal) saw one of the girls with a Qantas pin; the golden kangaroo. We asked the girls if they could get us some pins. They told us they would try and also that they would organise a send off party for us. The party was a happy affair. I remember three people from that evening. Mick Gwinn among the loadmasters because he was a big gentle giant and towered over everyone else, John Staal with Geertje arrived late as they had gone to a night club where the leading talent had sang a funny song about Vietnam and Delas England, a hostie, who had a small cardboard box jammed packed with a few hundred kangaroo pins; a great gift from Qantas. Sometime later the pins were given to Suggy who distributed them amongst all members of the RTFV group who flew from Malaysia into Vietnam. I think each member had about 5 pins. The aim was to award the pins to those people in Vietnam who gave us a special service.

A day or so after arriving in Vietnam Suggy gave a pin to the Base Commander Vung Tau, Colonel Dillard, US Army, (NOTE 3). Dillard was a most professional officer who did what he could to get us kitted, billeted and supplied to become an effective unit without delays. Likewise Major Dillard, US Army, the Executive Officer to the colonel (but no relation) received a pin. Other people around Vung Tau also received the kangaroo aka Qantas pins.

Major Schaumberg, USAF, was our liaison officer and he was most diligent in getting RTFV operational “in country”. RTFV had been integrated as part of the USAF air support services and was tasked by the USAF but most of the tasks were supporting the US Army and the South Vietnamese Army. Our induction had

been completed in record time thanks in a large part to Schaumberg. The only item requiring agreement was a unit callsign which would identify us for all future operations.

So when Suggy gave Schaumberg a Qantas pin as appreciation for his services to us the conversation went something like; "What is this animal called, Chris?". Schaumberg sometimes had a peculiar manner of pronouncing and emphasising each syllable. On this occasion in an almost Southern drawl Schaumberg said "An- I- Mal" although I do not recall Schaumberg being a Southerner. Chris replied. "A Kangaroo. That could be a suitable name for our squadron callsign?". Schaumberg was almost aghast. "A Kan-Ga-Roo? Hell Chris, that's not an easy name to pronounce. The Vietnamese would find it impossible. Are they called something else?". Chris replied. "A Wallaby". The name had an instant appeal for Schaumberg. He said it several times. "Wal-La-By" sounded much better to Schaumberg than "kangaroo." It was Schaumberg who then said that he would arrange for "Wallaby" to become the identifier for the RAAF Transport Flight Vietnam (RTFV) which later became 35 SQN.

Thus "Wallaby" Airlines was named after a casual relationship with the QANTAS kangaroo.

## NOTES

### NOTE 1

According to the Urban Dictionary "boggie" is a contraction of "bograt". Used exclusively and often derisively for any RAAF officer having the rank of Officer Cadet, Pilot Officer or Flying Officer.

Can anyone assist with the origins of this name?

Perhaps it is a development from "bogey"?

### NOTE 2

Squadron Leader Chris Sugden (Suggy) the quintessential quiet achiever.

Possibly influenced by the example of his father, who lost an arm at Gallipoli in WW1, Suggy began his military career early as a member of the 10th Light Horse. Later on he avoided RAAF parades occasionally stating that he was the only officer in the RAAF who had carried a sword as a weapon of war and therefore he was not going to carry one on parade.

He and his wife managed their own nursing home at Windsor while he was a member of the RAAF. After he retired from the RAAF he farmed at Eungai Creek; later on-after lessons on laying bricks- he built his retirement home of double brick at Mackville and named it "Terra Firma"- the more firma the less the terror.. It was a very functional house having at least a dozen power points in the kitchen so he would never have to use a double adapter again. He brewed his own beer, played golf and became President of the Nambucca Shire.

He was possibly the only RAAF officer who flew in three wars in three different roles; Boston bombers in WW2, Meteor fighter bombers in Korea and transport Caribous in Vietnam.

Suggy decided to test the ability of the Caribou to take off on one engine. He did this flight in Malaysia before the Caribous deployed to Vietnam just in case the situation arose when a single engine take off would be required. Some months later such a take off (the only operational one that I know of) was required from an airstrip in the Mekong delta. Daylight was rapidly disappearing and the area was known as unfriendly where a mortar or two could be expected

after nightfall when a friendly forces reaction time would be delayed. The take off was successful.

Fortunately for all concerned Suggy was captain of the aircraft when it had the engine problem. He did not have to make the decision of authorising one of the "boggies" to do it had it happened to them. On the other hand he had been such an inspiration to all that any boggie crew probably would have flown it out and told him later.

