

Mari-times

Official Magazine of RAAF Edinburgh

ISSUE NO. 5



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Cover Photograph

Cockpit of a P3B simulator (Photo:
492SQN photographic 'team')

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EDITORIAL COMMENT

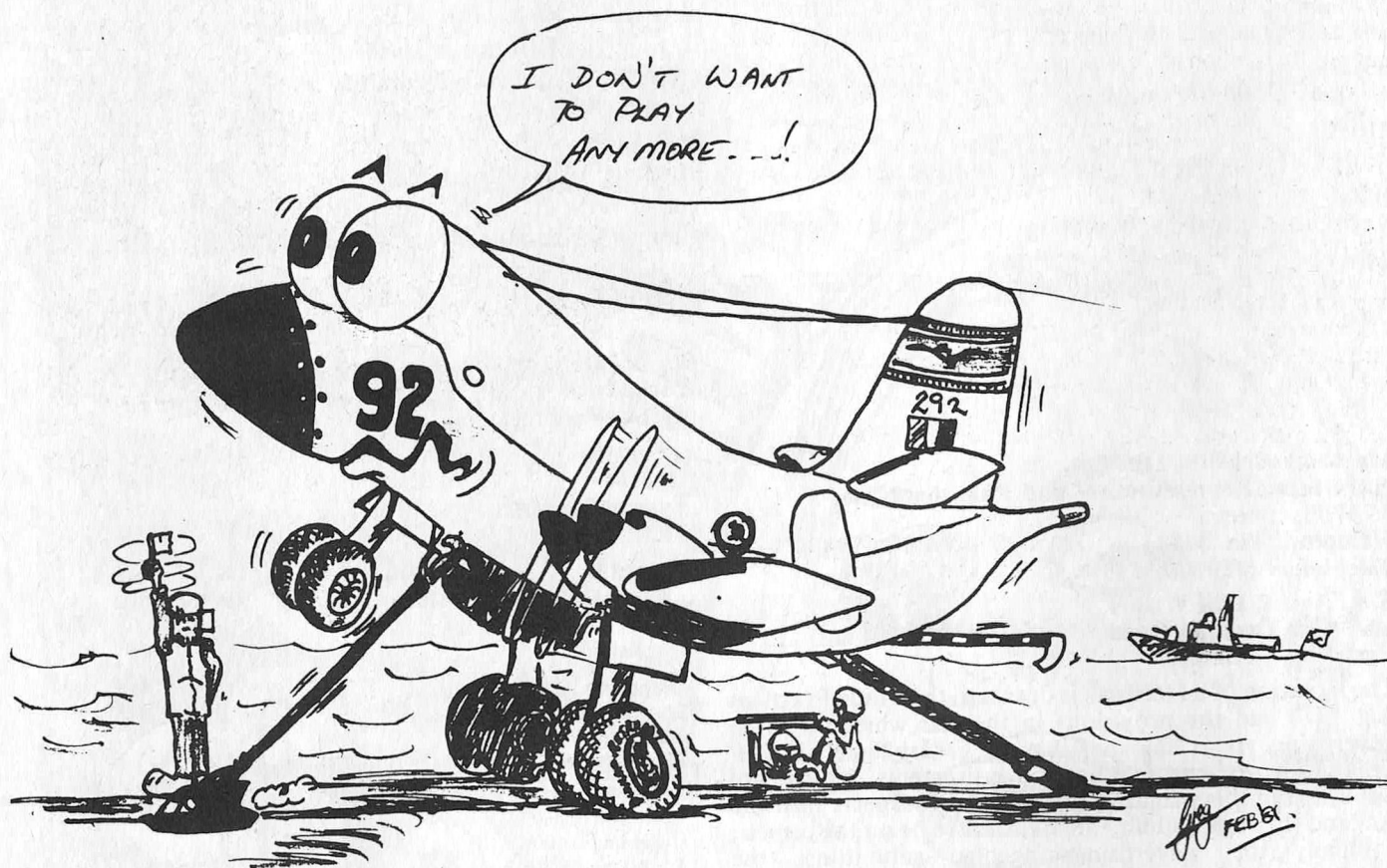
Mari-times has been going a bit over a year now and, despite some problems which has led this editor on a regular path to the Front Office, we have produced some good material. We have been particularly blessed with the standard of pictorial and cartoon coverage. Now the time has come for review.

The unit representatives are now committed to the idea (that is, they have been TOLD) that they should try to extract one major article from their unit for each issue. In that way we will ensure that Mari-times has been good spread of unit material. (You will notice that is this issue Base Squadron has weighed in with articles to make up for a long period out in the cold).

Obviously there is a limit to the number of articles that

can be written about the functions of units. There is no limit though to the potential for stories from the many sport-int clubs at Edinburgh. So I make a special appeal to the publicity officers of those clubs to generate copy for us. Bear in mind, of course, that you may have to wait 3-4 months to see your story in print. For that reason, try to avoid articles on sport results which will be old hat by the time they appear. On the other hand, it may be that sporting personalities have emerged that deserve a picture and a story; or, perhaps, you would like to publicize what your club does. If you have any doubt about the sort of thing we want, please ask your unit's magazine representative for guidance.

SQNLDR John Cole
Editor



HAVE SANDWICH WILL FLY

by Flight Lieutenant Ken Sharpe

If you see a cook with bloodshot eyes and mumbling nonsensically to himself early one morning, sympathise with him, as he is most likely a victim of the "Have Sandwich Will Fly" syndrome. The symptoms, most common to the three cooks and one cook's assistant in our inflight section, are early morning callouts, late night callouts, no social life and plenty of hard yakka resulting from successfully feeding our aircrew and passengers whilst in the air.

Our inflight cooks produce a large range of inflight meals including salad trays, sandwiches and boxed lunches, bulk rations comprising fresh meats, vegetables, eggs, ect and assorted frozen meals for Orion, ARDU and visiting aircraft crews.

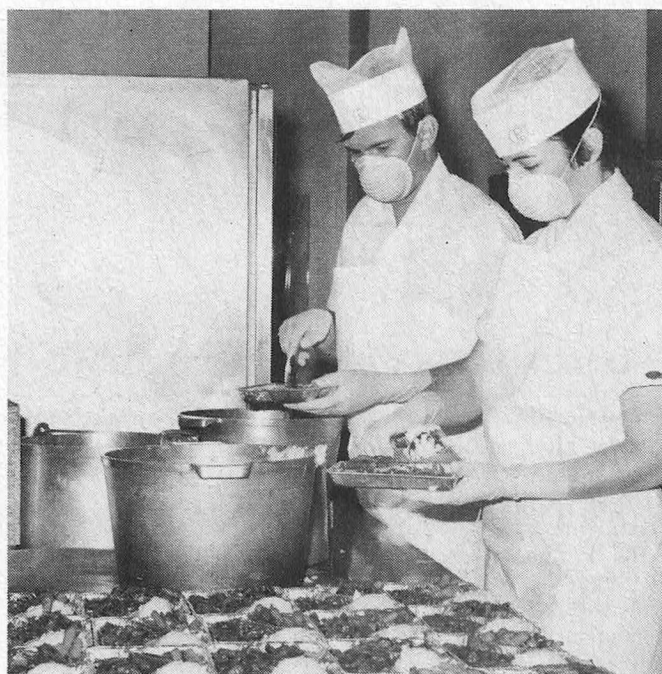
One of the most important aspects of the job is in the preparation of frozen meals to ensure a contamination-free and nutritious product. With recent scares of food poisoning on both RAAF and commercial aircraft resulting from improperly prepared meals, it is necessary that meal preparation be under-taken in relatively hygienic surroundings. During preparation the section is locked to outsiders whilst staff wear surgical gloves and masks. The meals are blast frozen at -10°C for minimum 8 hours to destroy any bacterial growth. To ensure a contamination-free product, random samples are packed in ice and sent to the Australian Government Testing Laboratory for analysis. Results to date show a consistent 99% contamination-free product. The cooks prepare 8 varieties of frozen meals including grilled steak, curried chicken and beef curry with an additional 3 varieties of vegetables to complement the meat dish.

