

Keeping in Touch

SUMMER EDITION 2019



John Hulbert
Patron
Wing Cmdr. ((R'td)

Reverend Julie Turnbull
Shannell van Koeverden
Bugler
Newcastle Bugle Corps

Ron Mitcherson
President
Bill Noble BEM
Secretary



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Keeping in Touch

From the president's desk...

Summer has finally arrived and about time. Although in saying that the air conditioning was very welcome on the hottest of the summer days makes things more comfortable. I think of the times I lived in Penrith when temperatures often reached 40 plus degree's in summer and it didn't seem to bother me. I was just as comfortable with the -2 to -4 in winter.. Maybe I am just getting older.



The month of November last year on the 11th of the 11th brought about the Armistice of WW1 in 1918. It was commemorated in Goffet Park and for the first time we had a Bugler, Shannell van Koeverden, who is part of the Newcastle Bugle Corps trained up by Major David Thompson (Army Band). Her rendition of the Last Post and Rouse were excellent, a credit to her teacher and her aptitude in learning

Shannell fronts the cover of this Edition of KIT (standing in the middle) directly in front of the Memorial, to her right is our Pastor, the Reverend Julie Turnbull and RSL sub-Branch Patron John Hulbert, (Wing Commander R'td) to Shannell's left is myself and Bill Noble BEM our Toronto RSL sub-Branch Secretary.

It was a reasonable turn out for the commemoration, however I thought there would have been a lot more considering it was the 100th Anniversary of the WW1 Armistice (Remembrance Day). Attendance by Service People and Veterans were greater in number than the general public; very disappointing. We may get more people next year.

I would like to thank the 217 Army Cadets that attended and formed the Catafalque Party, and members of the Westlake Nasho's who formed the Flag Party.

Following the service all that attended were invited back to the rear of

of-sub Branch for a sausage sizzle and something to wash it down. On the 4 December 2018 with Secretary Bill I attended the Extraordinary Congress called by RSL (NSW) State Branch, which was held in the Wesley Hall, Sydney . This Congress was called to discuss the New Constitution being put forward by State Branch and if seen fit to be voted on and accepted. There was a lot of discussion for and against the New Constitution and finally at the end of the (day) in the last session of Congress it was put to the vote and RSL (NSW) State Branch lost their submission for the New Constitution 68% to 32%.

Our State President James Brown then asked a series of questions as to why there was such a strong vote against the new Constitution. The very last question he asked was Do you Disagree (A) **“That the New Constitution is fair?”** or Do you Agree (B) **“That the New Constitution put forward by State Branch gives them too much Power to State over the sub-Branches?”** and with the delegates using the electronic voting machines you had to push to answer **“A if You didn't Agree”** or **“B if you did Agree.”** The result by the members was in the high 80's% for **B.**

Following this the Congress was closed with the State President informing the delegates that another Extraordinary Congress date is being set for Albury on the 27 & 28 May 2019. (which was the original congress date set after the last Congress that was held in early 2018.)

Getting away from all the politics of what is going on with State Branch at the present I am working towards a Welfare Plan for all our members and their wives and or their family in the New Year. Once something is sorted if you attend one of our monthly meetings you will hear it first hand and if not I am sure that we can get the news to you our members, in some other way.

While thinking about that also think of our Defence Force Personnel who have been placed at various locations throughout the world trying to protect us from any attacks, terrorist or otherwise; as I believe some of the incidents that have happened within Australia lately it appears certain factions are trying to enforce their practices here. If you are of a religious nature pray for their safety in the job that they are doing. I personally have been there and done it so I can feel what they are going through

One can only hope and pray that our Defence Force Personnel can keep up the good work they undertake on behalf of every Australian and they are kept safe whilst doing so and return home to their families safe and well.

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STANDING I AM ASKING FOR
PAYMENT AS SOON AS POSSI-**

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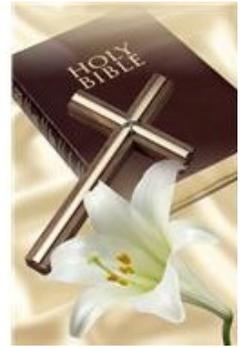
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CHAPLAINS CORNER



By the time you read this the Christmas and New Year's celebrations will have come and gone. I'm writing this on New Year's Eve and a storm is brewing... We've had days of temperatures over 30 and high humidity – coupled with the stresses of the so-called Silly Season, the energy sapping heat and oppressive humidity is a great recipe for feeling frazzled. Not that the weather is the only culprit – in spite of the Christmas song that states *'It's the most wonderful time of the year'*; medical research reveals that it is in fact the most difficult time of the year.

I was reading the latest edition of VETAFFAIRS a few days ago and found the article by Dr Loretta Poerio [Mental Health Adviser to the Department of Veteran's Affairs] really interesting. She wrote about how many of us become quite 'frazzled' during the festive season. Often because we're trying to do everything everyone expects of us at this time. As a wife, mother, grandmother, daughter, sister and clergy person I can relate to that! Dr Poerio recommends *'it is never too late to take a deep breath and ask yourself, is this really necessary?...Am I focussed on what is really important to me?'* Great advice for all of us - and not just during the 'Silly Season'.