At his 80th birthday party Mike Lancaster, Suggy's right hand man in Vietnam, sent the message. "What I would really like to place on record is my enormous respect for Chris as a remarkable original thinker and an outstanding leader. The official histories will never be able to reflect how lucky we were in having Chris appointed as the first commander in Vietnam. He had the ability to nut things out from first principles and if the answer didn't agree with the book so much bad luck for the book. Without doubt, he was the strongest and best commander I had during my RAAF career."

Suggy was very proud of his part in RTFV. He was especially pleased that the popular reunions included all ranks and all mustering. Sadly Suggy died just a week before the US Air Medal was finally presented to all Wallaby Airlines aircrew who had served in Vietnam; 42 years after the original recommendation. His elder son, Peter, said his dad was very happy that the efforts of the loadies were also recognised in the awards.

### NOTE 3

The day arrived when the first group of RTFV was to fly from Butterworth to Vung Tau. The meteorological forecast report (Wx) had a major storm on our route. The Wx did not deter Suggy so off he went and I followed with Kev Henderson as the co-pilot.

Apparently most of the US Army at Vung Tau said "The Ossies will not make it today." Apparently Col Dillard disagreed. He said that he had served near Australians in Korea and they always got through. That we did arrive as planned vindicated Gillard's

opinion, set the scene for the "Can Do" attitude which was almost the unofficial motto for RFTV (Wallaby Airlines) and caused some amusement to Suggy "that some Yanks thought we would not get through."

#### NOTE 4

(a) To extend the range of the Caribou during the ferry 2 large fuel bags were placed in each aircraft. Electric pumps were attached to the tanks so fuel could be pumped into the normal fuel system (in the wings) as required during flight. On several occasions these fuel bags burst during flight. An examination of each event indicated a pin had been pushed through the bag. The lamination construction of the bag prevented a leak occurring immediately. Sometimes the damage developed over a month before the bag suddenly burst. When it did burst several hundred litres of highly volatile aviation gasoline sloshing around the cargo hold stung the eyes and increased the heart pulse rate of all on board because of the increased risk of an uncontrollable fire. What to do? Our crew was halfway across the Bay of Bengal between Calcutta and RAAF Butterworth when a bag burst. There was no checklist for this event so the loady open the rear ramp a bit to get rid of the fuel which we hoped would solve the problem. Some minutes later the crew had the dreadful thought that perhaps some of the fuel would get into the anti collision rotating beacon on the underside of the aircraft and thereby cause an explosion. However if the beacon was switched off would that cause an increased chance of an electric arc in the system. We

switched off the beacon and flew on arriving safely at our destination some two hours later.

(b) Many of the clevis pins attaching the engine manifold outlets to the exhaust ring stack had been over-torqued at some stage before the aircraft were handed over to the RAAF. Consequently after long flights in Canada a small handful of pins would be found in the lower section of the engine covers and some would be missing. The loadmasters/crewchiefs on the second ferry picked up a box each of these pins to last until Australia. However by about Gibraltar the loadies (loadmasters) had had enough and they spent a day replacing all the pins and the problem seemed to be fixed after that.

(c) At Aden a seal to the hydraulic independent propeller governing unit had a leak. When its sump was inspected a quantity of abrasive powder was detected. Only one unit was replaced on that ferry but other units had to be cleaned out in Canada. Obviously someone knew we were off to Vietnam before we did. One does not have an entirely comfortable feeling flying an aircraft when there is a likelihood of sabotage.

Thanks to Ken Howard, Peter Sugden, Kev Henderson and Jeff Pedrina whose worthy book, "Wallaby Airlines," caused me to finally write down these notes.

Don Pollock  
RTFV 1964-65

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## ADAA REUNION 2010 - ARNHEM, HOLLAND

A number of our ADAA Members are heading off to Europe later in the year.

The Air Dispatch Assn Tour to Arnhem, Holland in September 2010 is now available for deposit booking through "Tours International" [www.militarytours.com](http://www.militarytours.com).

Association members can now confirm their reservations and pay the 20% deposit by credit card (Visa/MasterCard) - PLEASE NOTE: \$600 amount as shown is in US dollars!!

(A quick check just done shows that equals \$652.00 AUD – rates are good for we Aussie travellers now! The time of your personal booking will vary this amount though.)

The final and balance payment will be due 8 weeks before the travel date on 8 July 2010. A reminder email will be sent a week before the balance is due.

The itinerary on the website does not at present include a lot of detail and will be added to as time goes on, however your deposit will ensure a booking is made for you.