Also of great importance is the support of Search and Rescue (SAR) emergencies. By the nature of SAR itself, it is necessary that rations be readily available 24 hours a day, all year round. To achieve this and to enable duty personnel to collect rations quickly in a state of emergency, all dry goods are prepacked in specially prepared wooden boxes held in Inflight Section, whilst perishables and frozen meals are held in fridges and freezers clearly labelled "SAR". A typical "SAR box" will support a crew of twelve for 12 hours, providing each member with three main meals (2 frozen, 1 with fresh meat and vegetables and tea, coffee, milk, chocolate bars, lollies and fruit juices. Immediately a SAR box is collected, a standby inflight cook is recalled to prepare a further SAR box in case of a further SAR emergency, thus sparking off the "flying sandwich" syndrome.

How does one get his "flying sandwich?" To be so entitled, a crew member or duty passenger must travel over a meal period or his travel must exceed 4 hours duration, after which time he would receive a salad tray or boxed lunch, both of which would include salad meats, bread rolls, chocolate bars, and beverages. If requested, a frozen meal will be provided in lieu, where food warming facilities are available on the aircraft. For an extended period of 6-10 hours duration an additional supplement of biscuits and beverages is provided as a light snack. In all cases, indulgence passengers are charged

a nominal \$1.56 for their "lunch box", which does not include chocolate bars or lollies!

In conclusion, it may be interesting to note how much food is prepared for and consumed by our crews during a typical month producing 2000 meals:



Being protected by their masks, LAC Daryl MULLAN and LACW Evelyn HESTER prepare in flight rations.

300 kg	Meats
200 kg	Bread
170 doz	Eggs
30 kg	Cheese
100 Litres	Milk
3000	Tea Bags
1400	Packets of biscuits
11,400	Sugar Sachets
2200	Jam and Honey Sachets
165 Litres	Orange Juice
1800	Chocolate Bars
1400	Packets of Life Savers
300	Packets of Soup

And that's only during an ordinary month! During months when our aircraft are involved in exercises, these figures can climb dramatically.



'Darky' Clark leaves in style (photo: LAC R. NEWNHAM).

WOFF M.H. 'DARKY' CLARKE RETIRES

by FLGOFF I. Harrison

WOFF M.H. Clark MBE, OAM of ARDU, known to most as 'Darky', is pictured on his retirement from the Service on 15 May 1981, having made the journey back to civvy street in style, after an absence spanning nearly 31 years. Darky served in the RAAF during the years 1944-46 and 1952-81, being the last serving WOE with WWII experience.

He dedicated much of his personal life for the benefit of the Service, setting an example which will be hard to beat and earned him a Certificate of Outstanding Service. It is with regret that we farewell the man, his personality, and his vast experience, but time waits for no man — not even Darky. With all his famed native cunning and many varied talents, he still could not change his birthdate, though not through a lack of desire — he would have if he could have!

When it finally did arrive, 15 May 1981 was a sad day for Darky. As he put it, retirement is more like a divorce — that of a man and a career he loved. Naturally he still has visiting rights, if not conjugal.

Darky's retirement represents the end of an era in the RAAF — the era of Darky Clark. We wish him all the best in his 'new' life, with his fishing, golfing, and even-dozen grandchildren.

Computer Now An Aid To Better Marriage

by Chaplain Neal Michael

Computers are a familiar part of the defence scene.

Not so well known is the computer's role in helping couples prepare for marriage. And it is not a gimmick but part of a diagnostic programme called PREPARE (an acronym for Pre-marital Personal and Relationship Evaluation).

Using this method, professionals such as clergy working with pre-marital couples, can with great precision, help them pin-point personal and relationship strengths and locate potential trouble spots.

PREPARE was developed in the United States and has been adapted for Australian use. It is based on an analysis done of the needs of 1,000 couples and is a scientifically designed programme.

It requires each couple to respond to a 125 item questionnaire assessing attitudes and personal issues in such areas as communication, conflict resolution, sexual relationship, financial management, religious orientation, family and friends, equalitarian roles, children and leisure activities.

The programme is computerized so that results can be readily obtained and accurately scored. The person conducting PREPARE (usually a chaplain, priest or minister) receives 7-10 page computer analysis of the couple's responses to the questionnaire. Having been trained to use PREPARE he can then interpret the results for the couple.

One of the difficulties in pre-marriage preparation is that couples tend to be very idealistic and usually expect that their marriage will not encounter serious problems. The celebrant also knows that few tools are available objectively to assess a couple's feelings and attitudes about issues in their relationship.

A consequence is that something like one fifth of all marriages in Australia end in separation or divorce. Some authorities believe the figure is even higher. In the USA 38% of all first marriages end in divorce.

As one of a pilot group of clergy in South Australia trained last year to use PREPARE, I believe we now have a first-class resource for improving the quality of pre-marriage preparation.

Couples who do PREPARE show a high level of motivation to work on the results obtained. It takes about an hour for a typical couple to respond to the 125 questions and the computer ensures a prompt analysis of results.

It is broad-based, non-sectarian and can be used regardless of particular church affiliation. Couples need specific information about their relationship to involve themselves intelligently in any preparation programme. The PREPARE strategy helps provide focus to subsequent educational or counselling sessions.

Many more celebrants are currently being trained throughout Australia to use this method.

Neale Michael is a Uniting Church Chaplain and has served with the RAAF Reserve at Edinburgh since 1971.



McDonnell Douglas Field Service Representative Mr Tom Hewitt points out a feature of the Harpoon missile to WGCdr R.J. LAING (C.O. 10 SQN), and FSGT V.G. ROBERTSON and SGT K. DRISCOLL of 492 SQN.

Harpoon Arrives At Edinburgh

by FLTLT M. Coles

92 Wing's Orion fleet has become the most formidable maritime strike force in the RAAF with the arrival of the McDonnell Douglas Harpoon anti-ship missile. The missiles arrived at Edinburgh in December and the McDonnell Douglas representative Mr Tom Hewitt is currently conducting training courses to familiarize Wing personnel with the missile's maintenance and operating procedures.