She goes on to reflect on one of the stand-outs for her, during 2018; a presentation by Jeff Kennett former chair of Beyondblue and premier of Victoria]. She relates that his opening question to the audience was in short the following *'How many of you gave thanks when you woke up this morning?'*

As a Christian, that struck a chord with me – giving thanks is a huge part of Christian life! the concept of saying thanks goes right back to our Judeo-Christian roots and is especially prevalent in the writings of Saint Paul. In his first letter to the Thessalonians he wrote: *'Be cheerful no matter what; pray all the time; thank God no matter what happens. This is the way God wants you, who belong to Christ Jesus, to live.'*

So, what do we give thanks for?

EVERYTHING! Here's a few ideas...

Firstly, that God is love and God's love is available to us all...

Secondly, that God sent Jesus into the world to liberate us from ourselves...

Fourthly, that each new day is a gift...

I could go on and on – but those four will suffice.

Giving thanks as you start each day can be life-saving both for us and for others.

Each new day will, of course, bring its challenges and difficulties but focusing on the positive and giving thanks throughout the day will help, even when things are tough.

Every time we open our eyes to greet a new day we have the '*opportunity to do some good in the world*'. Focussing on someone else rather than ourselves can also alleviate the 'frazzled' times in life. Giving thanks and sharing our thankfulness can also make us 'nicer' to be around... Being thankful might just help you to be kinder to yourself and to others. It might help you to connect with someone you've neglected, apologise to someone you've wronged, forgive someone who has wronged you.

How about we try a 2019 New Year's Resolution? To start each day with an 'Attitude of Gratitude'.

Blessings *Rev. Julie* Phone: 4959 8108

Email: rev.julie@bigpond.com

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KEEPING IN TOUCH EDITORIAL STAFF

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NEW ARMY COMBAT RECONNAISSANCE VEHICLE

The Australian Government has announced that the next generation of Army's combat reconnaissance vehicles will be built by Rheinmetall.

The armoured vehicles will deliver improved firepower, protection, mobility and communication systems to ensure our soldiers can fight, win and survive while operating in an ever-changing threat environment.

Army's next generation of fighting vehicle will be more capable than any other vehicle Army has operated. These vehicles will have digital warfare and information networking capabilities that will provide operational commanders with advanced knowledge and understanding of the battlefield.

This bigger and better protected armoured fighting vehicle will provide Australian troops with increased firepower and protection on the battlefield in the decades ahead.



The Department of Defence completed a comprehensive tender process over three years, during which the vehicles were rigorously and extensively tested across Australia.

The process was designed to secure the best outcome for Defence. Rheinmetall's Boxer was assessed as the most capable vehicle for Australia.

As part of the LAND 400 Phase 2 project Rheinmetall will deliver 211 Combat Reconnaissance Vehicles with the first vehicles ready for training in 2020.

Rheinmetall's Boxer will replace Army's current reconnaissance vehicle, the Australian Light Armoured Vehicle (ASLAV) that has been in service

A COUPLE OF QUICKIES:

As I get older.....My mind just doesn't wonder.....Sometimes it just buggers off completely.

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KOOKIES MORSELS

Roast Beef Fillet with curried cauliflower

500g beef eye fillet
3 tsp.'s extra virgin olive oil
1 tsp. freshly ground black pepper
1 tsp. black sesame seeds
quarter medium cauliflower cut into small floret
Steamed beans and tomato relish to serve .

1tspn sea salt flakes
20g butter
1 tsp. curry powder
quarter cup of water

Preheat oven to 220 degrees C (200 fan forced) Trim fillet of silver skin and tie with kitchen string at 2 cm intervals.

Heat a none-stick ovenproof frying pan or roasting pan over a high heat. Add 1 teaspoon of the oil to the pan . Season the beef with salt and pepper. Cook beef, turning every minute, until it is well-browned all over. Transfer the pan to the oven; roast beef for 15 minutes for medium rare. Cover pan loosely with foil; rest beef somewhere warm for 15 minutes.

Meanwhile, heat remaining oil and butter in a small non-stick frying pan over medium-high heat; cook curry powder and sesame seeds for a minute, stirring until fragrant. Add cauliflower to mix; stir to coat. Add the water; cover and steam for 2 minutes. Remove cover; stir for another 1 minute or until well mixed and cauliflower is just tender.

Slice beef fillet and serve with the cauliflower, beans and relish, if desired.

Bon appetit

* * * * *
Page 10

(Not suitable to freeze or microwave)

Salmon fillet with creamy prawn sauce

2 x 200 g salmon fillets, (skin on)
2 uncooked king prawns, shelled
tails intact, deveined
20g butter
3 cloves garlic, crushed
250mlk (1 cup) cream
2 tsp. water

3 tsp. extra virgin olive oil
8 uncooked king prawns,
shelled, deveined, chopped
coarsely
quarter cup white wine (60m)
1 tbsp. cornflour/arrowroot

Steamed zucchini noodles or rice to serve.

Season Salmon with salt; heat a small non-stick frypan over medium-high heat. Add 1 tsp. oil. Cook salmon, skin side down for 3-4 minutes or until golden brown. Press gently with a spatula so that the skin retains contact with the pan. Turn the salmon and cook for a further 2-3 minutes or until done as desired, Cooking time will depend on the thickness of the salmon. Place the salmon, cover with foil while preparing the sauce.

Wipe out the pan with paper towel; heat another tsp. of the oil in the same pan; cook the two whole prawns for 1 minute on each side or until golden and just cooked through. Place on the plate with the salmon.

