

THE “CLIPPED WINGS”

OFFICIAL NEWSLETTER OF THE AIR DISPATCH ASSN. OF AUSTRALIA

WINTER EDITION – JULY 2013



PRESIDENTS REPORT

The second quarter of the year saw the loss of Lt Col Warren Bassam.

Warren flew sorties in Borneo and Malaya with British AD Companies during the confrontation.

I personally served with him in 2 Div Col and North Malaya with 28 Bde.

He will be missed by many in the service (Vale inside this issue)



Reunion Gulgong 2013

This activity was a “CRACKER” with support from RNZAF (Wing Commander from Canberra) plus family, who were involved in all official duties.

176 Sqn. AD NCO’s carried the new banner and, as always, they did their unit proud, joining in all the functions held over the five days, well organized by Chris Gill.

Many thanks for the effort put in by Chris and Lyn it was much appreciated by all. More in this edition.

Copies of Jock McGraive’s “The History of Australian AD” are slowly being distributed.

On my welfare rounds of the members who are located in North of the Sunshine Coast and thanks to the info given to me by Barry Gannon, I found Trevor Mumford, ex 186 AD in full care at Gympie Nursing Centre.

Trevor has had a stroke on one side and is paralysed. He is pretty lonely and would welcome a phone call from members who have served with him.

His contact number is 07 5482 2634.

International Reunion - Charleston SC USA 2014

Barry Gannon in conjunction with the Red Hat Chapter has put his hand up to organize the Australian members attending. Barry needs to know who will be making the trek! Info will be supplied as issued from the Red Hat Chapter USA.

Gary Cole
President



GULGONG 2013

The re-union was held in Gulgong during ANZAC Week 2013 and seems to have been enjoyed by those were able to find where it is.

Close to 50 attended and it was good to catch up with some of the "OLD & BOLD"

The Official Guest was Wing Commander Ron Logan, RNZAF

with his wife Angie (ex RNZAF) and daughter LAC Nicky Logan, RNZAF (see right)

The Annual General Meeting of the ADAA was held on the 24th April. Minutes of the meeting are on the ADAA website. www.adaa.net.au

The new Association banner was paraded for the first time as part of the ANZAC Day march.

A dinner was held on the 23rd and went well.



The Member for Orange, the Honourable Andrew Gee, MP was a guest at the dinner.

He gave the ADAA a plug in State Parliament as being the most resourceful group he has met, and gave the Honourable Charlie Lynne a serve in the house for his absence from the re-union.

(A copy of Hansard will be posted on our website.)

**We hope to see
YOU...
at the next one!**





The March makes its way to Gulgong's ANZAC Park on 25th April 2013.



Sergeant Jeremy Zemcevicus walks to lay a wreath at Gulgong's Anzac Park.



Wing Commander Ron Logan of the Royal New Zealand Air Force was the special guest at the Gulgong Anzac Commemoration Services.



THE LAST POST: Bugler Logan Birchall performs the 'The Last Post' at Gulgong's Commemoration of Anzac Day, also pictured are Harry Kruger (right) and Corporal Michael Dunston (saluting).



**SINCE '68: (Middle, from left)
Chris Gill, Ian "Spike" Young,
Darrell Jones
and Graham "Pappy" Papworth,
Members of Air Dispatch Unit 176
together as a group
for the first time since 1968.**

**They are pictured with
Sergeant Jeremy Zemcevicius (left) and
Corporal Michael Dunston (right).**

Secretary - Chris Gill's Report.

While we had everyone together, a General Meeting of the Association was held in Gulgong on the 24th April 2013. Minutes of the meeting will be on the ADAA website soon. The minutes should be read as they contain amendments to the ADAA Constitution!!!!



Certificates of Appreciation have been prepared and will be forwarded to our official guests.

22 PI Charlie Coy, 1RTB have requested the Association renew a past affiliation with them. I have been in contact with them and the Committee are considering the request. I will be in Wagga Wagga shortly and will speak to the staff about it.

In the past, we gave a plaque to be presented on march-out and I believe that it went to the most improved soldier? The recruits raise funds which they then present to their affiliated association on march-out. I support the idea as it will engender interest in our trade.