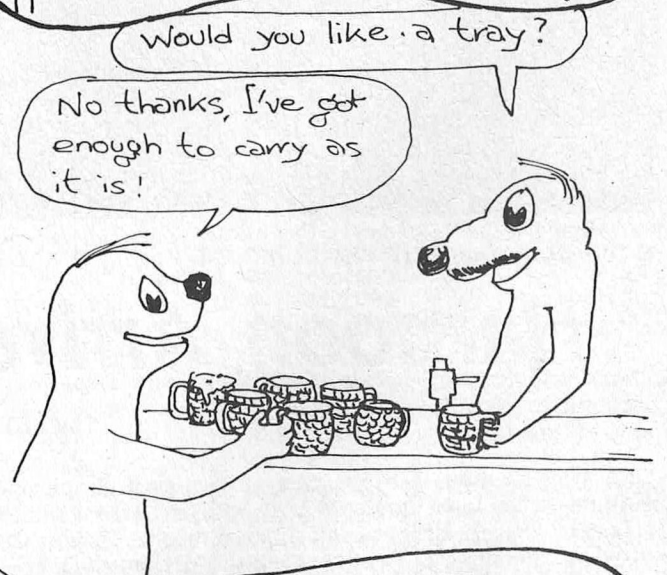
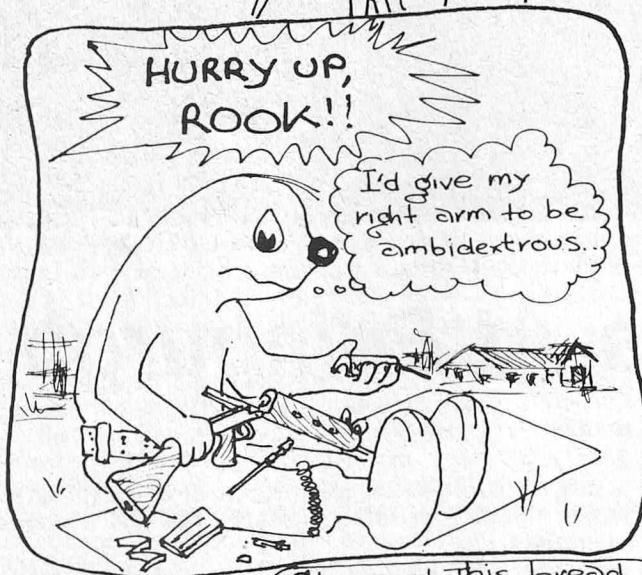
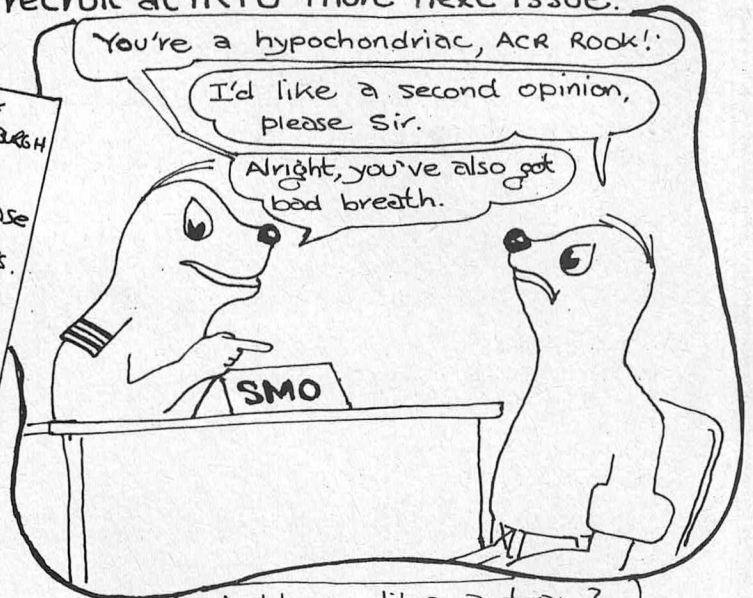
The Harpoon is a long range anti-ship missile capable of

destroying targets at ranges in excess of 55km (30nm). The missile will also be fitted to RAN FFGs and Oberon class submarines.

10 Squadron's P3Cs will be able to carry four of the missiles. They are launched at targets using information from the aircraft's sensors. Once launched the missile homes to the target using its own radar. In trials the missile has successfully sunk Destroyer size targets.

ACR ROOK AT WUNARTYOU

The UNLIKELY adventures of a recruit at IRTU—more next issue.



FINCASTLE—EDINBURGH 1981

by Flight Lieutenant J. Grubb

The venue for FINCASTLE 81 will be RAAF Base Edinburgh. The host squadron, yet to be determined, will be either 10SQN — P3Cs or as on previous occasions 11SQN — P3Bs. To those of you who have not been associated with or exposed to 'FINCASTLE FEVER' a brief historical background on the event follows:

The Fincastle Trophy is awarded annually for anti-submarine competition between the Air Forces of Australia, New Zealand, Canada and United Kingdom. The trophy was presented by Mr and Mrs Whyte in 1960 in memory of their son Sergeant Nairn Fincastle Aird Whyte who was killed in action in 1943 whilst serving as an Air Gunner in Coastal Command.

Fincastle was first held in 1961 and consisted of simple annual bombing runs and continued in that form until 1969. During that period the RAAF was victorious on five occasions (1961/63/67/68/69).

In 1970, the competition was extended to examine a wide range of ASW skills, including localizing and attacking a submerged submarine. The RAF were the winners of the Trophy that year.

The competition in its present form was first held in 1971. All sorties are flown from a common venue and each crew has to fly a day and a night sortie. During the day sorties, the crews have to detect, classify, localize and simulate an attack on an evading submarine that has been briefed to present limited detection opportunities to the various aircraft sensors. The night sorties consist of radar homing and simulated attacks. The results of the competition in the new form have been:

Remember, RAAF Edinburgh is the venue for the 1981 FINCASTLE Competition and though not every one will be actively involved, it is incumbent on every member to be aware of the responsibilities we undertake as hosts. Let us ensure that FINCASTLE 81 is not only a victorious occasion but one where the participating nations are given the warmest welcome and receive the hospitability which will make this coming event a memorable one.



Fincastle trials being conducted in 'earnest' — could this be the successful entrant?

Year	Venue	Host	Submarine	Results
1971	Comox, Vancouver Is.	CAF	HMCS Rainbow	RAAF and CAF (Joint winners)
1972	Tengah, Singapore	RAF	HMAS Onslow	RAAF
1973	Edinburgh, Adelaide	RAAF	HMAS Oxley	RAF
1974	Whenuapai Auckland	RNZAF	HMAS Oxley	RAF
1975	Greenwood, Nova Scotia	CAF	HMCS Okanagan	RAF and RAAF (Joint winners)
1976	Kinloss Scotland	RAF	HMS Ocelot	RAF
1977	Edinburgh, Adelaide	RAAF	HMAS Otway	RAF
1978	Whenuapai, Auckland	RNZAF	HMAS Otway	RAAF
1979	Greenwood, Nova Scotia	CAF	HMCS Okanagan	RAAF
1980		RAF		RNZAF

Defence Regional Library For South Australia

by Mrs Chris Smith
Acting Defence Regional Librarian – SA

October 1980 saw the official birth of the third regional library in the Department of Defence – the Defence Regional Library for South Australia. This library, like the others, has been set up to support the services provided by RAAF and other Defence Force libraries in its region. In particular, the aim of the Regional Library is to provide comprehensive manual and computer based information retrieval and reference services and to act as an intermediary between the Defence Information Services Branch (DISB) in Canberra and the local libraries.

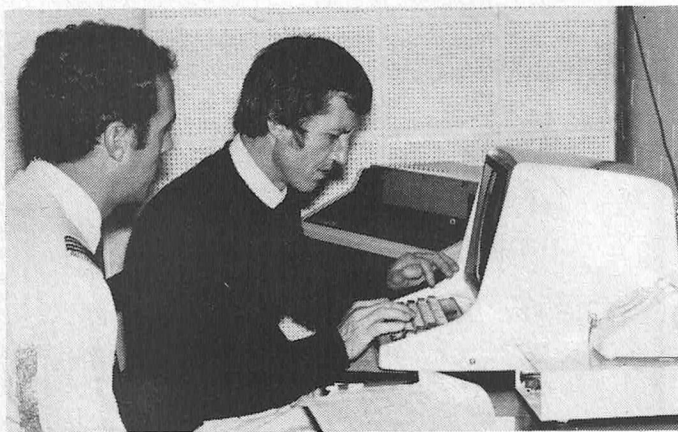
You may be wondering where this new library has been hiding all this time . . . Well, you have probably already used its services without realising because it's right next door to RAAF Base Edinburgh, and it's not that new either! In fact, it is the alias of the Defence Research Centre Salisbury (DRCS) Library.

Unlike the other regional libraries the SA Library is located within an R&D establishment and takes advantage of an existing large library collection and a well established service. It is actually the Department's largest scientific and technical library second only in size to the Defence Central Library in Canberra.

What does "getting with the strenght" mean to RAAF Edinburgh? We believe it allows for friendly neighbourhood service with the advantages of supermarket variety.