Heat remaining oil and cook chopped prawns for about 2 minutes until just cooked; remove from heat and place in a bowl, reduce the heat to medium. Put the butter and garlic in the pan. Cook gently until soft, add the wine and simmer for another minute, pour in the cream. Stir the arrowroot and/or cornflower with the water; stir into the sauce and stir for about 2 minutes until just thickened. Season with pepper and salt, stir chopped prawns into sauce.

Place salmon on top of rice or zucchini noodles. Place the whole prawn to the side of the salmon and spoon over sauce.

SERVES 2 ~ *Not suitable to freeze or microwave*

Bon appetit

To make the zucchini noodles you will need a veggetti or similar obtainable from kitchen suppliers. They normally have two serrated blades one thick and one thin. They will make noodles out of any hard root vegetable cut to fit the tool.

DATES TO REMEMBER

Monday ~ 14/01/19 ~ Monthly Meeting at 10.00am

Monday ~ 11/02/ 19~ Monthly Meeting at 10.00am

Friday ~ 15/02/19 ~ Fall of Singapore & Remembrance of Darwin

'ZEST FOR LIFE'

Active Over 50's Exercise Classes

Your local sub-Branch runs one class per week under its
"Zest for Life Program"

A light exercise program at 8.00am on Tuesday of each week under the watchful eye of Advanced Exercise Professional Pamela Glover.

The class runs for about 40 minutes to 1 hour.

Cost: \$5.00 per session

So if you feel that a little "Exercise" can help with your overall health, improving things, such as balance, strength, etc., come along and sign up. You will also get to meet new friends who have social outings, cups of coffee together., etc. Open to all if you are
Over 50.

The programme is not new, it has been running for well over seven (7) years now so if you feel up to it, contact the Toronto RSL sub-Branch for full details.

Airbus awarded C-130J contract extension

Airbus Australia Pacific (Airbus) has been awarded a two year contract extension to provide sustainment services through to 2024, including engineering, maintenance, and supply support for the Royal Australian Air Force's (RAAF) C-130J fleet.

Minister for Defence, the Hon Christopher Pyne MP, said the contract extension was granted after Airbus provided outstanding sustainment support to the C-130J fleet.

“Airbus reduced sustainment costs by \$10 million over the 2019 to 2024 period,” Minister Pyne said.

“The contract extension out to 2024 will secure the ongoing employment of approximately 220 industry personnel, located at RAAF Base Richmond.”

Minister for Defence Industry, the Hon Steven Ciobo MP, also congratulated Airbus on the contract extension. “Australian content is valued at approximately \$110 million for the two year extension and comprises about 62 per cent of the contract,” Minister Ciobo said.

The RAAF No 37 Squadron operates 12 C-130J Hercules from RAAF Base Richmond, New South Wales. The fleet has been supported under

Getting ready for the NBN in the bush!! (Understanding the lingo)

LOGON: Adding wood to make the barbie hotter. **LOG OFF:** Not adding any more wood to the barbie. **MONITOR:** Keeping an eye on the barbie. **DOWNLOAD:** Getting the firewood off the ute. **HARD DRIVE:** Making the trip back home without any cold tinnies. **KEYBOARD:** Where you hang the ute keys. **WINDOWS:** What you shut when the weather is cold. **SCREEN:** What you shut in the mozzie season. **BYTE:** What mozzies do. **MEGABYTE:** What Townsville mozzies do. **CHIP:** A pub snack. **MICROCHIP:** What's left in the bag after you have eaten the chips. **MODEM:** What you did to the lawns. **LAPTOP:** Where the cat sleeps. **SOFTWARE:** Plastic knives and forks to get at Red Roster. **HARDWARE:** Stainless steel knives and forks—from K Mart. **MOUSE:** The small rodent that eats the grain in the shed. **MAIN FRAME:** What holds the shed up. **WEB:** What spiders make. **WEBSITE:** Usually in the shed or under the verandah. **SEARCH ENGINE:** What you do when the ute won't go. **CURSOR:** What you say when the ute won't go. **YAHOO:** What you say when the ute does go. **UPGRADE:** A steep hill. **SERVER:** The person at the pub who brings out the counter lunch. **MAIL SERVER:** The bloke at the pub who brings out the counter lunch. **USER:** The neighbour who keeps borrowing things. **NETWORK:** What you do when you need to repair the fishing net. **INTERNET:** Where you want the fish to go. **ONLINE:** Where you hang the washing. **OFFLINE:** Where the washing end up when the pegs aren't strong enough.



217 ACU REPORT FOR JANUARY THROUGH TO MARCH 2019



Hello all, welcome to 2019.

1. October was an unusually quiet period for us and mostly in preparation phase for Remembrance Day and End of Year functions. November saw us participate and provide a guard party for Toronto RSL Sub-Branch's Remembrance Day. The Cadets performed magnificently especially in the warm weather.