The National Vietnam Veterans Museum, on Port Phillip Island, has approached us about supplying items for an Air Dispatch display. Currently there is no mention of our contribution in the museum. COPIES OF ANY PHOTOS, ITEMS OR ANYTHING YOU CAN OFFER, can be sent to the Secretary.



Dept of Defence Disposals advised they may have AD equipment that they will GIFT to us. This will be a good start to the AD display in the museum if we get moving on it.

Applications for funding have been submitted to DVA. The board meet this month to consider all applications. Here's hoping!
I am available for contact anytime you have questions or opinions or ideas.

In 2005, the Association was presented with the music score for an Air Dispatchers "Quick March" produced by WO1 Justin Mathews, of The Band of the Royal Lancers. Our lifelong Brit mate Ron McCaffery organised this for us. I have been in touch with a couple of bands about having it recorded. The process is a bit detailed but it will be pursued.

Happy Landings
The Hon Sec.

Questions from Mr Ed... (aka. Pat Slee)

In an effort to keep your "Clipped Wings" topical and relevant I ask for comments, suggestions, critique' and even criticism... (but just remember how sensitive I am ☺)

- i) Should we include pension and other income related information in the CW or are they covered sufficiently in other specific ESO publications?
- ii) Should we begin a "Letters to the Editor" section where you can express your views on something or anything?
- iii) Should we begin a "Post a Photo" section where you can send a photo and caption to share with the amassed multitude of readers?
- iv) Should Mr Ed apply for a Pulitzer Prize yet... or is it a bit early?

None of these activities will cause premature death, but will require some effort on YOUR part...

Reply: clippedwings@adaa.net.au or phone Pat 07 5549 1778



THE C-27J

“MORE THAN A CARIBOU REPLACEMENT”

The AIR 8000 Phase 2 Battle Field Airlifter (BFA) project hit a major milestone recently with the re-establishment of 35 SQN at Richmond as part of the RAAF’s preparations for the introduction of the C-27J Spartan into service. This follows news in December that the first RAAF C-27J fuselage had entered Alenia’s final assembly line in Italy.

It was fitting that 35 SQN be chosen to operate the new aircraft, having been dis-established in 2000 following the consolidation of DHC-4 Caribou operations with 38 SQN. At that time a number of Caribou airframes were retired, and 38 SQN’s remaining 14 operational aircraft were moved north from Richmond, initially to Amberley and then on to Townsville.

35 SQN has one of the most active associations in the RAAF, and many of its former members continue to take an active interest in maintaining the legacy of ‘Wallaby Airlines’ as the unit was called during the Vietnam conflict.

Indeed, new squadron commanding officer WGCDR Brad Clarke told *Australian Aviation* that the association has been very supportive in the lead-up to and since the unit was re-established. “It hasn’t been that long since 35 SQN shut down, so there are still a lot of people who have a connection to the unit. People are pretty excited about seeing the squadron back — and that makes our task a lot easier. It’s important to have good balance there — you can’t just look back to the point where you just re-invent old practices for a new system, but it is important to acknowledge and honour the unit history.” Part of 35 SQN’s initial tasking is to determine what resources it will need — both materiel and human — and when, and to establish a priority list and timeline. “The next 18 months is about establishing 35 SQN as a unit,” explained WGCDR Clarke.

“There is the lead-up to the introduction of the aircraft and setting ourselves up to conduct training and to maintain and operate it, plus there are a number of things we need to do to make 35 SQN a fully operational unit. Some of these tasks will be ongoing for the life of the project. It will be five or six years before everything is properly matured, but we need to be in a place in 18 months’ time where we can receive our first aircraft, commence training and operate as a unit that now has aircraft operation and maintenance responsibilities.”

While it is too early to specifically nominate where the initial cadre of 35 SQN aircrew personnel will be drawn from, WGCDR Clarke suggested a high percentage would come out of other Air

Lift Group (ALG) platforms such as the C-130H/J, C-17 and King Air. “Over time there will be graduates from 2FTS and potentially there’ll be pilots who come from outside of ALG as well,” he said. “We have a higher percentage of C-130H aircrew right now because they were in place and had the necessary skill-sets.”