The friendly service is provided by the Base and ARDU Library Staff who borrow from the Regional Library's collection and arrange reference searches to be done for you. So there is no need to learn how to use yet another library! Supermarket variety is available because your library's collection now effectively includes a further 40,000 books, 220,000 technical reports and over 800 journals.

While this DRCS Library Collection is primarily geared to cater for the R&D needs of the Laboratories the Library serves, it is planned to gradually expand its coverage to meet Defence Force requirements as well. Currently, the main subject areas covered are electronics, computer science and technology, telecommunication, navigation, optics, aeronautics, aerodynamics, weapon systems, radar, propellants, polymers and chemical technology.



Bruce CARTER, reference librarian DRCS, Demonstrating a DIALOG search to FLT. LT. Peter PEARCE OIC of RAAF Edinburgh Library.



General view of the reading room DRCS Library.

But apart from making available this large library collection, the Regional Library now also provides a computer based information retrieval service that is generally considered a major innovation in libraries. This service makes it possible to quickly and easily find what journal or conference papers, books and technical reports have been written on a particular topic. Generally it provides both specific and far more comprehensive listings than could be obtained by manual means.

To provide this service the Regional Library accesses three computers—the DRCS IBM 3033 at Salisbury and the Systems Development Corporation and Lockheed computers located in California USA. Access to further systems which may be appropriate will be sought as they become available.

The DRCS system gives access to Australian, UK, US and Canadian defence technical information that is not available commercially. Currently there are approximately 200,000 documents indexed into this system. While this is certainly "small fry" compared with the commercial systems the nature of the information makes it very valuable.

The largest of the commercial systems, DIALOG run by Lockheed, has over 35 million items of information contained in more than 100 'data bases'. The system not only records references to published books, journals and technical reports but includes industrial, commercial and geographic statistics which can be used to produce statistical reports.

As it is estimated that these systems cover approximately 90% of significant publically available information published in the last 10 years, it is highly likely that we will be able to provide information to help answer even the most obscure questions. So why not try the system? Call in at the Base or ARDU Library where the staff will be only too happy to arrange a search for you.

From time to time the Regional Library holds an "open day" to familiarise Defence Force personnel with regional services and the Staff of the Regional Library.

If you would like to be part of a visit group on such an occasion contact your Library who will make the necessary arrangements. Should you wish to visit and use the Regional Library individually at any time, please feel welcome to do so. After all, it is *your* library and we would like to meet you.



There's an old story about what comes out of Equipment Sections at five o'clock! In the case of 492SQN, two lasses who lessen the sting in that tale are ACWs Robyn HOUSE (left) and Megan PERKIN. Both supply clerks, the girls joined up on the same day, were on the same recruit course, have been at Edinburgh the same length of time and — not surprisingly — are friends. Robyn is a home town girl; Megan hails from Perth.

INAUGURAL FUN RUN 1981

by SQN LDR K. Moody

On Wednesday 13 May 1981, the Inaugural RAAF Base EDINBURGH Fun Run was held. The afternoon turned out to be perfect for both runners and spectators for there was very little wind and with the winter sun, the afternoon warmed to a pleasant 23°C.

The main purpose of the event was to bring together the personnel of Edinburgh to complete in what is now the fastest growing sport known as fun running or jogging. The appeal of a 'Fun Run' is that it can fulfil the many ideals of those who enter. For some there is the challenge of the race against the clock, for others the competition from other runners and to many more the personal satisfaction achieved in competing and completing the course distance.

The Fun Run was organized over three distances and the courses were planned to cater for the ability and fitness of personnel at Edinburgh. The combined courses made up a figure of eight with both the start and finish lines being located at the Base Soccer Oval in McNamara Avenue.

As an added interest to the Fun Run, an Inter Squadron Challenge Trophy was awarded to the most successful Squadron in terms of numbers of participating runners completing the run. Individual trophies were also awarded to the first place getters in the 10 mile, 7 mile and 3.4 mile courses respectively.

The Fun Run was undoubtedly a great success. 279 runners participated in the event with 15 runners in the 10 mile course, 30 runners in the 7 mile course the remaining 234 runners in the 3.4 mile course. The Inter Squadron Fun Run

Challenge Trophy was convincingly won by 1RTU who fielded a very strong recruit contingent in the 3 mile course. The main place getters and winning times of the three course distances were as follows:

10 mile course

1st Place — LAC B. Morgan	BSEDN —	58 min. 14 sec.
2nd Place — CPL J. Retz	BSEDN —	59 min. 57 sec.
3rd Place — FSGT T. Komorowski	ARDU —	68 min. 30 sec.
4th Place — SGT G. Pearson	492SQN —	68 min. 32 sec.

7 mile course

1st Place — SQNLDR K. Moody	492SQN —	41 min. 35 sec.
2nd Place — LAC T. Kalsbeek	BSEDN —	42 min. 05 sec.
3rd Place — AC G. Sawtell	492 SQN —	42 min. 36 sec.
4th Place — LAC S. Hansen	492 SQN —	43 min.

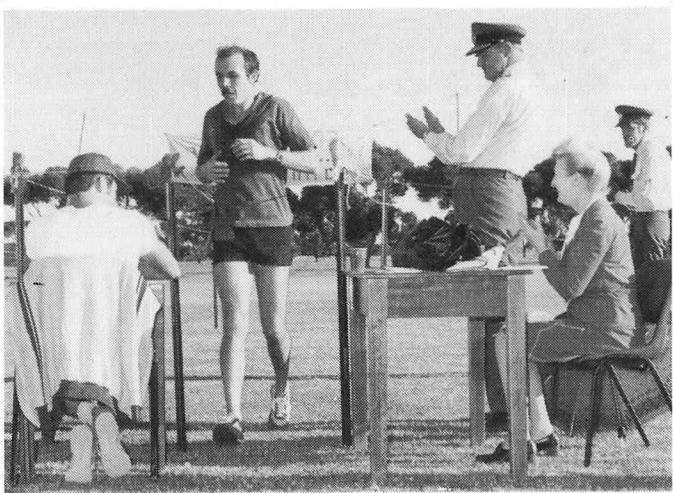
3.4 mile course

1st Place — ACR G. Gesualdi	1RTU —	19 min. 49 sec.
2nd Place — ACR S. Wellings	1RTU —	19 min. 54 sec.
3rd Place — ACR M. Hassell	1RTU —	20 min. 53 sec.
4th Place — ACR G. Brown	1RTU —	20 min. 55 sec.

It is anticipated that the Run Run will become a popular annual event and from the support shown in this year's Fun Run there is every chance it will develop into a bigger and better occasion.



Air Commodore LAW starting the 3.4 mile event.



LAC Barry MORGAN finishing first in the 10 miler of the Inaugural Fun Run.

PEKO MINES

require

Fitters

**Electrical Mechanics, Boilermakers, Welders
and other Trade Personnel**

THE DEFENCE OFFICER'S DUTY STATEMENT

As everybody knows, a Defence Officer has practically nothing to do — that is nothing except: decide what is to be done; tell somebody to do it; listen to reasons why it should not be done, why it should be done by somebody else, or why it should be done in a different way and prepare arguments in rebuttal that should be convincing and conclusive.

The Defence Officer must follow up to see if the thing has been done, and if it hasn't been done to enquire why not; then to listen to excuses from the person who should have done it.

Another job is to follow up a second time to see if the thing has been done, discover that it wasn't done right, and to conclude that it might as well be left as it is reflecting that the person at fault has seven children and that no other Defence Office would put up with him for a second.

A Defence Officer must ponder how much simpler and better the thing could have been done if he had done it himself; to reflect sadly that if he had done it himself he could have finished the task in twenty minutes, but as it was, he had to spend four days trying to find out why it had taken somebody else three weeks to do it wrong.