2. December started with our End of Year Parade and Dinner. Both events were very successful, and the weather held out for us! The Parade location was kindly accommodated by Lake Macquarie Memorial Park once again and the ground we use was in better condition than previous years. The parade consisted of the Cadets performing a march past in slow then quick time for our reviewing officer – Wing Commander John Hulbert (retired). Our Cadet of the Year award was presented to CDT CPL Rowiena Maza for her constant dedication and good performance throughout 2018. The Dinner was held at Toronto Diggers Club, where we had approx. 35 guests for our 12 Cadets in attendance. It was a very social evening and I thank all Cadets, Special Guests and Family for their attendance. Awards were presented to the following:

- 1 Cadet of the Year: CDT CPL Rowiena Maza**
- 2 Rookie of the Year: CDT Jodi Faux**
- 3 Most Improved: CDT LCPL Brandon Roddom**
- 4 Leadership Award: CUO Caleb Watts**
- 5 Top Shot and 21BN Best Shot: CDT CPL Lochlan Maher**
- 6 Company Commander: CUO Caleb Watts**
- 7 Company Sergeant Major: CDT SGT Skye-Ann Anderson**

2019 has plenty in store for 217 ACU and we plan to conduct the following events:

- NSW AAC BDE Promotion Courses at RAAF Base Richmond**
- Australia Day Festival at Speers Point Park**
- NSAA Day at Goffet Park**

217 ACU is working towards achieving AAC goals and developing the next generation into the leaders of tomorrow.

Kind regards,

Yvonne Fuller CAPT(AAC) ~ 217 Army Cadet Unit (ACU)

Officer Commanding (OC) ~ Mobile: 0409 310 713

PENSIONS REPORT

We welcome on board Sacha Roussakis who has signed up for Advocate training. Sacha is a much younger veteran which the system is in need of.

At the meeting of 12 December 2018 the Repatriation Medical Authority (RMA):
Determined Statements of Principles (SOPs) for:

Condition	SOPs	
iliotibial band syndrome	3/2019	4/2019
human immunodeficiency virus infection	5/2019	6/2019
internal derangement of the knee	7/2019	8/2019
Dupuytren disease	9/2019	10/2019
hypopituitarism	11/2019	12/2019
chondromalacia patella	1/2019	2/2019

These SOPs revoke the SOPs previously determined for these conditions.

Determined Amendment Statements of Principles (SOPs) for:

Condition	SOPs	
sarcoidosis	13/2019	14/2019
localised sclerosis	15/2019	16/2019

The above SOPs take effect from 28 January 2019. The SOPs concerning localised sclerosis take effect from 23 July 2018.

Decided to Undertake Consultation regarding:

Condition	Reasons for Decision	Date for Final Decision
gout	Intention to remove one or more factors	April 2019
dislocation	Intention to remove one or more factors	April 2019
joint instability	Intention to remove one or more factors	April 2019

Completed Investigations

The above determinations conclude the previously advertised investigations into:

chondromalacia patella

iliotibial band syndrome

Continued from page...../15

Dupuytren disease

hypopituitarism

sarcoidosis (focussed review - cancer and cancer treatment)

Note:

The investigation concerning 'Dupuytren's disease' has resulted in the determination of Statements of Principles concerning Dupuytren disease.

The investigation concerning 'human immunodeficiency virus' has resulted in the determination of Statements of Principles concerning human immunodeficiency virus infection.

The Amendment Statements of Principles concerning localised sclerosis correct a typographical error identified in the Statements of Principles concerning localised sclerosis (Nos. 61 & 62 of 2018). These Amendment Statements of Principles will have the same commencement date as the Statements of Principles concerning localised sclerosis (Nos. 61 & 62 of 2018).

New Investigations

Decided to advertise the following investigations:

aortic aneurysm (focussed review - passive smoking)

hypertension (focussed - exposure to phenoxyherbicides/dioxin (Agent Orange))

malignant melanoma of the skin (focussed - firefighting)

monoclonal gammopathy of undetermined significance (MGUS)

US KANSAS STATE HIGHWAY PATROL OFFICER

The Officer made a traffic stop on an elderly lady the other day for speeding on the Highway. He asked her for her drivers license, registration and proof of insurance. The lady took out the required information and handed it to him. In the cards he was somewhat surprised (due to her advanced age) to see she had a conceal carry permit. He looked at her and asked if she had a weapon in her possession at this time.

She responded that she indeed had a .45 automatic in her glove box. He was curious and asked if she had any other firearm with her at this time. She did admit to also having a 9mm Glock in her centre console. Now he just had to asked one more time if that was all. She responded once again that she had one more, a .38 special in her purse. He Then asked "Just what are you so afraid of?" She looked

CIRCUMCISED

A Teacher noticed that a little boy at the back of the class was squirming around , scratching his crouch, and not paying attention. She went back to find out what was going on. He was quite embarrassed and whispered that he had just been recently circumcised and was quite itchy. The teacher told him to go down to the principal's office. He was to telephone his mother and ask her what he should do about it. He did this and returned to the class, Suddenly there was a commotion at the back of the room. She went back to investigate only to find him sitting at his desk with his penis hanging out. "I thought I told you to call your mum?" "I did" He said , "She told me if I could

THE MISSING WIFE:.....

A bloke's wife goes missing while diving off the West Australian coast. He reports the event, searches fruitlessly and spends a terrible night wondering what could have happened to her.

Next morning there's a knock at the door and he is confronted by a couple of policemen, the old Sarge and a younger Constable.

The Sarge says, 'Mate, we have some news for you, unfortunately some really bad news, but, some good news, and maybe some more good news'.

'Well,' says the bloke, 'I guess I'd better have the bad news first?'

The Sarge says, 'I'm really sorry mate, but your wife is dead. Young Bill here found her lying at about five fathoms in a little cleft in the reef. He got a line around her and we pulled her up, but she was dead.'

The bloke is naturally pretty distressed to hear of this and has a bit of a turn. But after a few minutes he pulls himself together and asks what the good news is.

