

The "Clipped Wings"

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

Patron ADAA - Major General D.B. Ferguson AM, CSC (Retired)



Par Oneri de Caelo

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PRESIDENT'S REPORT



The second quarter of the year saw the loss of Nev Varley which was a sad blow for the ADAA. Nev, a life member, was secretary/welfare officer for over 10 years. A good roll up attended the funeral with a guard of "Red Berets" culminating with the presentation of the first ADAA memorial sash to his wife Lurlene.

Anzac Day 2012 is now confirmed by the NZADA and will be held in Wellington, detailed information can be found on our ADAA website as it comes to hand.

The recce for ANZAC Day in Gallipoli has been conducted by Ron McCaffery and our travel agent. The website manager will update details as they are issued and place them on the website, as well as upcoming editions of "Clipped Wings".

Our Annual General Meeting will be conducted at the Ipswich RSL at 1100 hours on July 30, 2011. We have a serving member WO2 Anthony Eddie, ex 176 AD, has put his hand up for election to the ADAA Committee as Vice-President. This will help bridge the gap between the old AD and the present serving.

It is paramount that we have younger dispatchers enter the committee to be mentored for all positions especially welfare officers to assist with claims. In this area the ADAA have a reputation for looking after all ranks when confronted with the tribunals involved in pension approval.

Whilst on this note, it is high time that we had some representation from the female air dispatchers within our ranks to get actively involved in ADAA activities. Given the ever increasing number of female dispatchers and riggers joining in the aerial delivery ranks, it is evident that the committee requires input from a female representative. This will assist in the association moving forward.

Gary Cole, President

REPORT OF PRESENTATION DAY AT AMTDU, RICHMOND – 3 JUNE, 2011

After days of rain and deferred activities, Friday 3 June became an activity filled day in the training room and in the Myola Club at 176 AD Squadron. Two courses were to be run at AMTDU, but due to renovations being carried out at the AMTDU hangar, the courses were moved to the Squadron's facilities. The two courses, Basic AD and Crew Commanders, were attended by nine and five respectively. As well a number of qualified AD personal were seconded to the course to act as crew for the training of Crew Commanders.

The ADA was invited to attend and make a presentation. Consequently the Management Committee decided to make a maroon AD shirt available for the best student of each course. I and Chris Gill attended and carried out the presentations in the final hour of the course where Privatewas awarded best student for the Basic AD and Private .. was awarded best student for the Crew Commanders course. As in previous years, each of the students was offered complimentary membership of the Association for one year.

Following the course presentations members of the Squadron and the training team retired to the Myola Club where the Squadron's chefs, cooks and helpers had prepared an excellent barbeque of meats and salads. The bar was opened and more than sufficient good food was provided. A highlight was a huge chocolate mud cake was consumed. It was in recognition of the RACT's 38th birthday.

The acting OC, Captain Price presented four Australian Defence Medals and six promotions in rank, one being Private.... the winner of the Crew Commanders' "best student" award, being promoted to Lance Corporal. The promotions as always brought raucous cheers and acclamation for the troops.

Genuine thanks to the Officers and Troops of the Squadron and AMTDU.

Submitted by D. McCann

SQUADRON SERGEANT MAJOR WARRANT OFFICER CLASS TWO NEVILLE ALFRED WOODWARD

AUGUST 1974 - DECEMBER 1976

Warrant Officer Class Two Neville Woodward enlisted into the Army in March 1958. After initial Corps training at Ingleburn, NSW, he was posted into 2 RAR as a rifleman.

Nev was born in Griffith, NSW, on 22 July 1936. He attended Griffiths and Parramatta Junior High schools where his schooling was completed at year 10.

He would remain at 2 RAR until 1965, which included a tour of duty in Malaya over the period 1961 - 1963.

He was then posted to 5 RAR, as the Tpt SGT, until 1966, and he was unfortunately brought home early from SVN with a relapse of malaria, contracted in Malaya after two months. He then transferred to RAASC.

Neville was posted to E. Command Trade Training and then HQ, 10 Task Force, and remained there until December 1968. Whilst there he served a detachment with the US Army's 1st Division where he was Mentioned In Dispatches (MID) for distinguished service.

He was promoted to Sergeant and upon return to Australia he was posted into 186 AD Coy at Holsworthy, NSW, as the Tpt SGT.

At the completion of his tenure he was then posted to 1 RTB, Kapooka, Wagga Wagga, as the Tpt Supervisor.