YOU AND YOUR HEALTH

by
SQNLDR R. FAWCETT

In many areas the RAAF runs education programs to promote safety and efficiency. Well your body also needs attention, and if not properly cared for will also "break down". Thus 1981 has seen the introduction by the RAAF Health Services of the Health Promotion Program (HPP).

The basic aim of the HPP is to make you aware of what you can do to retain good health and longevity. You may ask what does the RAAF get out of this program? Well, a physically and mentally healthy individual can perform more efficiently and effectively, much like a well maintained machine compared to a poorly serviced one. Therefore, the RAAF's most valuable resource, its man(woman) power, needs to be kept "well maintained" and this is the aim of the HPP. Coupled with the education aspect is the early detection of those factors known to adversely affect health or predispose to disease, rather than to find active disease processes which occur at a later stage.

In our society the most important factors which can predispose to disease include, dietary and alcohol excesses, smoking and lack of physical fitness. If these 'life factors' are found in conjunction with medical problems such as high blood pressure, increased blood fats or obesity, it has been shown statistically, that a higher mortality and morbidity (disease) rate from heart and lung disease occurs. On the brighter side, it has also been shown statistically, if these 'life factors' are corrected appropriately, often the medical problem is reduced and less active or no treatment is needed, and one's longevity is increased. Not only, is one's life span increased, but also the quality of that life is improved. The table below gives an indication of how we, as service personnel compare to the civil population with respect to mortality. Please note no injuries associated with war are included:

As an individual you will under Periodic Medical Examinations (PMEs). These examinations will be conducted annually in the case of aircrew, air traffic controllers and air defence officers. For the rest they will occur at ages 20, 25, 30, 35, 40, 43, 46, 49, 50, 51, 52, 53, 54, 55. All these examinations will fall due, during the appropriate birth month.

The examination will involve the following:

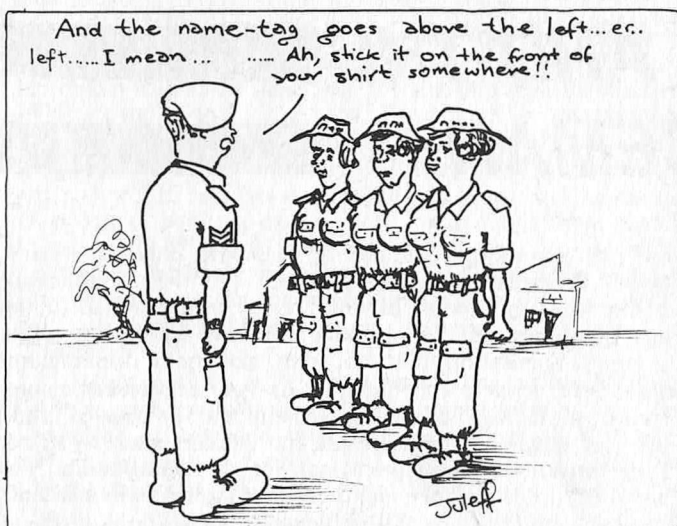
- (a) Completion of a medical history questionnaire;
- (b) measurement of your degree of obesity;
- (c) lung function tests;
- (d) blood tests for fats, gout factors, and alcohol affect factors;
- (e) urine screening tests for sugar and protein;
- (f) blood pressure and cardiac tracing;
- (g) vision and hearing standards;
- (h) assessment of physical fitness using a bicycle aerobic technique which is scientifically proven;
- (i) other examinations as may be necessary depending upon the result of (a) to (h).

Any problems found will be fully discussed with you by either a nursing sister or medical officer. Counselling to help you correct these problems will also be considered. In addition it may be suggested that you undergo a personal or supervised exercise program, to improve your level of physical fitness.

Finally, let me emphasize that this program, which means a lot of extra work for the medical branch, is to help you, the individual, lead a longer, fuller and more productive life. Your personal motivation is the keynote to the success of the HPP. Do not hesitate to ask questions about any of its aspects, when you visit Base Medical Flight for your PME, the results of your examination, or what action you should take to assist your good health.

Occupation	Cirrhosis of Liver	Ischaemic Heart Disease	Strokes	Mouth Throat Gullet Cancer	Larynx Cancer	Lung Cancer	Stomach Cancer	Colon Cancer	Rectum Cancer	Pancreas Cancer	Bladder Cancer
Medical Practitioners	0.70	1.08	0.75	0.71	—	0.59	0.74	1.19	0.74	1.13	—
Admin and Executives	0.78	1.09	0.95	0.77	0.59	0.93	1.03	1.51	1.24	1.29	1.07
Lawyers	0.63	0.92	0.98	1.11	—	0.72	0.60	1.72	1.55	1.36	—
Teachers	0.47	0.93	0.87	0.34	0.44	0.48	0.84	1.18	0.84	0.77	0.81
Armed Services	1.54	1.80	1.69	2.86	—	1.72	0.96	2.34	—	3.30	—
Clerical Workers	1.00	1.22	1.13	1.16	1.18	1.00	0.88	1.34	1.04	0.97	1.05
Clergy	0.32	0.99	1.08	0.89	—	0.86	0.72	0.79	1.05	0.91	—
Entertainers	1.91	1.17	1.32	1.61	—	1.32	1.40	0.91	2.26	1.21	—
Farm Workers	0.68	0.76	0.84	0.64	0.70	0.86	0.97	0.61	0.59	0.84	0.93
Hotel Workers	3.50	1.21	1.59	2.28	2.34	1.66	1.51	0.83	1.43	1.17	0.78
Food Workers	1.13	1.01	1.15	1.44	1.03	1.15	0.80	0.81	1.02	0.60	1.33
Miners	1.35	1.94	2.00	2.07	1.77	2.03	2.33	1.48	0.94	1.87	—
Storemen Freight and Waterside	1.70	1.16	1.14	1.54	1.98	1.34	1.24	0.98	1.18	0.96	1.25
Labourers	3.08	1.80	2.02	2.19	2.55	2.07	2.09	1.17	1.28	1.75	1.68

All Age Standardized Relative Risk (SRR) of death from selected causes by occupation 1969-76. (Australian male population SRR = 1.0). If sample was less than 5, figures not given, and armed combat excluded. Reprinted with the kind permission of A.J. McMicheal and J.M. Hartshorne of Division of Human Nutrition CSIRO Adelaide from an article which appeared in Journal of Community Health Studies — Volume IV Number 2/1980.



By the time this edition of Maritimes goes to print, readers will be aware of some strange changes taking place at 1RTU. The casual observer will notice some current recruits are much smaller in stature than others. The more astute observer will notice other subtle differences. Yes, your deductions are correct, airwomen recruit training has returned to Edinburgh after an absence of some five and a half years.

Air Force Office directed the disbandment of the Women's Training Unit at Laverton and the formation of No.5 Training Flight of No. 1 Recruit Training Unit at Edinburgh by 1 Jun 81. The direction resulted from the proposed increases in training commitments at Laverton and the utilization of existing accommodation at both Edinburgh and Laverton. In addition to facilities utilization, there will be savings in overall RAAF resources and better management resulting from this reorganization.

Training of airwomen recruits at Edinburgh is no novelty, as, in the 11 years preceding 1976, 1RTU was responsible for female recruit training. The impending moves of the Aircraft Research and Development Unit from Laverton

STRANGE HAPPENINGS AT 1RTU

by FLT LT B. Wooldridge

and No. 10 Squadron from Townsville necessitated the transfer of airwomen recruit training to No. 1 Stores Depot in January 1976; airwomen recruit training at that depot was conducted by the Women's Royal Australian Air Force Training Flight (WRAAFTF). WRAAFTF was relocated to Laverton in January 1977 and became an independent unit which was renamed Women's Training Unit. (WTU).