The initial group of maintenance staff has been drawn from a number of RAAF platforms in an effort to get the right mix of experience to set up the squadron and to establish the initial processes. While around half have C-130H/J experience, others have been chosen because they have previous deployment experience, or they have demonstrated an understanding of technical airworthiness management processes, or they have previously been involved in the introduction of a new type. “That initial cadre is very important,” said 35 SQN’s senior engineering officer, SQNLDR Scott Nelson. “We are establishing things that will last the life of type. We have a couple of guys with Caribou experience, but they weren’t selected for that experience. Overall we’ve got a very good mix of experiences across the board, certainly enough for us to achieve what we need to in the maintenance and logistics domains.” Interestingly, SQNLDR Nelson was formerly a junior engineering officer at 35 SQN in the 1990s when it operated Caribous, so he has come full circle back to lead the engineering element of the unit.

The initial training for 35 SQN on the C-27J will be conducted from mid next year at Robins AFB in Georgia by prime contractor L-3. Two levels of training will be conducted — a ‘train-the-trainer’ level for 35 SQN’s own flying and maintenance instructors, and conversion training for line aircrew and maintenance personnel. The RAAF’s first three aircraft will be delivered direct to Robins to train on from mid-2014, before deliveries commence to Australia in early 2015. A training system, including simulators, will also be acquired as part of the project, but this is not due to be delivered until 2017.

An Initial Operational Capability (IOC) is expected to be declared by the end of 2016, and this will see sufficient manpower and sustainment resources in place to operate at least four aircraft for training and domestic or regional operations. Full Operational Capability (FOC) is expected to be realised by the end of 2017.

Efficiencies

The decision to initially base the new aircraft at Richmond has been questioned in some quarters, especially with many elements of the unit’s likely end-users — the Australian Army and the RAAF’s Combat Support Group (CSG) — positioned further north. “It was a combination of factors that saw Richmond chosen,” said WGCDR Clarke. “We’ve got infrastructure here following the C-130H retirement, so the availability of hangar space and a headquarters facility was one of the key factors.”

The commonality of many of the C-27J’s systems with those of the larger C-130J which is also based at Richmond with 37SQN was also taken into consideration. The two aircraft share many of the core avionics and mission systems as well as the Rolls-Royce AE 2100 turboprop engine — the C-130J operates the AE 2100D3 whereas the C-27J’s engine is the AE 2100D2A.

But despite the similarities, the Director of the BFA Transition Office (D BFATO), GPCAPT Steve Young, explained there are necessary differences between the two types. “Obviously the airframe is different, and being ‘common’ in some areas doesn’t necessarily mean being interchangeable. The engines and props are two good examples — you couldn’t take an engine off one aircraft and put it on the other but a lot of the sub-components are interchangeable, and you could send the engines for servicing to the same venue and they would have no problems supporting it. The props are also set up differently, but the components are essentially the same. This degree of commonality will allow

significant logistics efficiencies but will need maintenance and support staff to be trained on C27J specifics.”

SQNLDR Nelson added that, while some of the baseline systems of the two aircraft may be common, there are subtle differences to the aircraft as a result of their application on the airframe. For example, the C-130J has been in service with more than a dozen air forces for over a decade, and has been the subject of a decade long Block upgrade program, whereas the C-27J in USAF Joint Cargo Aircraft (JCA) form is in limited service with the US Air National Guard only and has its own upgrade process. “Being based at Richmond there will be an opportunity to leverage off some of the C-130J workshops and the Project Office will look for some process and personnel efficiency gains that way,” SQNLDR Nelson said. “And certainly ALSPO (the Air Lift Systems Program Office) will eventually benefit from whatever commonality there is between the two platforms in managing the two aircraft types.

BFATU

Supporting 35 SQN and reporting directly to the RAAF’s Director General Capability Planning (DGCP) at Air Force Headquarters, the BFATO is responsible for ensuring all the pieces of the puzzle are in place at the right time in order to bring the capability smoothly into service.

“The transition office’s job is to look across all of the elements required to make the capability work, and make sure they’re all integrated in a manner that means the capability achieves what we want out of it,” explained GPCAPT Young. “There are a number of other interactions with existing support agencies within Defence, including Army, and our purview is to hold a big picture view across all the elements of the capability.”