In January 1972, he was posted to 1 Tpt Sqn as the Pl SGT of 1 Tpt Pl, and remained there until August 1974. On promotion to Warrant Officer Class 2 he was posted into 176 AD Sqn as the SSM, replacing WO2 Smyth who was posted to AMTDU. Nev enjoyed this posting as he felt this was one of the hardest working units in the Army, but unfortunately it never received the accolades deserved.

At the completion of his tenure at Penrith, he was posted to the Corps Training Wing, at the RAASC Centre, Puckapunyal, and then one year later he was posted back into the Aerial Delivery world when posted into 177 AD Sqn as the Training Warrant Officer.

Neville decided to hang up his greens, and in October 1978 he retired after over 21 years of loyal and dedicated service.

Neville was happily married to Pat for 40 years and have two children; unfortunately, Pat passed away in 2002. His daughter Leisa had the tenacity to marry a sailor, and his son Jason served in Recon Pl, 5/7 RAR for five years. Jason served in Bouganville as a Nursing Officer and he now serves as an Army Reserve Officer in his spare time whilst serving as a NSW policeman.

Neville's hobbies included assisting veterans as the NSW Secretary of the Vietnam Veteran's Federation of Australia (VVFA), as a pension officer and an Advocate. He liked all sports and he had been known to enjoy a punt.

Neville had fond memories of the Air Dispatch fraternity, and remained in contact with a number of ex members through the VVFA. Characters like the Bear Burney, HRK, Peter Simpson, Tommy Dawson and BBQ Bill Ramsay made life very interesting.

Vale, Nev Woodward.

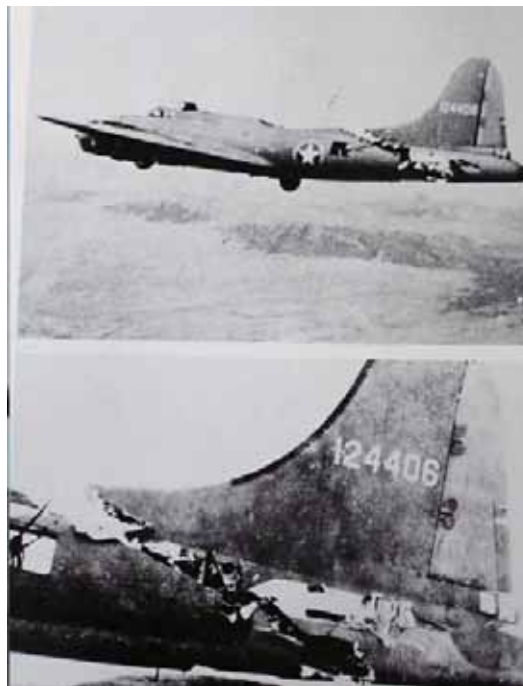
A MIRACULOUS LANDING

The term "Greatest Generation" doesn't mean just people but can be equally applied to some of the finest aircraft designs of all time; the C-47 transport, P-47 Thunderbolt and P-38 Lightning, both superb fighters! And of course the B-24 Liberator, the F4U Corsair (the Navy's greatest carrier fighter), the P-51 Mustang (arguably the finest fighter aircraft of its time) and finally the B-17 whose crews said would bring them home in almost any condition and here's one of those conditions! Tough Bird!

A mid-air collision on February 1, 1943 between a B-17 and a German fighter over the Tunis dock area became the subject of one of the most famous photographs of World War II... An enemy fighter attacking a 97th Bomb Group formation went out of control, probably with a wounded pilot then continued its crashing descent into the rear of the fuselage of a Fortress named All American, piloted by Lt. Kendrick R. Bragg, of the 414th Bomb Squadron.

When it struck, the fighter broke apart, but left some pieces in the B-17. The left horizontal stabilizer of the Fortress and left elevator were completely torn away. The two right engines were out and one on the left had a serious oil pump leak. The vertical fin and the rudder had been damaged, the fuselage had been cut almost completely through connected only at two small parts of the frame and the radios, electrical and oxygen systems were damaged. There was also a hole in the top that was over 16 feet long and 4 feet wide at its widest and the split in the fuselage went all the way to the top gunner's turret.

Although the tail actually bounced and swayed in the wind and twisted when the plane turned and all the control cables were severed, one single elevator cable still worked and the aircraft still flew-miraculously! The tail gunner was trapped because there was no floor connecting the tail to the rest of the plane. The waist and tail gunners used parts of the German fighter and their own parachute harnesses in an attempt to keep the tail from ripping off and the two sides of the fuselage from splitting apart.