Our thanks go to nev Woodward who spent considerable time and effort, but managed to get Wanda Deacon, Kiwi's widow a war widow's pension.  
Thank you, Nev!

# POINT COOK - THE HISTORY OF MILITARY AVIATION



RAAF Point Cook is only 25 minutes by car from the CBD of Melbourne and well worth the trip for anyone interested in the history of military aviation. Point Cook is the birthplace of the RAAF in 1921 through to the present day.

There isn't a lot of active flying seen at the air base after all those years but the base is perhaps best known now for its remarkable aircraft museum and static displays, featuring more than 20 aircraft.

Two retired C130 aircraft -- A & E models -- take a prominent place in the outside display and I expect it won't be long before a Caribou transport will take its

well-earned place now that they are being retired after 45 years' of service.

The museum also claims to be home of the largest collection of Australian military aviation memorabilia in the world and the largest collection of historic military aircraft in the southern hemisphere -- a Phantom jet, Tiger Moth, Macchi Jet trainer, Avro 504K, Boston bomber and many other historic aircraft are featured.

Opening hours are Tuesday to Friday, 10,00am to 3pm. and 10.00am to 5pm. on weekends and public holidays. Sundays are very popular with visitors who make the best of excellent picnic facilities onsite and flying display at 1pm.

Admission is free and one can catch the Werribee Park Shuttle from the Victorian Arts Centre, Melbourne, to the RAAF Museum and return (Squires Coaches 03 9748 5094).

Contact details: (03) 9256 1300 (Museum Headquarters); facsimile: (03) 9256 1692; email: RAAF.Museuminfo@defence.gov.au; -- GLENN HUXLEY.

*Pic: C130A aircraft at Point Cook, Victoria.*

## DRAFTING GUYS OVER 60

**This is funny & obviously written by a Former Soldier!**

New Direction for any war: Send Service Vets over 60! I am over 60 and the Armed Forces thinks I'm too old to track down terrorists. You can't be older than 42 to join the military. They've got the whole thing ass-backwards. Instead of sending 18-year olds off to fight, they ought to take us old guys. You shouldn't be able to join a military unit until you're at least 35. For starters: Researchers say 18-year-olds think about sex every 10 seconds. Old guys only think about sex a couple of times a day, leaving us more than 28,000 additional seconds per day to concentrate on the enemy.

Young guys haven't lived long enough to be cranky, and a cranky soldier is a dangerous soldier. 'My back hurts! I can't sleep, I'm tired and hungry! We are impatient and maybe letting us kill some asshole that desperately deserves it will make us feel better and shut us up for a while.

An 18-year-old doesn't even like to get up before 10 a.m. Old guys always get up early to pee so what the hell. Besides, like I said, 'I'm tired and can't sleep and since I'm already up, I may as well be up killing some fanatical SOB.....

If captured we couldn't spill the beans because we'd forget where we put them. In fact, name, rank, and serial number would be a real stretch..

Boot camp would be easier for old guys. We're used to getting screamed and yelled at and we're used to soft food. We've also developed an appreciation for guns. We've been using them for years as an excuse to get out of the house, away from the screaming and yelling.

They could lighten up on the obstacle course however. I've been in combat and didn't see a single 20-foot wall with rope hanging over the side, nor did I ever do any pushups after completing basic training.

Actually, the running part is kind of a waste of energy, too. I've never seen anyone outrun a bullet.

An 18-year-old has the whole world ahead of him. He's still learning to shave, to start up a conversation with a pretty girl. He still hasn't figured out that a baseball cap has a brim to shade his eyes, not the back of his head.

These are all great reasons to keep our kids at home to learn a little more about life before sending them off into harm's way.

Let us old guys track down those dirty rotten coward terrorists. The last thing an enemy would want to see is a couple of million pissed off old farts with attitudes and automatic weapons who know that their best years are already behind them.

\*\*\*How about recruiting Women over 50 .....with PMS !!! You think Men have attitudes !!!

Ohhhhhhhhhhhh my Lord!!! If nothing else, put them on border patrol....we will have it secured the first night!

## CHANGES TO DVA CARDS

All Department of Veterans' Affairs (DVA) Repatriation Health Cards (DVA Cards) are due to expire during 2010. From March 2010 DVA will begin reissuing all cards. As part of this reissue there will be some improvements made to DVA cards. All eligible veterans, war widows/widowers and dependants will be issued with a new card. Changes to DVA Cards will not reduce eligibility for current DVA card holders.

### **The changes being made to the cards are to increase:**

veteran access to services; provider satisfaction; and security of the cards.