To this end, the BFATO structure was based on lessons learned from the C-17 introduction into RAAF service. It comprises a number of hand-picked staff with recent and strong levels of project or operational experience split between four cells — an ops cell, an engineering and maintenance cell, a workforce and administration cell, and a logistics cell.

The BFATO has been liaising with Army and with the RAAF’s CSG to better define the requirements of the capability and to assess how the new aircraft will affect how these elements do their work. BFATO staff have also visited US ANG units in Maryland and Ohio to gain a better understanding of the aircraft’s real-world performance in operations, both in the US and in Afghanistan.

In late January just after the reestablishment of 35 SQN, BFATO staff met with the unit’s initial cadre of personnel as well as DM0, ALG and 84WG staff to brief all of these elements up to a common level, and thus commence the ‘on-the-ground’ planning process for the aircraft’s operational introduction at Richmond. GPCAPT Young said he hoped many of the people from the BFATO will go on to “have a future with the capability in some form or another — it will depend on where they stand in their career progression and other aspirations.”

US cancellation

The planned cancellation of the US’s JCA program and the early retirement of the C-27J from ANG service — ostensibly as a cost-saving measure — is still expected to occur sometime this year. But the RAAF has prepared for this eventuality and does not anticipate it having a major effect on its plans. The RAAF’s aircraft will still cost the same as the price negotiated by the USAF for its aircraft, and the baseline Alenia Aermacchi configuration combined with the JCA enhancements added by US-based L-3 are both supportable and upgradeable over the longer term.

“While the C-130J is managed through a block upgrade program which all the other users have input into, the C-27J is managed differently,” said WGCDCR Clarke. “The C-27J has a spiral development program where equipment is upgraded when

required to deliver capability enhancements or to manage obsolescence. If the US divests from the C-27J, it won’t change this process.”

GPCAPT Young added that, “All we know at the moment is that the USAF is still keen to divest of it, and we should hear something soon. We are prepared so the impact won’t be significant. Our configuration is the same as the ANG is currently flying and that has a pretty robust operational history, and we have avenues in place to get all the support without having to rely on the US”

The USAF’s plans shouldn’t affect the RAAF’s delivery schedule either, with WGCDCR Clarke saying the schedule is “as firm as an aircraft delivery schedule can be and it’s unlikely we’ll see schedule delays on the aircraft. The benefit of this acquisition is



it’s not a developmental aircraft — it’s a mature production line that’s been running for many years, so short of some unforeseen significant issue, we don’t envisage any delays.”

More than a Caribou replacement

One of the worst things the RAAF could do is try to operate the C-27J like a Caribou. While much has been written about the loss of the Caribou’s extreme short and soft field performance, the reality is that this capability was rarely used and thus made up a very minor part of the BFA requirement.

In general terms, the C-27J sits between the C-130J and the Caribou in terms of its short field performance, and opens up three to four times the number of airfields it can operate into in the region compared to the C-130J. WGCDCR Clarke explained that the field performance is more about aircraft weight than size. “The C-27J will allow us to get into softer runways — much depends on how hard the runway is. There are plenty of fields around Australia and the wider region that have the physical dimensions big enough for a C-130, but they’re just too soft.” GPCAPT Young added, “the C-27 carries roughly the payload of a Chinook over ten times the distance, at roughly the speed of a C-130, but costs about half as much to operate as both of those aircraft. So it’s going to be its own unique capability. There are aspects of it that will be like Caribou, but the performance and the payload it’s carrying is considerably higher.”

WGCDCR Clarke enthused that he thinks the C-27J will be “a very useful aircraft” for the ADF. “For what’s its intended and designed to do it will be a very effective aircraft, and more importantly it will fit a gap in the total airlift continuum we have right now. The team here are very enthusiastic and excited about working towards it and I’m confident we’ll have everything in place to operate the aircraft when we need to. I am confident it will be a very positive outcome for the ADF.”

Copyright and thanks to:

Writer: Andrew McLaughlin.

Australian Aviation Magazine – March 2013 Edition.

PAUL'S PERTINENT POINTS

I have had an on-line bank account for many years with only a small balance - kept simply as an emergency fund.