While the crew was trying to keep the bomber from coming apart, the pilot continued on his bomb run and released his bombs over the target.

When the bomb bay doors were opened, the wind turbulence was so great that it blew one of the waist gunners into the broken tail section. It took several minutes and four crew members to pass him ropes from parachutes and haul him back into the forward part of the plane. When they tried to do the same for the tail gunner, the tail began flapping so hard that it began to break off. The weight of the gunner was adding some stability to the tail section, so he went back to his position.

The turn back toward England had to be very slow to keep the tail from twisting off. They actually covered almost 70 miles to make the turn home. The bomber was so badly damaged that it was losing altitude and speed and was soon alone in the sky. For a brief time, two more Me109 German fighters attacked the All American. Despite the extensive damage, all of the machine gunners were able to respond to these attacks and soon drove off the fighters. The two waist gunners stood up with their heads sticking out through the hole in the top of the fuselage to aim and fire their machine guns. The tail gunner had to shoot in short bursts because the recoil was actually causing the plane to turn.



Allied P51 fighters intercepted the All American as it crossed over the Channel and took one of the pictures shown. They also radioed to the base describing the empennage was waving like a fish tail and that the plane would not make it and to send out boats to rescue the crew when they bailed out. The fighters stayed with the Fortress taking hand signals from Lt. Bragg and relaying them to the base. Lt. Bragg signaled that 5 parachutes and the spare had been "used" so five of the crew could not bail out. He made the decision that if they could not bail out safely, then he would stay with the plane and land it.

Two and a half hours after being hit, the aircraft made its final turn to line up with the runway while it was still over 40 miles away. It descended into an emergency landing and a normal roll-out on its landing gear. When the ambulance pulled alongside, it was waved off because not a single member of the crew had been injured. No one could believe that the aircraft could still fly in such a condition.

The Fortress sat placidly until the crew all exited through the door in the fuselage and the tail gunner had climbed down a ladder, at which time the entire rear section of the aircraft collapsed onto the ground.

The rugged old bird had done its job!

FORWARD SCOUT

BRISBANE SUNDAY MAIL
17/7/11

WITH RUPERT MCGALL

Young Ben Schumack gathered his script, rose to his feet with a deep breath, swallowed his nerve and marched to the microphone, alone. In that big school assembly hall, the poem he was about to deliver would reverberate off walls and echo through the ears of his St Columban's peers in Caboolture.

A slouch hat hung on a white cross stationed in front of him. It was the week before Anzac Day and he recited with all the raw and admirable adrenalin of youth.

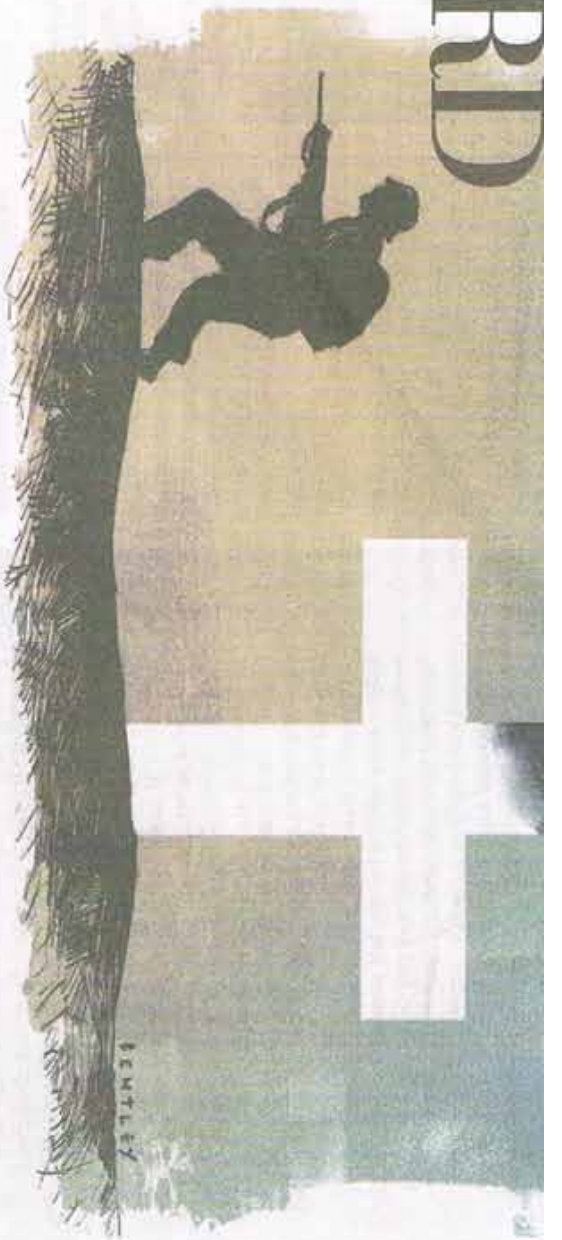
*Each man has his job
And each one takes the chance
That he will stand before his God
But ask of any soldier
What he thinks about the scout
The one that leads the others
The lonely forward scout*