Specialised descriptions on DVA Gold Cards will remain unchanged, these descriptions include but are not limited to:

Totally and Permanently Incapacitated; War Widow/Widower; and PoW.

### **Cards expiring between now and June 2010**

Temporary DVA cards will be issued between now and June 2010 with a short expiry date. These cards will work the same as current DVA cards and offer DVA clients the same access to services. DVA clients who are issued a temporary card will be issued a new look card before their card expires.

### **Veteran Access to Services**

The magnetic stripe on the cards will contain the following information:

full name; file number; card Type; and expiry date.

This change is expected to improve provider satisfaction, as this will enable providers to swipe DVA cards in the same way Medicare or Private Health Fund Cards are currently utilised. By improving the claiming experience for the providers it will increase the likelihood of providers accepting DVA cards.

All eligible clients living overseas will, for the first time, be issued with a DVA card. This will remove the need for veterans to contact DVA to receive a "letter of authority" when receiving medical treatment within Australia. Entitlement to treatment overseas is limited to veterans that have an accepted disability/disabilities and DVA funds treatment of those accepted disabilities only. This process for receiving treatment while overseas will not change.

### **Security Upgrade**

All DVA cards will have microprinting and a DVA registered hologram added as security features. The microprinting and hologram are added security features to ensure non entitled persons cannot reproduce a card.

### **Expected Arrival Date**

The reissue of all cards is due to commence in March 2010. This process is expected to take 10 - 15 weeks to complete

*Excerpt taken from Department of Veteran Affairs Website.*

## AIR SUPPLY IN AFGHANISTAN

### **US looks to supply troops with drones - Posted Thu Dec 10, 2009 ABC News Website**

The US military is taking a serious look at resupplying combat troops in Afghanistan using unmanned aircraft. Faced with the task of delivering vast amounts of supplies by land and by air to troops in the mountainous, land-locked country, senior officers were considering using pilotless aircraft to help with the job, said US Air Force General Duncan McNabb.

After talks with the US Marine Corps, General McNabb said his transportation command had acquired a number of drones for possible supply missions.

"We bought some, to see how that would work," he said.

The general said drones could ferry smaller-scale cargo and retrieve global positioning system (GPS) receivers left behind when supplies are airdropped.

"You might be able to, for instance, not only deliver medicines and smaller kinds of cargo, you could also use it to bring back out the GPS receiver," he said.

Pallets dropped from military aircraft are guided to ground using GPS receivers and sophisticated software. But retrieving the receivers can pose a headache.

With the amount of airdropped cargo growing, using drones could make "the cost of an air drop pretty cheap" and offered an "exciting" prospect, according to General McNabb.

But he did not say when his command might be ready to launch drone supply missions.

The military and spy agencies have dramatically expanded the use of unmanned aircraft in recent years, using them mainly for intelligence gathering as well as for attacks on insurgents in Iraq and Afghanistan and Al Qaeda leaders in Pakistan.



# AUDITED FINANCIAL REPORT TO END JUNE, 2009

## **AIR D | SPATCH ASSOCIATION OF AUSTRALIA INC**

(ABN: 82 580 295 387)

Income and Expenditure Statement for the Year Ended 30th June 2009

<b>30/06/2008</b>	<b><u>INCOME</u></b>	<b>30/06/2009</b>
\$ 3,300	Subscriptions	\$ 2,940
\$ 40	Sponsorship/Donations	\$ 48
\$ 77	Interest	\$ 18
\$ 550	Reunion Deposits adj	-\$ 550
\$ -	Sundries	\$ -
	\$ 966 Merchandise Sales	\$ 677
	\$ 4,610 Opening Stock	\$ 4,181
	\$ 455 Purchases	\$ 998
	\$ 4,181 Closing Stock	\$ 4,770
\$ 82	\$ 884 COGS	\$ 409
\$ 4,049		\$ 2,724
	<b><u>LESS EXPENDITURE</u></b>	
\$ -	Newsletter	\$ 1,362
\$ 46	Bank Fees	\$ 287
\$ 879	Printing/Post/Stationary	\$ 160
\$ 60	Meetings/Functions	\$ 140
\$ 950	Insurance	\$ 2,257
\$ -	Telephone	\$ -
\$ 149	Sundries	\$ 178
\$ 300	Sponsorship	\$ -
\$ -	Reunion Costs	\$ -
\$ 150	Welfare	\$ -
\$ 2,534		\$ 4,384
\$ 1,515	Surplus/Deficiency for the Year	-\$ 1,660