The Sarge says, 'Well when we got your wife up there were quite a few really good sized crays and a swag of nice crabs attached to her, so we've brought you your share.' He hands the bloke a sugar bag with a couple of nice crays and four or five crabs in it.

'Geez thanks. They're bloody beauties. I guess it's an ill wind and all that... So what's the other possible good news?'

'Well', the Sarge says, 'If you fancy a quick trip, me and young Bill here get off duty at around 11 o'clock and we're gonna shoot over there and pull her up

HAVE YOU EVER CONSIDERED MAKING A BEQUEST OR INCLUDING THIS SUB BRANCH IN YOUR WILL

May we encourage you to think of us when making a bequest or when you are making your will. Your memorial gift will help us towards our goal; to look after the welfare needs of veterans, their widows and their dependents on a continuing basis at no cost

THE HON

JOEL FITZGIBBON MP

Member for Hunter | Shadow Minister for Agriculture, Fisheries & Forestry
Shadow Minister for Rural & Regional Australia | Spokesperson for Country Caucus



Emily Dowswell ~ Media Adviser ~ M: 0400308129 ~ E:
emily.dowswell@aph.gov.au

Please don't hesitate to contact my office on 49911022 to speak with a member of my team or email:
joel.fitzgibbon.mp@aph.gov.au.

I hope all readers had a wonderful Christmas and Holiday Period.

I wish you all the best for 2019

I thank all that have worked so hard through the year to make our region and even better place, particularly those who do so on a voluntary basis. Our sense of Community Spirit is alive and well.

Emily Dowswell ~ Media Adviser ~ M: 0400308129

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THE IRISH BROTHEL: Three Irishmen are sitting in the pub window seat, watching the front door of the brothel over the road. The local Methodist pastor appears and quickly goes inside. “Would you look at dat” says the first Irishman. “Didn’t I say what a bunch of hypocrites they are?”

No sooner are the words out of his mouth than a rabbi appears at the door, knocks and goes inside. “Another one trying to fool everyone with pious preaching and stupid hats.”

They continue drinking their beer roundly condemning the vicar and the rabbi when they see their own Catholic Priest knock on the door. “Ah, now dat’s sad.” says the third Irishman. “One of the girls must have died.”



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Greg Piper MP

Member for Lake Macquarie



Due to the State election being held on 23 March 2019, Mr Piper is unable to provide an article for the next newsletter due to the media blackout from 26th January 2019.

Thank you for your ongoing support and inclusion of Mr Piper's article and we look forward to continuing the collaboration post-election.

Regards



Belinda Pevy JP

Electorate Officer

GREG PIPER MP

MEMBER FOR LAKE MACQUARIE

92 Victory Parade, Toronto NSW 2283

email: lakemac-

**Electorate Office 4959
3200**

FISHING: Went fishing the other day I was sitting on the bank having a couple of beers fishing for Bass. After a short time I ran out of worms. Then I saw a snake with a frog in its mouth. Frogs are good Bass bait. Knowing the snake couldn't bite me with the frog in its mouth, I grabbed it right behind the head, took the frog and put it in my bait bucket. Now the dilemma was how to release the snake without getting bitten, so I poured a little beer in its mouth. Its eyes rolled back and it went limp. I released the snake into the lake without incident and carried on fishing, using the frog. Not long after, I felt a nudge on my foot. It was that damn snake again, with two more frogs.

A woman, cranky because her husband was late coming home, decided to leave a note saying,

“I’ve had enough and left you so don’t bother coming after me,” and then hid under the bed to see his reaction. After a short while the husband comes home and she could hear him in the kitchen before he comes into the bedroom.

She could see him walking towards the dresser and pick up the note. After a few minutes he wrote something on it before picking up the phone and calling someone;

“She’s finally gone.....yeah I know, about bloody time. I’m coming to pick you up so put on the sexy French sh*t. I love you.”

He hung up, grabbed his keys and left.

She heard the car drive off as she came out from under the bed, seething with rage and with tears in her eyes she grabbed the note to see what he wrote; “I can see your feet. Stop being ridicules. We're out of

A couple of quick ones;

My wife and I had words, but I didn’t get to use mine.

WIFE TO HUSBAND: “You told me you’d spend your whole life trying to make me happy”

HUSBAND TO WIFE: “I didn’t expect to live this long!”

~ Toronto West Tyre Service ~

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Nasho's News

Westlake Macquarie National Servicemen's Association



The hundred year anniversary of the armistice of WW1 was held at Goffet Park on 11-11-2018. Good attendance was held by Service people and a very good service. A very disappointing turn up from the public.

Bruce and I took the trailer to Wickham to get struts placed on the back door of our trailer. We then went to Bruce's House where we rebuilt the shelves in the back of the trailer. All working good now.

The festive season is drawing near and all our social activities commence.

First is the City of Lake Macquarie 316 Squadron Air Force Cadets Leader FLTLT Paul Moro requested President and Associates to attend the Squadron Annual Awards Parade at Bullecourt Barracks Adamstown. It was a very good parade about Forty five Cadets were on Parade. A light supper after the parade was held in the Hall. The reviewing officer was retired Wing Commander Ronald Haack. I also presented to FLTLT Paul Moro a cheque from West Lake Macquarie National Service

The next morning we had the 9 .00 a.m. parade at Ryhope for the 217 A.C.U. Unit. Bruce and I attended the performance. The Troops were inspected by retired Wing Commander John Hulbert. It also was a very good performance.