Yesterday I decided to do a test transfer of funds on-line through the account to find that I could not make the transfer - no reason given. After sending off a query to the bank, I received the following reply:

"Thank you for your message.

In December 2012, the Australian government changed the law relating to unclaimed money. The new law amends the Banking Act to change the unclaimed money period from seven years to three years.

Your account falls into this category, as it has not been used since the 14th June 2010. To reactivate your account and prevent it from turning into unclaimed monies you can simply perform a transaction, either a deposit or withdraw will reactivate the account.

You can make this request over the phone; we will simply confirm some details with you and make the transaction.

Once active you will be able to make any further online transactions without issues. If you have any more questions, please let us know."

Not a problem in this instance as my "inactivity" period was two weeks over the statutory 3 years and just before the balance was transferred to the Federal Govt. Apparently after this happens, it takes a deal of paperwork and a six week wait to reclaim your own money. No doubt the Govt is hoping much of the money will never be re-claimed.

Despite me logging-in and checking the balance every month, this has not been deemed to be an "activity". What concerned me more is that the bank did not even warn me as the 3 year inactive period approached. I hear that many other banks also follow this same practice. It would not take much for these same banks to institute an automated email warning system to give customers a heads-up before the three year inactive period was exceeded.

For those who have dormant bank accounts, beware.

Cheers,
Paul Asbury

<http://www.asic.gov.au/asic/asic.nsf/byheadline/Changes+to+the+Commonwealth+unclaimed+money+laws>

AIR DISPATCH ASSOCIATION OF AUSTRALIA (Inc)

FINANCIAL STATEMENT AS AT 30 JUNE 2013 (Unaudited)

<u>Summary of Income and Expenditure from</u>	<u>01-July-2012</u>	TO	<u>30 June 2013</u>
Income			
Subscriptions	\$		3,275.00
Donations	\$		380.00
Proceeds for Sale of Merchandise	\$		1,531.65
Postage for Merchandise	\$		27.50
Interest from Bank	\$		-
Proceeds for Sale of Books	\$		380.00
<u>Sundry Income</u>	\$		733.00
<u>TOTAL INCOME</u>	\$		6,327.15
<u>Expenditure</u>			
Merchandise/Member Badges	\$		975.66
Reunion Expenses	\$		740.00
Stationery and Copying	\$		418.33
Postage	\$		501.27
Bank Fees and Taxes	\$		18.60
PayPal Fees	\$		42.46
Sponsorships	\$		442.70
Web Page Costs	\$		254.00
Incorporation Costs	\$		-
Cost of History Books	\$		360.00
<u>Sundry Expenditure</u>	\$		983.00
<u>TOTAL OUTGOINGS</u>	\$		4,736.02
<u>PREVIOUS BALANCE OF ACCOUNT</u>	<u>01-July-2012</u>	\$	10,396.64
NET CASHFLOW - YTD	<u>Positive</u>	\$	1,591.13
CURRENT BALANCE OF ACCOUNT	<u>30 June 2013</u>	\$	11,987.77
<u>Outstanding Accounts</u>			
PAYPAL	\$	24.10	\$ 24.10
<u>AVAILABLE FUNDS AT</u>		30/06/2013	\$ 12,011.87
<u>Explanation of Sundry Income</u>			
Incorporation Costs Refunded	\$	543.00	
Over-payment of Fees Received	\$	190.00	\$ 733.00
<u>Explanation of Sundry Expenditure</u>			
Payment of Incorporation Fees	\$	543.00	
Repayment of overpaid Fees	\$	190.00	
Reimbursement of Cost of Locating Lost Equipment	\$	150.00	
Reimbursement of Cash Donated for Reunion	\$	100.00	\$ 983.00

HEARD AROUND...

At the Squadron Christmas Party the D.J. yelled
"Would all married men please stand next to the one person
who has made your life worth living."
- The bartender was almost crushed to death.



I think it is disgusting how everyone has treated Lance Armstrong,
especially after what he achieved, winning 7 Tour de France races, while on drugs.
- When I was on drugs, I couldn't even find my friggin bike.

VALEDICTION - LT COL WARREN FRANCIS BASSAM - 6 Jan 1935 – 16 May 2013

Warren sent this bio to me in May 2010. Paul Asbury



Warren Bassam graduated from OCS Portsea in December 1954 in a class of just 23 graduates into the Australian Staff Corps and was allocated to RAASC.