On a foreign field in Long Khanh, Young Ray Kermode gathered his rifle, crouched to make himself one with the terrain, swallowed his nerve and scouted forward through the thick Vietnamese jungle, alone. It was July 1969.

Somewhere behind him, his men. His mates. One of those young Aussie soldiers was Derek Nixon-Smith, the son of a highvale dairy farmer from northwest of Brisbane. Two enemy snipers were spied and engaged. One fell dead. The other turned and ran. The men of 9RAR gave chase.

In a split second, the jungle spat fire at them from all directions. Lashed by mayhem, they'd landed smack bang in the middle of an ant nest and an angry one at that. It was an ambush.

Rocket launchers obliterated palm trees above, as



strapped rained down in heavy showers of hell. As Pte Nixon-Smith motioned for cover, it felt like the looming hand of death itself, grabbed him by the back of the head and pushed his face into the mud. He was hit.

And out in front, Pte Kermode had the best view in the house. After all,
*He's the first one into danger
The first to face the shots
He sees and hears what other miss
And reads right on the spot
For none may walk beside him
While he's up in front, the scout
He's known as both the eyes and ears
The lonely forward scout*

When Pte Nixon-Smith woke up, he thought he must have passed into the next world. Through his groggy haze, he honed focus on a screen to vaguely make out some guy in a strange white suit stepping out from a weird-looking ship then bouncing through outer space. Heaven, hell or hallucination?

Once the nurse at Long Binh Hospital convinced him it was history instead, he was told of the man who stepped forth in his own hour of need. Being honest (as soldiers generally are) he never quite clicked with Stephen Evans and yet Cpl Evans was the first man by his side when life hung in the balance.

He was the Fairfield-born poet who penned these words.
*But man is man and life goes round
And returns to form a ring
The whispering of the leaves may mean
That death is on the wing*

*The rifles boom, the rockets crash
Many lives hang deep in doubt
His chest now but a crimson cloak
The lonely forward scout*

In that action on July 19, 1969, the day before man landed on the moon, nine Australian soldiers were wounded. One courageous soul lay dying, destined to return to his family in the most honourable of coffins. Ray Kermode. A 21-year-old kid from Manly in Brisbane. The lonely forward scout.

Cpl Evans recited this ode to his friend in the eulogy at his funeral. It might have honoured the ghosts of any number of Australian soldiers in the history of war.

When 16-year-old student Ben Schumack stood tall this year and echoed the poetic sentiment, he did so at a school that educated some of Pte Kermode's mates. They are commemorating the anniversary of that moment in their lives this weekend.

How many kids sitting in that big assembly hall will follow? Only destiny knows, but as much as these haunting words pay tribute to one, they pay tribute to all.

*There now lies in our sunburnt land
Deep down beneath the earth
A boy who died a soldier's death
For all this, it was worth
We were hit from every side it seemed
Just able to get out
But there up front, alone, he died
The lonely forward scout
Thank you Ray,
Lest we forget.*

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86 Illabunda Drive
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The Hon. Dr M Kelly AM MP
P.O. Box 214
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Dear Dr Kelly,

I have just accessed a link sent to me by a Queensland colleague and listened to your recent interview on 2CC wherein you attempted to defend your Governments rejection in the Senate of the Provate Members Bill for fair indexation of military service pensions. You may be interested to know that your interview is being circulated to all retired Service personnel throughout the country, which explains how it came to my attention on the South Coast of NSW via such a circuitous route.

Mike, I knew you when you served in the Army and I know you now as my local Member. When you were elected to represent my electorate I expected you to fairly represent the intersts of the retired military fraternity, without fear or favour, given your pre-election statements and your understanding of military service and all that it entails - it's the only form of "public service" with ultimate sacrifice obligations.