Saturday night was the awards Presentation night for the 217 Army Cadet Unit held at Toronto Diggers. Marjorie and I attended representing the West Lake Macquarie National Service, with myself presenting the Vic Carle OAM Shield, which was awarded to Jodi Faux for Rookie of the year. I also handed Captain Yvonne Fuller a cheque from West Lake Macquarie National Service.

Sunday was the barbeque at Bunnings. It was a very hot day, 37 degrees and very strong winds. Very hot conditions for all workers. Everyone was very pleased to see it all over. We have another one coming up the on 2nd February, 2019. There was a shortage of people for the barbeque due to sickness, Michael Auckett had a stroke and admitted to John Hunter Hospital. He was then transferred to Belmont Hospital for rehabilitation. Bob Locking was in for a spinal operation and is now home and going well. Brian Smith is next to go into Hospital in January for an operation.

West Lakes Macquarie National Serviceman's Day will be held at Goffet Park Saturday 23rd February, 2019 at 10,00 a.m. Arrangements are being made with Army, Air Force and Navy Cadets for the day.

Wishing everyone a very merry Christmas and a happy and healthy New Year

~ Berlin Airlift ~

Recently our Sub branch had the honour to “send off” one of our members, former AVM, John Gladstone Westley Cornish. "Jack" AVO , AFC, CBE LVO, passed away Tuesday 21Aug18 and listening to those that spoke at the funeral, he had a remarkable career. Jack as a WW2 pilot, flew mainly New Guinea and after the war ended flew in the Berlin airlift. With that thought in mind an article on the airlift might be in order.

The Berlin Blockade (24 June 1948 – 12 May 1949) was one of the first major international crises of the Cold War. During the multinational occupation of post-World War II Germany, the Soviet Union blocked the Western Allies' railway, road, and canal access to the sectors of Berlin under Western control. The Soviets offered to drop the blockade if the Western Allies withdrew the newly introduced Deutsche Mark from West Berlin.

The Western Allies organised the Berlin airlift (26 June 1948–30 September 1949) to carry supplies to the people of West Berlin, a difficult feat given the size of the city's population. Aircrews from the United States Air Force, the Royal Air Force, the French Air Force, the Royal Canadian Air Force, the Royal Australian Air Force, the Royal New Zealand Air Force, and the South African Air Force flew over 200,000 sorties in one year, providing to the West Berliners up to 12,941 tons of necessities in a day, such as fuel and food, with the original plan being to lift 3,475 tons of supplies. However, by the end of the airlift, that number was often met twofold. The Soviets did not disrupt the airlift for fear this might lead to open conflict, even though they far outnumbered the allies in Germany and especially Berlin. By the spring of 1949, the airlift was clearly succeeding, and by April it was delivering more cargo than had previously been transported into the city by rail. On 12 May 1949, the USSR lifted the blockade of West Berlin, although for a time the U.S., U.K and France continued to supply the city by air anyway because they were worried that the Soviets were simply going to resume the blockade and were only trying to disrupt western supply lines. The Berlin Blockade served to highlight the competing ideological and economic visions for post-war Europe and was the first major multinational skirmish of the cold war.

April Crisis and the Little Air Lift

On 25 March 1948, the Soviets issued orders restricting Western military and passenger traffic between the American, British and French occupation zones and Berlin. These new measures began on 1 April along with an announcement that no cargo could leave Berlin by rail without the permission of the Soviet commander. Each train and truck was to be searched by the Soviet authorities. On 2 April, General Clay ordered a halt to all military trains and required that supplies to the military garrison be transported by air, in what was dubbed the "Little Lift". The Soviets eased their restrictions on Allied military trains on 10 April 1948, but

while the United States continued supplying its military forces by using cargo aircraft. Some 20 flights a day continued through June, building up stocks of food against future Soviet actions, so that by the time the blockade began at the end of June, at least 18 days' supply per major food type, and in some types, much more, had been stockpiled that provided time to build up the ensuing airlift. At the same time, Soviet military aircraft began to violate West Berlin airspace and would harass, or what the military called "buzz", flights in and out of West Berlin. On 5 April, a Soviet Air Force Yakovlev Yak-3 fighter collided with a British European Airways Vickers Viking 1B airliner near RAF Gatow airfield, killing all aboard both aircraft. The Gatow air disaster exacerbated tensions between the Soviets and the other allied powers. Internal Soviet reports in April stated that "Our control and restrictive measures have dealt a strong blow to the prestige of the Americans and British in Germany" and that the Americans have "admitted" that the idea of an airlift would be too expensive. On 9 April, Soviet officials demanded that American military personnel maintaining communication equipment in the Eastern zone must withdraw, thus preventing the use of navigation beacons to mark air routes. On 20 April, the Soviets demanded that all barges obtain clearance before entering the Soviet zone.

Begin-

ning of the blockade



The day after the 18 June 1948 announcement of the new [Deutsche Mark](#), Soviet guards halted all passenger trains and traffic on the autobahn to Berlin, delayed Western and German freight shipments and required that all water transport secure special Soviet permission. On 21 June, the day the Deutsche Mark was introduced, the Soviet military halted a United States military supply train to Berlin and sent it back to western Germany. On 22 June, the Soviets announced that they would introduce a [new currency](#) in their zone. That same day, a Soviet representative told the other three occupying powers that "We are warning both you and the population of Berlin that we shall apply economic and administrative sanctions that will lead to the circulation in Berlin exclusively of the currency of the Soviet occupation zone." The Soviets launched a massive propaganda campaign condemning Britain, the United States and France by radio, newspaper and loudspeaker. The Soviets conducted well-advertised military manoeuvres just outside the city. Rumours of a potential occupation by Soviet troops spread quickly. German communists demonstrated, rioted and attacked pro-West German leaders attending meetings for the municipal government in the Soviet sector.