The move to 1RTU of airwomen recruit training has created problems of manning and intake scheduling. Further, the opportunity has been taken to review the Female Recruit Training Syllabus. All these considerations are being actively addressed and with the start of the first two courses (each of 25 airwomen) in July most of these problems had been resolved.

1RTU's establishment has already been reviewed and a nett increase of eight staff members (mostly female) has resulted. 1RTU extends a welcome to FLTLT Linda Tassicker from HQSCU, WOFF Joan Wotton from WTU, SGT Philamena David from HQAMB, SGT Norma Trevor from HQDAR, CPL Dora Stewart from WTU, CPL Judy Muir from HQEDN, CPL Dave Cromb from 36SQN and LACW Sharon Watkins from BSEDN.

The expansion of 1RTU's training role has also created greater management responsibilities. In recognition of this increase, the three key management positions have been upgraded in rank. From 1 Jun 81, the Commanding Officer has been established at WGCdr rank, the Chief Instructor and AdminO (retitled SADMINO) at SQNLDR level.

ALCOHOL AND THE SERVICEMAN

The following is a testimony by an alcoholic. At his request we have included the name of the author, without rank, at the end of the article. His motivation for wanting this becomes obvious at the end of the story.

Alcohol – The Social Lubricant

As we all know, there is nothing better than a beer with the mates after work. It cools you down in summer, warms you in winter, and the atmosphere in the bar is great, whether it's a public bar, Airmen's Club, or Sergeant's or Officer's Mess. For most of us (approximately 90% of the population) the drink after work, at a party, at home or at the club or mess is no problem. Unfortunately for the other 10%, including myself, the story is very different.

Alcoholism is possibly the most misunderstood disease in the world today, and one of the most widespread. The alcoholic is not just a weak willed person who doesn't know when to stop. He is suffering from a disease that cannot be cured. With help the problem can be arrested and the alcoholic can lead a normal and healthy life. Of the possibly one million alcoholics in Australia about 4% are members of Alcoholics Anonymous and as members of AA, we lead normal lives in every respect except we do not and cannot drink any form of alcohol. AA is not against drinking for those who are not alcoholics but we cannot drink ourselves. AA will not point the finger or accuse anybody of being an alcoholic – that is a decision to be made by the person for themselves. Alcoholism is probably one of the hardest diseases to come to terms with. It is difficult, given the general society attitude towards drinking, to accept that we may be an alcoholic. Alcoholism is not a weakness as is generally believed; it is a disease in the same way that diabetes or cancer, is a disease; if you've got it then you've got it: saying that you can't be an alcoholic will not relieve the problem in any way.

Warning Signs

Some of the signs that show that you are, or are becoming an alcoholic, are; drinking larger glasses than your mates; slipping in a quick one between rounds while the 'weakies' catch up; wanting to stay on in the bar when your mates want to go; drinking alone; having to drink in the morning or at lunchtime; being unable to get up for work after a night out; and the big one, BLACKOUTS. A blackout is any period of loss of memory, 'can't remember getting home' and 'what you did at the party'. In some instances blackouts can last for days. If you do any of the above things (or many others not listed), you may be an alcoholic. If you suffer from blackouts, stop worrying about it – you are an alcoholic.

The Path to Ruin

Joining the Air Force or any other of the services is no bad thing for most people, but for me and other potential alcoholics, it represented the first step toward personal disaster. For most people the transition from civilian to service life is a complete change of life style during working hours and leisure time. We change from a family home environment to a barracks environment. We suddenly find ourselves in a strictly regimented way of life where for ten weeks we are told what to do, when to do it, where and how we work, eat and relax. Generally we are kept in a large group of men or women in

our own age group, confined to base with only the recruits tavern to turn to for entertainment. For the alcoholic this is just what the doctor ordered; plenty of money, all found, lots of money left for drinking, working and living within a large organisation that not only condones drinking but appears to actively encourage it. As your service career progresses, promotions come, pay goes up and the price of drinking goes down. In the Sergeant's and Officer's messes you can look forward to lower prices and longer trading hours. The bar is open during lunch and there are functions where attendance is compulsory or 'desirable' and the costs are subsidised. The social calendar for both messes is reasonably heavy with drinks being free or part cost at many of the minor functions, such as pay night buffets, welcomes and farewells and general mess meetings for example.

Working with the Alcoholic

There would be very few sections on any base or unit without at least one practising, that is actively drinking, alcoholic. For the alcoholic life is usually a string of pitfalls; we only do what the other bloke does but we get caught. We're good blokes having a bad trot. The boss has it in for us or the workmates are a pack of wowsers. By and large, however, we are usually protected in our jobs by the boss or our workmates who cover for us when we are late or when we have to go home because we are too sick to work or when we are late back from the mess or counter lunch. Often the alcoholic dreads going to work in the morning because he is afraid of being reminded of his behaviour at a party or function the night before. He frequently cannot remember the latter part of the night, getting home or if he got abusive, argumentative, had a fight or abused the boss. He will usually be embarrassed if reminded of his exploits but will laugh it off in front of the boys with a "Jeez! I was drunk though, wasn't I?"

Living with the Alcoholic

Usually the worst effects of alcoholism concern the alcoholic's wife and children, but even the single, living-in, member's family often suffers. Often the single alcoholics only contact with his family is by telephone, when he is broke, asking for a loan which will either not be repaid or will be repaid grudgingly over a long period.

The problems for the married alcoholic's family are usually much greater. The normally devoted father can suffer a complete character change when drunk. The proposed two drinks after work often result in a meal still in the oven at midnight, the wife receiving abuse or a smack in the mouth or worse if she dares to complain, children pretending to be asleep if the father is late home and sometimes furniture and crockery being smashed in a drunken rage. Sometimes the alcoholic may not even appear home for several days.

The RAAF and the Alcoholic

The RAAF approach to the serving alcoholic has changed dramatically during recent years. In my own case, while I was serving in Butterworth in 1975 I realised that my drinking had become unmanageable and I knew that I could not stop drinking without help from Alcoholics Anonymous. I therefore applied for early repatriation to Australia to

enable me to overcome my problem. When I finally received an answer to my application, the answer was that it was my problem and that I must find the solution myself. Because of this attitude I told myself that I had done the right thing and had been let down by the RAAF, so I continued to drink in my usual manner. By early February 1976 I found myself the subject of an adverse report and a posting back to Australia with three working days notice. I was also warned that one more alcohol related incident would most likely result in a speedy departure from the Service. Considering that I had requested a posting back to Australia so that I could "get off the booze", this last warning seemed to lack just a little justice.

Today, due to a better understanding of alcoholism by people such as medical officers, administrative officers, commanding officers and officers commanding etc, a person in a similar position to the one I was in in 1975 would most likely receive a far more sympathetic hearing and be given every opportunity and assistance to overcome his problem if he genuinely wants to.

Unfortunately, not all the people mentioned here have this better understanding and we can still be given bad advice or even actively discouraged from seeking help. I believe all section commanders and higher ranking officers should be compelled, or at least actively encouraged, to attend at least one AA meeting so that they have at least some idea of

the problems which they face when dealing with an alcoholic member of their section or unit. Even the knowledge of some medical officers about the treatment of alcoholics dates back fifty years, some four years before AA started.

Do you want assistance

There are several ways to obtain help. One of the easiest is to look up the first entry in the 'phone book, Ring AA. AA is free; all they want to know is your first name, and there are no catches; all they want to do is help others with a drinking problem. Another way to obtain assistance is to see a medical officer or Padre, they know where to direct you to receive help. If you feel that you may need help but you are not sure, ask yourself one question; "Am I leading the life I want to lead?" If the answer is definitely yes, then you don't need help. If the answer is no, or if your life could obviously be better, you should take one of the paths mentioned in this paragraph. I took the first step and contacted AA. It was hard to do and took me a few weeks to make the decision, but so far it has given me the best five years of my life and I'm sure that with today's more enlightened attitudes it can also work for you.