## **AIR D | SPATCH ASSOCIATION OF AUSTRALIA INC**

(ABN: 82 580 295 387)

### **Balance Sheet as at 30th June 2009**

<b>30/06/2008</b>	<b><u>ACCUMULATED FUNDS</u></b>	<b>30/06/2009</b>
\$ 16,245	Opening Balance	\$ 17,760
\$ 1,515	Add Surplus/Deficiency for Year	-\$ 1,660
\$ -	Stock Adj	\$ -
\$ 17,760	Closing Balance	\$ 16,100
	<b><u>REPRESENTED BY</u></b>	
\$ 13,579	Cash at Bank	\$ 11,281
\$ 4,181	Stock on Hand	\$ 4,770
	Debtors	\$ 49
\$ 17,760		\$ 16,100

# TREASURER'S REPORT TO DEC 31 2009



## INCOME AND EXPENSES (OCT - DEC 09)

### Income

Subscriptions	\$1650.00
Postage	\$4.00
Merchandise Sales	\$70.70

**Total Income** **\$1724.70**

### Cost Of Sales

**Total Cost Of Sales** **\$0.00**

**Gross Profit** **\$1724.70**

### Expenses

Newsletter (incl post)	\$355.80
Postage - Merchandise	\$23.70
Floral/Wreaths	\$100.75
Bank Fees & Charges	\$15.05
Merchant Fees	\$44.00
Monthly Merchant Fee	\$55.00

**Total Expenses** **\$594.30**

**Net Profit (Loss)** **\$1,130.40**

## BALANCE SHEET (DEC 31)

### Assets

Bank of QLD	\$12,302.24
Undeposited Funds	\$34.90
Stock on Hand	\$4,180.60
Merchandise Officer on Hand	\$74.60
Trade Debtors	\$60.00

**Total Assets** **\$16,652.34**

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

**Net Assets** **\$16,652.34**

### Accumulated Funds

Retained Earnings	-\$1,669.21
Current Earnings	\$1,066.65
Historical Balancing Account	\$17,254.90

**Total Accumulated Funds** **\$16,652.34**

## PAYMENTS FOR MEMBERSHIP AND MERCHANDISE

We have now streamlined payment options for both membership and merchandise purchases, effective immediately. Members may now pay utilising any of the following options:

Post a cheque or Money Order with a membership form and/or a merchandise order form.

Direct Deposit to our Bank Account (instructions and details online)

Pay Cash at one of our gatherings

Pay securely online by Credit Card via the Paypal system. Members DO NOT need a PayPal account to utilise this service. All details and links are within our website.

Due to infrequent use, our bank fees for credit card facilities have been quite high. We have therefore cancelled this facility and introduced the Paypal system. This enables members to still have the option of using a credit card but substantially reduces our ADAA costs.

## COMMON SENSE

An Obituary printed in the London Times.....

Interesting and sadly rather true

Today we mourn the passing of a beloved old friend, Common Sense, who has been with us for many years.

No one knows for sure how old he was, since his birth records were long ago lost in bureaucratic red tape.

He will be remembered as having cultivated such valuable lessons as:

Knowing when to come in out of the rain; Why the early bird gets the worm; Life isn't always fair; and maybe it was my fault.

Common Sense lived by simple, sound financial policies (don't spend more than you can earn) and reliable strategies (adults, not children, are in charge).

His health began to deteriorate rapidly when well-intentioned but overbearing regulations were set in place. Reports of a 6-year-old boy charged with sexual harassment for kissing a classmate; teens suspended from school for using mouthwash after lunch; and a teacher fired for reprimanding an unruly student, only worsened his condition.

Common Sense lost ground when parents attacked teachers for doing the job that they themselves had failed to do in disciplining their unruly children.

It declined even further when schools were required to get parental consent to administer sun lotion or an Aspirin to a student; but could not inform parents when a student became pregnant and wanted to have an abortion.

Common Sense lost the will to live as the churches became businesses; and criminals received better treatment than their victims.

Common Sense took a beating when you couldn't defend yourself from a burglar in your own home and the burglar could sue you for assault.

Common Sense finally gave up the will to live, after a woman failed to realize that a steaming cup of coffee was hot. She spilled a little in her lap, and was promptly awarded a huge settlement.

Common Sense was preceded in death, by his parents, Truth and Trust, by his wife, Discretion, by his daughter, Responsibility, and by his son, Reason.

He is survived by his 4 stepbrothers: I Know My Rights, I Want It Now, Someone Else Is To Blame, I'm A Victim.

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## **OTHER CONTACTS**

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

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

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**Check your membership status**

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