On 24 June, the Soviets severed land and water connections between the non-Soviet zones and Berlin. That same day, they halted all rail and barge traffic in and out of Berlin. The West answered by introducing a counter-blockade, stopping all rail traffic into East Germany from the British and US zones. Over the following months this counter-blockade would have a damaging impact on East Germany,

Motor traffic from Berlin to the western zones was permitted, but this required a 23-kilometre (14 miles) detour to a ferry crossing because of alleged "repairs" to a bridge. They also cut off the electricity relied on by Berlin, using their control over the generating plants in the Soviet zone.

Relying on Soviet goodwill after the war, Britain, France and the United States had never negotiated an agreement with the Soviets to guarantee these land-based rights of access to Berlin through the Soviet Zone. At the time, West Berlin had 36 days' worth of food, and 45 days' worth of coal.

Militarily, the Americans and British were greatly outnumbered because of the post-war scaling back of their armies. The United States, like other western countries, had disbanded most of its troops and was largely inferior in the European theatre. The entire United States Army had been reduced to 552,000 men by February 1948. Military forces in the western sectors of Berlin numbered only 8,973 Americans, 7,606 British and 6,100 French. Of the 98,000 American troops in West Germany in March 1948, only 31,000 were combat forces, and only one reserve division was immediately available in the United States. Soviet military forces in the Soviet sector that surrounded Berlin totalled 1.5 million. The two United States regiments in Berlin could have provided little resistance against a Soviet attack. Because of the imbalance, U.S. war plans were based on using hundreds of atomic bombs, but only about 50 Fat Man-specification bombs, the only version available to the US military, existed in mid-1948. In March 1948, only 35 "Silverplate" atomic-capable Boeing B-29 Superfortress bombers—just over half of the 65 *Silverplate* specification B-29 aircraft built through the end of 1947—and a few trained flight and assembly crews were available. Three B-29 groups arrived in Europe in July and August 1948. Despite the intention to signal the threat of the West's ability to retaliate with nuclear weapons if necessary, the Soviets possibly knew that none of the bombers were atomic-capable. The first Silverplate bombers only arrived to Europe near the end of the crisis in April 1949. [General Lucius D. Clay](#), in charge of the U.S. Occupation Zone in Germany, summed up the reasons for not retreating in a cable to Washington, D.C. on 13 June 1948: "There is no practicability in maintaining our position in Berlin and it must not be evaluated on that basis.... We are convinced that our remaining in Berlin is essential to our prestige in Germany and in Europe. Whether for good or bad, it has become a symbol of the American intent." Believing that Britain, France, and the United States had little option than to acquiesce, the Soviet Military Administration in Germany celebrated the beginning of the blockade.

[General Clay](#) felt that the Soviets were bluffing about Berlin since they would not want to be viewed as starting a Third World War. He believed that Stalin did not want a war and that Soviet actions were aimed at exerting military and political pressure on the West to obtain concessions, relying on the West's prudence and unwillingness to provoke a war. [Commander of United States Air Forces in Europe \(USAFE\) General Curtis LeMay](#) reportedly favoured an aggressive response to the blockade, in which his B-29s with fighter escort would approach Soviet air bases while ground

Decision for an airlift

Although the ground routes had never been negotiated, the same was not true of the air. On 30 November 1945, it had been agreed in writing that there would be three twenty-mile-wide air corridors providing free access to Berlin. Additionally, unlike a force of tanks and trucks, the Soviets could not claim that cargo aircraft were a military threat. In the face of unarmed aircraft refusing to turn around, the only way to enforce the blockade would have been to shoot them down. An airlift would put the Soviet Union in the position of either shooting down unarmed humanitarian aircraft, thus breaking their own agreements, or backing down.

The airlift option critically depended on scale and effectiveness. If the supplies could not be flown in fast enough, Soviet help would eventually be needed to prevent starvation. [Clay](#) was told to take advice from [General LeMay](#) to see if an airlift was possible. Initially taken aback by the inquiry, which was "Can you haul coal?", [LeMay](#) replied "We can haul anything."

When American forces consulted Britain's Royal Air Force (RAF) about a possible joint airlift, they learned the RAF was already running an airlift in support of British troops in Berlin. [General Clay's](#) counterpart, [General Sir Brian Robertson](#), was ready with some concrete numbers. During the *Little Lift* in April 1948, [British Air Commodore Reginald Waite](#) had calculated the resources required to support the entire city.

Carrying all this in would not be easy. The post-war demobilisation left the US forces in Europe with only two groups of C-47 Skytrain transports (the military version of the Douglas DC-3, which the British called "Dakota"), nominally 96 aircraft, each of which could carry about 3.5 tons of cargo. [LeMay](#) believed that "with an all-out effort" of 100 daily round trips these would be able to haul about 300 tons of supplies a day. The RAF was somewhat better prepared, since it had already moved some aircraft into the German area, and they expected to be able to supply about 400 tons a day.