Bob Heath

If you feel you have a problem and wish to talk to the writer you are welcome to contact me direct or through any Padre on the base.

EDINBURGH HAS TOP SECURITY GUARDS

On the 7 May 1981, the Officer Commanding, Air Commodore Law presented Base Squadron Security Guard Section with the Lady Hannah trophy at a parade held at the Security Guard Section.

The Lady Hannah trophy was presented to the RAAF by Lady Hannah in 1972 and is awarded annually to the most proficient security guard section in the RAAF. It was won by the Edinburgh Security Guard Section for the year 1980 with a score of 97.3%. This is the third time Edinburgh has won the trophy, the other occasions being 1976 and 1977.

The Edinburgh Security Guard Section also won the Perrett trophy. This trophy is awarded annually to the top Police dog team in the RAAF and in 1980 it was won by Corporal W.F. Bolland and Police dog Griffin with a score of 99%. The Perrett trophy was won previously in 1977 by an Edinburgh Security guard. Edinburgh's Detector dog JAY, trained by Sergeant I.R. Wintle was assessed as the top Detector dog in the RAAF for 1980. Jay scored an impressive 100% for the second successive year.

While on parade the OC also made a presentation to LAC J. Mackay who was being discharged after nine years service. LAC Mackay and his Police dog Barney have achieved the highest average points score ever obtained by a RAAF Police dog in monthly assessment tests (94.6%). In recognition of this the RAAF has allowed LAC Mackay to take Barney with him when he leaves the RAAF. The OC presented LAC Mackay with Barney's official RAAF record of service book.



Air Commodore LAW presents LAC Jim MACKAY with his dog Barney's record of service.



The Lady Hannah Trophy Team: Back Row (from left): LAC JAMES with police dog 'Polo'; LAC ANDERSON with 'King'; LAC SOUTHARD with 'Inka'; LAC RICHARDSON with 'Kilo'. Front Row (from left): LAC LEE with 'Stormy'; LAC MACKAY with 'Barnie'; SGT WINTLE with detector dog 'Jay'; CPL COUZNER with 'Cain'; CPL MIJATOVIC with 'Horst'. Missing from the photograph: LAC O'CONNEL (leave); CPL BOLLAND (posted); LAC BRENTNALL (discharged).



RAAF were successful in the annual inter-service rugby match against Army, clinching victory 4-3. Pictured are the victors:
Back Row (left to right): SQNLDR FEENEY, FLT LT SPEARS, LAC FORD, WOFF VANDERSTOEP, SGT COWLEY, FLT LT GALLAGHER.

Front Row (left to right): SGT BUCKLEY, FLT LT HOO WORTH, CPL MOODY (Capt), CPL HUDDLESTONE (Vice Capt), FLGOFF WEIR, LAC TAIT.

Missing from photograph: SGT DEVANTIER, LAC KALSBECK, CPL HOLT.

CMI CONTROL TO 92 WING

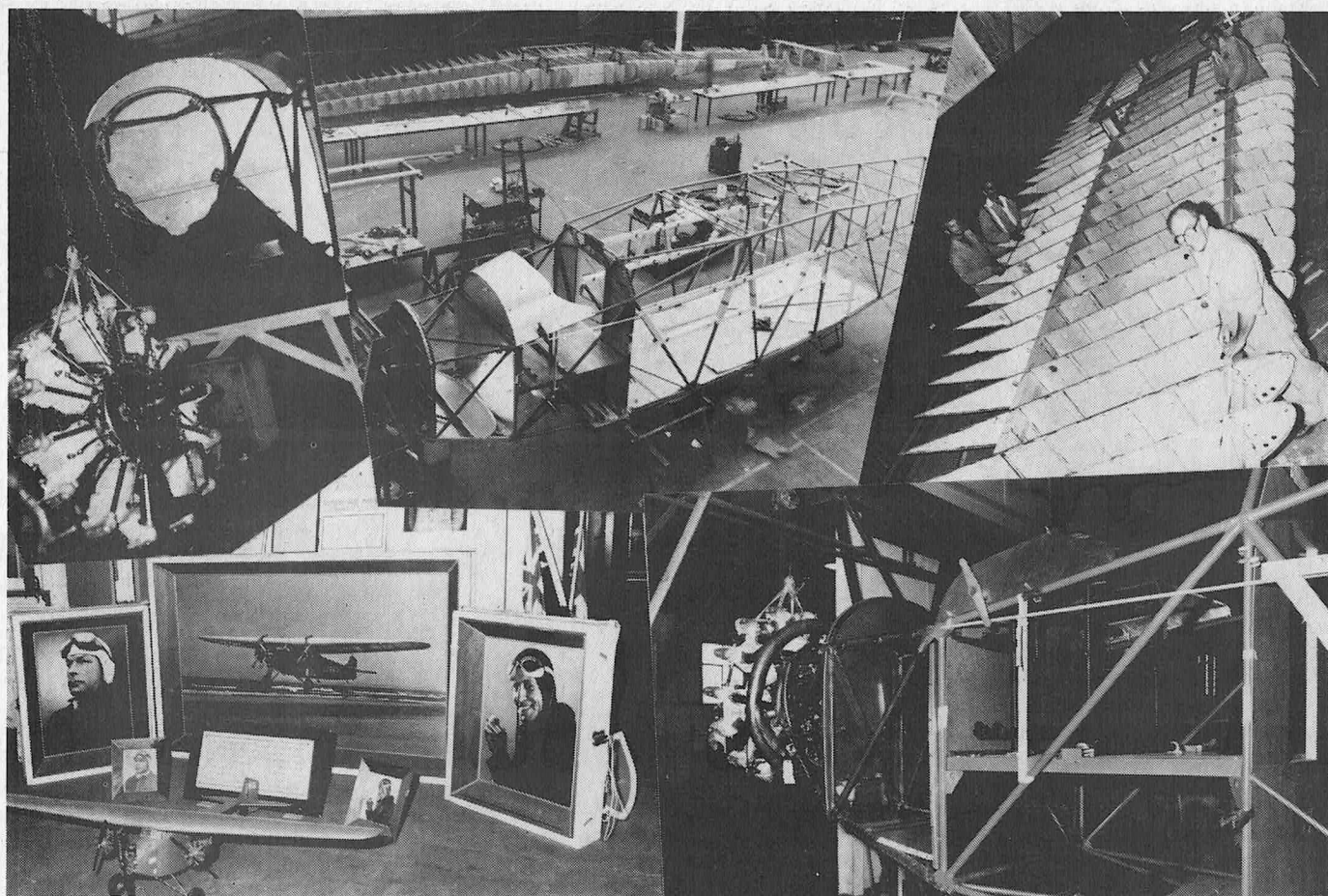
by SQNLDR John Downey

92 Wing's newest asset, the CMI (Compilation, Mission Support and Integration and Training Facility), formally came under the Wing's control recently. To celebrate the occasion, 292 Squadron hosted an informal function attended by RAAF personnel from Air Force Office, Support Command and the Wing along with contractor staff involved in developing the CMI: Amalgamated Wireless of Australia, Computer Sciences of Australia and Ferranti.

The CMI provides three facilities: the Compilation Facility used to generate programmes for the P3C and the CMI; the Mission Support Facility – a modified version of the USN ASWOC – which will be used for briefing and debriefing 92 Wing aircrew and for the post flight analysis of Wing sorties; and, the Integration and Training Facility used for the P3C programme development testing and by 292 Squadron for conversion training and 10 Squadron for continuation training of P3C aircrew.



View of the CMI Computer room, where P3C programs are compiled and mission tapes loaded for replay and analysis.



The Southern Cross replica takes shape. (Composite photograph by LAC W. FOWLER).