From a large family, Warren was the youngest of 7 and left High School at 14 years of age, where he was class captain and excelled in cricket, rugby and athletics.

He was several years younger than his next family sibling, a reason for leaving school early. His father died when Warren was in his early teens.

Following a success as a retail trainee Warren also managed tennis courts as a sideline whilst playing pennant tennis. He applied for entry into OCS and was accepted with the minimum entry level of a suitable NSW Intermediate Certificate.

He matriculated through the University of Melbourne whilst a platoon commander at 20 NS Trg Bn at Puckapunyal and later was accepted into the University of Queensland for a degree course. Rapid Army postings and a growing family prevented this objective from being fulfilled.

Following the usual 5 month post graduate course at the RAASC Centre, he spent his next two years as a platoon commander at 20 NS Bn.

Tempted to transfer to Infantry, he was influenced to remain in the Corps by the then CRAASC Southern Command Colonel (later Brig -DST) V E Dowdie. A posting to 107 Sup and Tpt Platoon in NT Command followed. During his service up to this time, Warren played inter-service tennis, cricket and rugby and continued his athletic interests.

A posting as a Lt Instructor to 2 Div Colm (CMF) in Sydney followed and marriage took place whilst in this posting to Patricia (Trish) whom he had known from her teens. Together they had four sons, all who now have professional vocations.



The RAASC National Service Training Company in 20 NS Training Battalion at Puckapunyal in 1956.
Front row: 2Lt Warren Bassam, Lt Duncan Glendenning, Capt Jim "Boots" Martyn (OC), Lt Neil O'Loughlan, Lt Peter Blyth
A number of the Sergeants in this photo were later WO2 and WO1 and several were well known in the Corps, especially Sgt "Darby" Munro (2nd Row 5th from left), and Len Moore (Top Row 5th from left). Jack Lynd (Top row 2nd from left) & Ken aka "Captain" Marvel (Top Row 4th from left).
Photo provided by Warren Bassam



Posted on promotion to Captain as OC 121 Sup Dep Pl in Singleton preceded an appointment as ARA second in Command to 4 Tpt Sqn Townsville with 2RQR Battle Group. A two year appointment to Malaysia with 28 Comwel Inf Bde (Air Portable) and a British unit 3 Sqn RCT took place. A secondment from 3 Sqn RCT to the Commonwealth Land Force Borneo (COMLANBOR) located on Labuan Island saw service as OC of a UK Supply Depot and also with a UK Air Dispatch unit during the Malaysian/Indonesian confrontation flying over Borneo and Sabah. Warren captained the UK cricket team in the Brigade competition during this two year period.

A brief attachment to AAFV and service with US Army advisers in the Mekong Delta before Australia was fully committed to SVN followed. Promotion to Major on return from the Far East saw Warren commanding 2 Supply Depot, at Randwick. This Depot was the largest Corps supply unit and the principal resupply outlet for Australian forces in SVN.



HQ LSU-Malaysia - Gary Cole (CSM), Phil Dawe (ZIC) WF Bassam (OC), "Spud" Murphy (CGMS) in 1970

Two postings followed in rapid succession. First as OC 38 Supply Company where after 3 months training the headquarters was deployed for 5 months to Malaysia where Warren commanded a UK, NZ and Australian Logistic Support Unit. The unit supported 1 RAR and 9 Royal Malay Regiment and whilst designated as a 5 month five nation exercise it seemed more likely to be positioned to counter any possible resurgence of Communist terrorist activity during a serious period of conflict in SVN.

Warren was then posted as DADST Eastern Command and from there was selected to attend the Command and Staff College at Quetta West Pakistan. He was the first RAASC officer to attend this overseas staff college. Warren was awarded the Queen

Commendation for Brave Conduct with a decoration from St James Palace in 1971. (Note 1).

Return to Army office as a staff officer out of the Corps with an Engineer Directorate (accommodation and Works- (DGAW) followed.

A return to Corps on promotion to Lt Col followed as CTMO 3MD following the Corps change to RACT .