As one ex-serviceman to another, let me convey to you in the simplest of terms my deep feeling of revulsion regarding your defence of the stance adopted by your party, with the support of the Greens, in overturning the Bill. My feeling of repugnancy was deepened by your contemptible attempt to shift the blame for the lack of fair indexation to the previous government - in reponse to your comment in regard to the "river of gold" that the previous government had at it's disposal and did nothing. I simply note the river is now much deeper and wider in 2011 and more is being squandered by failed Federal Government programmes than ever before.

You continue to proclaim that the cost of fair indexation places it beyond support because of budgetary pressures. The cost is only large if you are naive and believe figures proffered by DoFD which are pure political spin designed to sway support against the Bill. A thinking person doing a modicum of independent research, instead of blindly regurgitating the "dark arts" figures (as revealed in the recent Tanner book), would find that the real cash cost of the Fair Indexation Bill is about half of what you assert and that is before clawback. To suggest that **\$90m** (\$60m after clawback) over **four years** from an annual budget of **\$300Bn** is unaffordable defies credibility, and fools few; certainly not those who elect you in Eden-Monaro.

Your party has erred badly in its reading of the strength of disgust within the community regarding this matter. The hypocritical actions of the Prime Minister and you, my local member, have not been lost on the extensive retired community that I associate with in and around Batemans Bay - we might be old but we still vote.

From your recent comments on 2CC, clearly aged pensioners (and your own political pension) rate far higher in your mind than Service pensioners, despite your much touted military (legal) experience. How quickly one can forget, but let me assure you those in your electorate will not, nor will the many now listening to your interview.

Yours sincerely,

Peter Criss AM AFC
Air Vice-Marshal (Ret'd)

ADAA / NZADA / UKADA REUNION 2012

Please be advised of initial information to hand for the 2012 ADAA Reunion.

Location: Wellington, New Zealand

Dates: Sunday April 22nd - Thursday April 26th (depart Fri 27th or later if you wish)

Accommodation Venue: James Cook Hotel Grand Chancellor, 147 The Terrace, Wellington

Accommodation booking methods will be advised as they come to hand.

We are also advised that a few of the Kiwi contingent will be settled into the bar by Saturday April 21st!

PARACHUTE RIGGING IN AFGHANISTAN

by Chief Warrant Officer (W-3) Jeffery S. Page, USAR

With the poor infrastructure, unimproved roads, and numerous remote unit locations in Afghanistan, aerial delivery is a vital asset in resupplying our Soldiers. The first airdrops began on 8 October 2001 as humanitarian aid for Afghan civilians. As the war completes its eighth year, aerial delivery is more vital than ever.

Since 2001, the airdrop of supplies has been essential to resupplying units in remote locations inaccessible by truck. The airdrop process usually begins with the customer who, after determining an aerial delivery requirement, submits a logistics support request. The movement control team processes the request and submits an intratheater airlift request. Once the request is approved, the parachute riggers configure the requested supplies on a "skid board," a 1-inch thick piece of plywood that is either 48



by 48 inches, 48 by 72 inches, or 48 by 96 inches in size. The size of the skid board is determined by the type of supply to be dropped. Holes are drilled in the plywood as appropriate, and cardboard honeycomb (energy-dissipating material) is glued to the top. An A-22 container is placed on top of the cardboard honeycomb, and the supplies are then configured on the containerized delivery system (CDS) bundle. The supplies are strapped in, the skid board is tied to the bundle, and the parachute is placed on top, completing a CDS bundle weighing between 500 and 2,200 pounds.

Next, the bundles must go through a joint airdrop inspection, which is conducted by qualified parachuteriggers and Air Force personnel. After passing the inspection, the bundles are transported to the aircraft and loaded. The parachute riggers and Air Force personnel inspect the bundles again when they inspect the configuration of the aircraft load. At this point, the parachute rigger's job is complete.



The requirement for aerial delivery support in Afghanistan has increased yearly, giving each rotation of parachute riggers the opportunity to outperform the previous rotation. In 2008, the total weight of all CDS bundles almost tripled the 2007 total, increasing from more than 3 million pounds to nearly 9 million pounds. With a success rate of more than 98 percent, the parachute riggers lived up to their motto, "I will be sure always."