Southern Cross Progresses

by FLT LT M. Tobin

In hangar 54 at Parafield Airport a crew of artisans are using modern skills to build a replica of a 1925 aircraft. Famous Aircraft of Australia Pty. Ltd., with the help of the Fokker company are using original drawings to assemble a new Southern Cross as a living memento to Australia's pioneers of aviation. Though based on the Fokker 3MFVII, the South-

ern Cross was originally built especially for polar expeditions and combined features from two other designs.

Wing span was increased to 22.15 m (72 ft 8 ins) to improve cruise performance. The all timber wing section tapers from ribs 1 to 20 which are Gottingden Sections developed in a German research establishment during World War One. The root chord is 3.7 m (12 ft) with a 0.7 m (2 ft 4 ins) maximum thickness 30% from the leading edge. Wing incidence is set at 2 degrees 48 minutes. The main spars are built up from spruce with birch ply used for the ribs. Ash will be used in the wing main fittings. The completed wing will have a plywood skin with a fabric covering for weather protection and will hold about 2,300 litres (500 gallons) of fuel in four centre section tanks. Each batch of glue used in construction is subject to test and the wood test pieces must break before the glue fails.

The fuselage is built around a framework of 41/30 chrome-molybdenum steel tubing. Every weld is x-rayed and/or crack checked to detect flaws and the tubes are internally inhibited to provide corrosion protection. Tensioning wires are used to provide rigidity in the aft fuselage to reduce the weight. Three Jacobs seven cylinder radial engines rated at 224 KW (300 SHP) will be used to drive variable pitch propellers as their appearance is similar to the original Wright Whirlwind nine cylinder engines.

Although built to current airworthiness requirements, the new Southern Cross will provide a faithful visual image of its famous predecessor to remind Australians of our aviation history. When it flies, hopefully before the end of 1981 it could well be the impetus necessary to start a national aviation museum of famous Australian aircraft.

AIR MOVEMENTS ARE IN THE LOADING BUSINESS

By Flying Officer Dave Thomson

At each RAAF flying base, there is an established Air-movements Section which is under the administrative control of the Base Squadron. The on-base sections are part of the RAAF Movements organization, which also includes Movement Control Offices in the Capital cities and Movement Co-ordination Centre (MOVCORDC) at RAAF Richmond. All are functionally responsible to the Director of Movement and Transport – Air Force (DMOVT-AF) in Canberra.

Training for Airmovements personnel is conducted at Airmovements Training and Development Unit (AMTDU) at Richmond. This unit is commanded by a General Duties squadron leader, with instructional duties performed by current Loadmasters and an Equipment Officer, who is Chief Instructor. The six week course is interesting, and involves the use of training aids such as wingless 'A' model Hercules, wooden mock-up versions of Hercules and Caribou cargo compartments, and 'live' aircraft from 36, 37 and 38 Squadrons. All aspects of airmovements work are comprehensively covered, and the course culminates in a 24 hour tour of duty at Airmovements Section, Richmond.

Most RAAF personnel have, at some time, travelled as passengers on RAAF aircraft, either on duty or Opportunity Space Available Travel (formerly indulgence). While the aircraft is being 'turned around', Airmovements staff unload and reload it. This process is usually completed within 45 minutes, and the aircraft is ready for departure. However, the preparation of the load may take many hours of planning and building, as rules and limitations must be observed.

The basic principles which must be observed are:

- a. allowable payload must not be exceeded;
- b. the loaded aircraft must balance within specified limits;
- c. structural loading limitations must be observed;
- d. special cargo handling instructions must be complied with;
- e. access fore and aft, and to emergency areas of the aircraft, is essential;
- f. vehicles operating near aircraft must be kept under strict control;
- g. safety precautions must be strictly enforced;
- h. documentation must be compiled accurately;
- i. the correct restraint devices must be applied correctly; and
- j. turn around time must be kept to a minimum.

These principles dictate what is loaded, and how it is loaded onto the aircraft. RAAF transport aircraft are capable of carrying varied loads, ranging from P4 Oshkosh fire tenders (a tight fit in a Hercules) to Iroquois helicopters and land rovers. Each load presents its own unique problems to the

loading team, and different preparations must be made for each.

One aspect of Airmovements operations with which few people are familiar is the recent development of Mobile Air Terminal Units (MATU). These units are tasked with providing airmovements support at locations other than established RAAF airfields, throughout Australia and overseas. There are presently three MATU teams, one each at Richmond, Laverton and Edinburgh. The Richmond team is a full time mobile team and as such, takes part in many deployments. The teams at Laverton and Edinburgh are required to exercise their mobile capability when large exercises, such as Kangaroo 3, are in progress, or during smaller exercises when the Richmond team is dedicated to another task. Reserve teams, made up of airmovement trained Base Squadron equipment personnel, are maintained at Laverton and Edinburgh. The reserve teams operate the bases' Air-movements Sections while the MATU teams are on deployment.

Airmovements work is interesting, involving close liaison with other sections, the transport squadrons and Army and Navy organizations. Some after hours work is involved, but to some it is a preferably alternative to working in a warehouse.



It's all part of a day's work at Air Movements Australia's birthday gift to Her Majesty the Queen, the filly 'AUSTRALIA FAIR' being loaded aboard a Hercules at Edinburgh. The filly came from a stud at Gawler.



KLUEMIT'S KROSSWORD

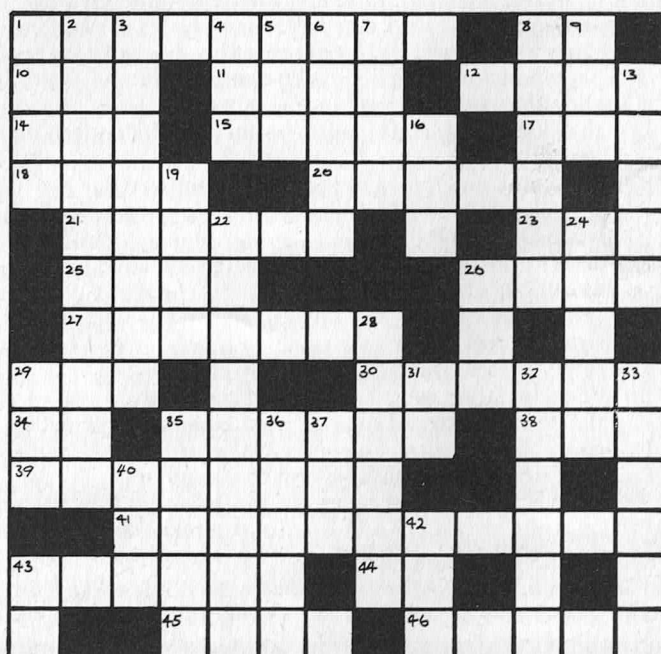
Across

1. 11 Sqn. emblem
8. Negative
10. Colloidal solution
11. Cable
12. Woman's name
14. First woman
15. Evil giants
17. Colour
18. Sit down to meal
20. Middle Eastern Religion
21. Shows gratitude
23. Unit of current
25. Pertaining to the air
26. Small gap
27. Fine papers
29. Wheel edge
30. Midribs
34. In the direction of
35. Scent bag
38. Also
39. Unwound
41. The art of constructing and using machines
43. Appoint
44. In this way
45. Anger
46. Darkness

Down

1. Old
2. Floatation in the air
3. World War Two aeroplane
4. Number
5. Set up
6. Powder used in perfumery
7. Espies
8. Ordinary
9. Mineral
13. Change to suit
16. Sneaky

19. Aural organs
22. Yearning for past times
24. Maxim
26. Travel over snow
28. Scandinavian people
29. "Rookies" (abbr)
31. Near to
32. Cord
33. Looked for
35. Underwater detection device
36. Hang on
37. Female bird
40. Colour
42. Vast age
43. Placed above





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