Warren was then posted as Deputy Commander 6MD Tasmania. In this appointment Warren coordinated the Jubilee Royal Visit of the Queen and also the Edinburgh Military Tattoo.

At this time of his career Warren was informally approached on two occasions (Victoria and Tasmania) to enter Federal politics.

Posted back to Army Office, Warren spent his last two years in Army Office at Materiel Branch as SO1 projects before his final posting as SO1 Coord to the Chief of Logistics.



Warren resigned from the Regular Army after 25 years service following the limited career potential offered following the Vietnam period. In addition his two older sons were beginning university and a second career was attractive at the time.

An opportunity to become the National Executive Director of the Australian Veterinary Association was his new career outside the Army. Warren was in this appointment for 12 years .He was the first non veterinarian to be in this position. He was awarded a Meritorious Service Award and made an Honorary Member of the Association. His military background and training was of great value in this demanding role. He was then the Nursery Industry Association of Australia National Chief Executive Officer which he

undertook for three years before taking early retirement to allow travel with Trish.

His other interests, apart from his growing family, are tennis and golf. He also spent 12 years with Rotary and was President of one of Sydney's largest clubs. He remains a member of the RAASC and RACT associations as well as the Air Dispatch Association and the Duntroon Society.

Warren recalls two career disappointments. One being the disbandment of the RAASC as a Corps to follow the UK in establishing the RACT, and because of the rapid departure from Vietnam by the Australian Army, he did not attend a proposed Vietnamese language training course which was to precede his role as an adviser in South Vietnam.

Warren has had the pleasure of serving with many fine soldiers both within and outside the Corps and never regretted his decision to enter OCS Portsea and the Corps.

Note 1: QCBC (Queen's Commendation for Brave Conduct - Date granted: 9 December 1971.

Citation: Staff Corps: Lifesaving in barracks fire in India)

TOO GOOD TO BE TRUE!

At the Reunion in Gulgong, four old retired ex-AD types were walking down the main street and see a sign that says,

"Old Timers Bar - ALL drinks 10 cents."

They look at each other and then go in, thinking... This is too good to be true.

The old bartender says in a voice that carries across the room, "Come on in and let me pour one for you! What'll it be, gentlemen?"

There's a fully stocked bar, so each of the men orders a Single Malt Whiskey. In no time the bartender serves up four high quality Scotch Whiskies - and says, "That'll be 10 cents each, please."

The four guys stare at the bartender for a moment, then at each other. They can't believe their good luck. They pay the 40 cents, finish their Martinis, and order another round.

Again, four excellent Single Malts are produced, with the bartender again saying, "That's 40 cents, please." They pay the 40 cents, but their curiosity gets the better of them. They've each had two Whiskies and haven't even spent a dollar yet.

Finally one of them says, "How can you afford to serve Whiskey as good as these for 10 cents each?" "I'm a retired tailor from Perth," the bartender says, "and I always wanted to own a bar. Last year I won Powerball for \$125 million and decided to open this place. Every drink costs 10 cents. Wine, spirits, beer - it's all the same."

"Wow! That's some story!" one of them says.

As the four of them sip at their Whiskey, they can't help noticing a couple of other AD types at the end of the bar who don't have any drinks in front of them and haven't ordered anything the whole time they've been there.

Nodding at the guys at the end of the bar, one of the men asks the bartender, "What's with them?"

The bartender says, "They're from Victoria, they're waiting for Happy Hour when drinks are half-price.

(That's what I was told Pappy! - Ed)



ALL JOKES USED IN THIS NEWSLETTER WERE
ORIGINALLY TOLD BY ROMAN FOOT SOLDIERS
DURING THE CONQUEST OF BRITAIN IN AD 43 !

... IF YOU KNOW ANY MORE RECENT ONES, (preferably good ones)
PLEASE PASS THEM ONTO Mr. ED - AKA THE EDITOR - Pat Slee)

A Plea from our Hon. Sec.

Would those who
attended the 2013
re-union and took photos
consider sending them to
the Secretary.

It is intended to put them
on disc for history.

Would those who sent me
photos before, please
send them again.

There were some really
good ones but I must have
deleted them.

BUGGER!!!

Cheers
Chris



It's a Jamaican
Proverb.
What does it mean?