In 2009, the 25 parachute riggers of the 11th Quartermaster Detachment (who were replaced by the 612th Quartermaster Detachment in mid-June) and 8 riggers from the 824th Quartermaster Detachment set the pace for CDS resupply to our Soldiers in the fight. During the first 6 months of 2009, the units rigged and airdropped nearly 6 million pounds of supplies, including food, water, ammunition, clothing, building materials, and humanitarian supplies. On top of the impressive CDS totals, the Soldiers rigged 675 low-cost, low-altitude bundles totaling more than 400,000 pounds and provided support for numerous sling-load operations. In addition to their heavy workload for supporting Army units, the parachute riggers of the 612th and 824th were able to provide airdrop support to the Marines when host-nation trucks were unable to get them supplies on time.

The month of June 2009 saw a significant rise in aerial delivery totals, with 1,358 bundles totaling nearly 2 million pounds. The riggers of the 11th Quartermaster Detachment began the operations for June and were replaced

in the middle of the month by the 612th. This transition was transparent to customers in the field as deliveries continued without interruption. The two units' combined total for June was nearly 1.5 million pounds. The 8 parachute riggers of the 824th contributed an impressive 472,150 pounds to the month's total.



The riggers exceeded June's total in July by rigging more than 1,400 bundles totaling 1,995,005 pounds. The 612th Quartermaster Detachment rigged 1.1 million pounds, and the 824th rigged 872,000 pounds. In August, the 2-million-pound mark was passed. The 612th, assisted by the 647th Quartermaster Detachment, rigged 1,008 bundles totaling 1,153,560 pounds, while the 824th rigged 587 bundles weighing a total of 885,460 pounds. The bar was raised again in September, as riggers shattered the August record by rigging and airdropping over 2.23 million pounds of supplies. The 612th, assisted again by the 647th,

rigged 1,008 bundles totaling 1,153,560 pounds. The 824th nearly reached the 1-million-pound mark, preparing 642 bundles weighing a total of 955,040 pounds.

The yearly record set in 2008—nearly 9 million pounds airdropped—was broken by the middle of August, with a total of nearly 10 million pounds airdropped by the end of the month. The performance of all of the parachute riggers deployed in support of Operation Enduring Freedom set the standards for others to follow. They, along with the Air Mobility Division of the Air Force, provided the warfighter with the necessary supplies to accomplish their mission. Chief Warrant Officer (W-3) Jeffery S. Page, USAR, is a senior airdrop systems technician assigned as the command airdrop adviser for the 143d Sustainment Command (Expeditionary), U.S. Army Reserve, serving in Kandahar, Afghanistan. He was a parachute rigger on active duty from 1984 to 1989. He is a graduate of the Warrant Officer Basic Course, Ram Air Parachute Systems Course, Airdrop Load Inspector Certification Course, and Jumpmaster Course.





Thought some of the older despatchers might cruise down memory lane as they view the pictures of a couple of great aircraft used by the RAAF during their period of service, I know myself I can remember moving from the C47 to the Caribou when I was in 40 Air Supply Platoon in the early 60s, and I among others was very impressed with the old bou-bo.

Other fond memories are when you were under the Iriquois doing slung loads a bit scary when you first have to stand underneath a hovering chopper. The aircraft in the photos are on display at the RAAF heritage centre at the RAAF base Amberley which is now opened to the public.

The cabibou was the last one to fly on operational duties for the RAAF. The heritage centre is opened on the 2nd sunday of each month or Tues/Thurs by appointment between 9.00am-3.00pm. To visit just turn up to the main gate at Amberley and a bus will convey visitors to the centre.

Ron Garland



VETERAN COMMUNITY SUPPORTED TO TACKLE CLIMATE CHANGE

The Minister for Veterans' Affairs, Warren Snowdon, said the Gillard Labor Government is providing a tailored package of household assistance payments for the veteran and ex-service community to deal with the impact of a carbon price.

"The Australian Government has a plan to build a Clean Energy Future for our children and grandchildren by taxing our biggest polluters - and return every cent to assist households, support jobs and tackle climate change.

"Because some of these big polluters may choose to pass on these costs to households, we have announced a comprehensive household assistance package to provide support payments to approximately 350,000 veterans, their families, war widows and widowers.

"This is a comprehensive support package that will ensure households with the greatest need are not adversely affected by a carbon price," Mr Snowdon said.

"Through a combination of lump-sum payments and ongoing fortnightly or quarterly supplements, eligible veterans and their families will receive direct financial assistance to help with the costs of a price on carbon."

Payments will commence in May 2012 with the 'Clean Energy Advance', an upfront payment of between \$190 and \$374.

This will go to eligible service pensioners, seniors supplement recipients, war widows and widowers, disability pensioners, permanent impairment recipients and wholly dependent partners (under the Military, Rehabilitation and Compensation Act 2004).

Following the up-front payment, from March 2013, ongoing assistance for this group will be provided through either fortnightly or quarterly payments. These payments will amount to an increase in benefits of between \$7.40 and \$20.90 per fortnight.

A service pensioner on the single rate will receive \$250 upfront in May or June 2012 and after March 2013, \$13.50 in ongoing fortnightly payments, with couples receiving \$190 upfront each and from March 2013, \$10.20 ongoing per fortnight.

For a veteran on a disability pension, their payment will depend on the rate of pension. Veterans receiving up to 100 per cent Disability Pension will receive \$132.00 upfront and \$7.40 per fortnight ongoing, while a veteran on Special Rate (TPI) will receive \$374 upfront in June 2012 and \$20.90 per fortnight in March 2013.

Veterans on a disability pension and service pension receive both payments.

Children of veterans and members receiving payments under children's education schemes will also receive assistance. They will receive two lump sum payments—in June 2012 and 2013—with ongoing assistance commencing on 1 January 2014.

Veterans that earn an income may also benefit from tax cuts. All taxpayers, whose income is up to \$80,000 will get a tax cut, with most getting a cut of at least \$300.

It is important that veterans have access to direct information about what a carbon price means for them.

For more information on the full suite of measures please visit www.cleanenergyfuture.gov.au or call 1800 057 590.



HAVE ONE ON US AT GULGONG RSL CLUB

Visiting Gulgong?

STOP REVIVE SURVIVE

Drop into the Gulgong RSL Club, show your Defence ID or current RSL Australia membership card and Gulgong RSL Sub-Branch will shout you and your partner a cuppa or cold one*

Gulgong RSL Club 64 Herbert St Gulgong, next to the Tourist Information Centre

More information see the Gulgong website <http://www.gulgong.net/>

*Excludes spirits and bottled wine.)

This is the speech given at Fort Rucker when they retired the last Huey on 17 May 2011

As a Vietnam Veteran Army Aviator, I would like to thank everyone for coming to this special occasion, on this to be honest...very sad day, the end of an era. An era that has spanned over 50 years. The retirement of this grand old lady "OUR MOTHER" ... the Huey.

I would like to thank, MG Crutchfield for allowing me to speak at this event and try to convey in my own inadequate, meager way.. what this aircraft means to me and so many other Vietnam veterans.

First a few facts:

It was 48 yrs ago this month that the first Huey arrived in Vietnam with units that were to become part of the 145th and the 13th Combat Aviation Battalions; both units assigned here at Ft Rucker today. While in Vietnam, the Huey flew approximately 7,457,000 combat assault sorties; 3,952,000 attack or gunship sorties and 3,548,000 cargo supply sorties. That comes to over 15 million sorties flown over the paddies and jungles of Nam, not to include the millions of sorties flown all over the world and other combat zones since thenwhat a amazing journey.... I am honored and humbled to have been a small part of that journey.

To those in the crowd that have had the honor to fly, crew, or ride this magnificent machine in combat, we are the chosen few, the lucky ones . They understand what this aircraft means, and how hard it is for me to describe my feelings about her as a Vietnam combat pilot.... for she is alive... has a life of her own, and has been a life long friend.

How do I break down in a few minutes a 42 year love affair, she is as much a part of me, and to so many others,,,as the blood that flows through our veins. Try to imagine all those touched over the years ...by the shadow of her blades.

Other aircraft can fly overhead and some will look up and some may not; or even recognize what they see but, when a Huey flies over everyone looks up and everyone knows who she is... young or old all over the world she connects with all.

To those that rode her into combat... the sound of those blades causes our heart beat to rise... and breaths to quicken... in anticipation of seeing that beautiful machine fly overhead and the feeling of comfort she brings.

No other aircraft in the history of aviation evokes the emotional response the Huey does... combat veteran's or not... she is recognized all around the world by young and old, she is the ICON of the Vietnam war, U.S. Army Aviation, and the U.S. Army. Over 5 decades of service she carried Army Aviation on her back, from bird dogs and piston powered helicopters with a secondary support mission, to the force multiplier combat arm that Army Aviation is today.

Even the young aviators of today, that are mainly Apache pilot's, Blackhawk pilot's, etc., that have had a chance to fly her will tell you there is no greater feeling, honor, or thrill then to be blessed with the opportunity to ride her thru the sky... they may love there Apaches and Blackhawks, but they will say there is no aircraft like flying the Huey " it is special".