ERBY MICKLE MEKIA MUCKLE

Turn to back page to find out

THE FINAL INSPECTION

The soldier stood and faced God,
Which must always come to pass.
He hoped his shoes were shining,
Just as brightly as his brass.

'Step forward now, you soldier,
How shall I deal with you?
Have you always turned the other cheek?
To My Church have you been true?'

The soldier squared his shoulders and
said; "No, Lord, I guess I ain't
Because those of us who carry guns,
Can't always be a saint.

I've had to work most Sundays,
And at times my talk was tough.
And sometimes I've been violent,
Because the world is awfully rough.

But, I never took a penny,
That wasn't mine to keep...
Though I worked a lot of overtime,
When the bills got just too steep.

And I never passed a cry for help,
Though at times I shook with fear.
And sometimes, God, forgive me,
I've wept unmanly tears.

I know I don't deserve a place,
Among the people here.
They never wanted me around,
Except to calm their fears.

If you've a place for me here, Lord,
It needn't be so grand.
I never expected or had too much,
But if you don't, I'll understand.

There was a silence all around the throne,
Where the saints had often trod.
As the soldier waited quietly,
For the judgment of his God.

'Step forward now, you soldier,
You've borne your burdens well.
Walk peacefully on Heaven's streets,
You've done your time in Hell.'

Author Unknown

An email received...

From Air Dispatch to Award Winner (a natural transition)



Dear Pat,
My partner **Phil Avalon** (a.k.a **Phillip Holbrow**) who served with 36 AD for 6 years in the late 60's, keeps in touch with some of his fellow servicemen, and enjoys reading *Clipped Wings*.
Phil's career after his ARMY life saw him enter the Arts world.



Now a globally recognized writer, producer director, Phil was recently inducted with a lifetime achievement award for his contribution to the Australian Film Industry.

His most recent production, a movie based on an unknown hero during World War One is in post production.



The movie, **THE STOLEN**, will be released ANZAC DAY 2014.

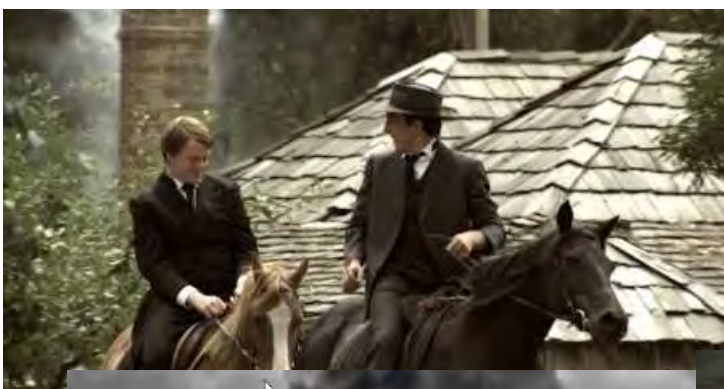
You can see a clip of the film at www.thestolenmovie.com

I thought this may be of interest to your readers, and have attached some scenes from the film.

Best regards

Olga Kay

Avalon films.



POLITICS or PERSONAL?

There's an old story about an RAASC AD Captain who inspected his diggers, and afterwards told the CSM that his men smelled pretty bad...

(There were no women in AD at that time)

The Captain suggested that perhaps it would help if the diggers would change underwear occasionally. The CSM responded, "Yes sir, I'll see to it immediately!"

The CSM went straight to the diggers barracks and announced, "The Captain thinks you guys smell bad and wants you to change your underwear."



He continued, "Rudd, you change with Drallig, Turnbull, you change with Ttobba, Fraser, you change with Maltihw, ... and so he went through the whole Sqn"

THE MORAL OF THE STORY:

Someone may come along and suggest some changes, but don't count on things smelling any better.

Translation: Every mickle makes a muckle
"Every little bit adds up to a lot"

Remember this?



Det 176 AD Coy control tower at Pelican Heights, Nui Dat, 1970

Well, for those that don't know or may have forgotten...

The ADAA has a webpage, run for us by the delightful Brenda Baber
www.adaa.net.au



From here you can link to our Facebook page

Where you can see some interesting articles and leave a message or comment on something.

The more we visit these pages and leave our mark, the more use they will be to us as an Assn.



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