There are two kinds of helicopter pilots: those that have flown the Huey and those that wish they could have.

The intense feelings generated for this aircraft are not just from the flight crews but, also from those who rode in back ...into and out of the "devils caldron". Â As paraphrased here from "Gods own lunatics", Joe Galloway's tribute to the Huey and her flight crews and other Infantry veterans comments:

Is there anyone here today who does not thrill to the sound of those Huey blades?? That familiar whop-whop-whop is the soundtrack of our war...the lullaby of our younger days it is burned in to our brains and our hearts. To those who spent their time in Nam as a grunt, know that noise was always a great comfort... Even today when I hear it, I stop...catch my breath...and search the sky for a glimpse of the mighty eagle.

To the pilots and crews of that wonderful machine ...we loved you, we loved that machine.

No matter how bad things were...if we called ... you came... down through the hail of green tracers and other visible signs of a real bad day off to a bad start. Â I can still hear the sound of those blades churning the fiery skyTo us you seemed beyond brave and fearless... Down you would come to us in the middle of battle in those flimsy thin skin -chariots ...into the storm of fire and hell,.....we feared for you , we were awed by you. We thought of you and that beautiful bird as " God's own lunatics"... and wondered ...who are these men and this machine and where do they come from Have to be "Gods Angels".

WALLGROVE MEMORIES – PART 3

Well there comes a time in everyone's peaceful existence at that Mecca of the outer Western Suburbs – Wallgrove – that “s..t” happens. The only bright shining lights were the “Nama” Hotel – now politically incorrect, and the Rooty Hill RSL (is that also politically incorrect?)

Anyway, after various training exercises etc, it was decreed that we would have a parade. The CSM – the unforgettable Dave Armstrong, was in charge. On parade he asked for a volunteer to attend a Clerk Admin course (ECN 074 as I recall but I bow to superior memories). As usual, when asked if anyone wanted to volunteer, we took the normal two steps back. Anyone left standing in their original position was ‘fair game’. We had learnt our lesson well, particularly from our basic/corps training.

Then he gave me his steely eye look – which made me shiver and quake in my boots. In his candid and forthright manner, he said, laced by some expletives, best left unsaid - “Private Carpenter, I’ve checked your records (PRs) – you were a cadet accountant before call-up – is that correct?” There is only one response one can make when challenged directly by one's CSM!

You have to answer yes and hope for the best. OK he said – pack your gear – you're it and you're off to Randwick Barracks for a 10 week course starting next Monday. That's called “volunteering”. But for that I have a lot to thank him for, which will be continued. Certainly Randwick Barracks was a welcome change from Wallgrove – many more pubs etc. In retrospect I have nothing but admiration and affection for CSM Edwards – even though he was a “Pommy Bastard”. He taught me a lot of life lessons. Please take this in context.

2791165

RAASC

Pte (T/Cpl) and then Captain (RAAOC much later on).

TREASURER'S REPORT TO JUNE 30, 2011

The following report is for the period July 1, 2010 - June 30, 2011.



Profit & Loss [Cash]

1/07/2010 through 30/6/2011

Income

Subscriptions	\$3,523.00
Merchandise Sales	\$1,343.70
Donations	\$170.00
Postage Pd for Merchandise	\$8.70
Total Income	\$5,045.10

Expenses

Bank Fees & Charges	\$99.52
Newsletter Costs	\$275.55
Postage	\$118.70
Postage - Merchandise	\$155.00
Stationery Supplies	\$9.50
Soldier of the Year award	\$52.70
Total Expenses	\$710.97

Net Profit (Loss) **\$4,334.13**

Balance Sheet

As of June 2011

Assets

Bank of QLD	\$12,680.64
Paypal Holding	\$265.40
Undeposited Funds	\$39.80
Stock on Hand	\$5,572.10
Merchandise Cash on Hand	\$4.40
Total Assets	\$18,587.34

Liabilities

\$0.00

Net Assets

\$18,587.34

Accumulated Funds

Retained Earnings	-\$3,026.69
Current Earnings	\$4,359.39

Total Accumulated Funds **\$18,587.34**

Historical Balancing Account **\$17,254.90**

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WO2 Garry "Jock" McGravie

US RIGGER LIAISON OFFICER

Position Vacant - nominations accepted
- please forward to Secretary.

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Mr Ross Adams

HONORARY AUDITOR

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