C47 Skytrains unloading at Tempelhof Airport

This was not nearly enough to move the 5,000 tons a day that would be needed, but these numbers could be increased as new aircraft arrived from the United Kingdom, the United States, and France. The RAF would be relied on to increase its numbers quickly. It could fly additional aircraft in from Britain in a single hop, bringing the RAF fleet to about 150 Dakotas and 40 of the larger Avro Yorks with a 10-ton payload. With this fleet, the British contribution was expected to rise to 750 tons a day in the short term, a month, but even that at the cost of suspending all air traffic except for the airlift to Berlin and Warsaw. For a longer-term operation, the US would have to add additional aircraft as soon as possible, and those would have to be as large as possible while still able to fly into the Berlin airports. Only one aircraft type was suitable, the four-engined C-54 Skymaster and its US Navy equivalent, the R5D, of which the US military had approximately 565,

Planners calculated that including C-54s already ordered to Germany and drawing on those flying with civilian carriers, 447 Skymasters could be available for an "extreme emergency."

Given the feasibility assessment made by the British, an airlift appeared to be the best course of action. One remaining concern was the population of Berlin.

Clay called in [Ernst Reuter, the mayor-elect of Berlin, accompanied by his aide, Willy Brandt](#). Clay told Reuter, "Look, I am ready to try an airlift. I can't guarantee it will work. I am sure that even at its best, people are going to be cold and people are going to be hungry. And if the people of Berlin won't stand that, it will fail. I don't want to go into this unless I have your assurance that the people will be heavily in approval." Reuter, although skeptical, assured Clay that Berlin would make all the necessary sacrifices and that the Berliners would support his actions.

[General Albert Wedemeyer, the US Army Chief of Plans and Operations](#), was in Europe on an inspection tour when the crisis broke out. He had been the commander of the US China Burma India Theatre in 1944–45 and he had a detailed knowledge of the previously-largest airlift—the World War II American airlift from India over the Hump of the Himalayas to China. His endorsement of the airlift option gave it a major boost. The British and Americans agreed to start a joint operation without delay; the US action was dubbed "Operation Vittles," while the British action was called "Operation Plainfare". The Australian contribution to the airlift, begun in September 1948, was designated "Operation Pelican." The British asked Canada to contribute planes and crews. It refused, primarily on the grounds that the operation risked war and Canada had not been consulted.

By 1 July, the system was getting under way. C-54s were starting to arrive in quantity, and Rhein-Main Air Base became exclusively a C-54 hub, while Wiesbaden retained a mix of C-54s and C-47s. Aircraft flew northeast through the American air corridor into Tempelhof Airport, then returned due west flying out on through the British air corridor. After reaching the British Zone, they turned south to return to their bases.



Germans watching supply planes at Tempelhof

The British ran a similar system, flying southeast from several airports in the Hamburg area through their second corridor into RAF Gatow in the British Sector, and then also returning out on the center corridor, turning for home or landing at Hanover. However, unlike the Americans, the British also ran some round-trips, using their southeast corridor. To save time many flights didn't land in Berlin, instead air dropping material, such as coal, into the airfields. On 6 July the Yorks and Dakotas were joined by Short Sunderland flying boats. Flying from Finkenwerder on the Elbe near Hamburg to the Havel river next to Gatow, their corrosion-

Accommodating the large number of flights to Berlin of dissimilar aircraft with widely varying flight characteristics required close co-ordination. Smith and his staff developed a complex timetable for flights called the "block system": three eight-hour shifts of a C-54 section to Berlin followed by a C-47 section. Aircraft were scheduled to take off every four minutes, flying 1,000 feet higher than the flight in front. This pattern began at 5,000 feet and was repeated five times. (This system of stacked inbound serials was later dubbed "the ladder.") During the first week the airlift averaged only ninety tons a day, but by the second week it reached 1,000 tons. This likely would have sufficed had the effort lasted only a few weeks, as originally believed. The Communist press in East Berlin ridiculed the project. It derisively referred to "the futile attempts of the Americans to save face and to maintain their untenable position in Berlin."

Black Friday

On 28 July 1948, Tunner arrived in Wiesbaden to take over the operation. He revamped the entire airlift operation, reaching an agreement with LeMay to form the *Combined Air Lift Task Force* (CALTF) to control both the USAFE and RAF lift operations from a central location, which went into effect in mid-October 1948. MATS immediately deployed eight squadrons of C-54s—72 aircraft to Wiesbaden and Rhein-Main Air Base to reinforce the 54 already in operation, the first by 30 July and the remainder by mid-August, and two-thirds of all C-54 aircrew worldwide began transferring to Germany to allot three crews per aircraft.

A C-74 Globemaster plane at Gatow airfield on 19 August with more than 20 tons of flour from the United States

Two weeks after his arrival, on 13 August, Tunner decided to fly to Berlin to grant an award to Lt. Paul O. Lykins, an airlift pilot who had made the most flights into Berlin up to that time, a symbol of the entire effort to date. Cloud cover over Berlin dropped to the height of the buildings, and heavy rain showers made radar visibility poor. A C-54 crashed and burned at the end of the runway, and a second one landing behind it burst its tires while trying to avoid it. A third transport ground looped after mistakenly landing on a runway under construction. In accordance with the standard procedures then in effect, all incoming transports including Tunner's, arriving every three minutes, were stacked above Berlin by air traffic control from 3,000 feet (910 m) to 12,000 feet (3,700 m) in bad weather, creating an extreme risk of mid-air collision. Newly unloaded planes were denied permission to take off to avoid that possibility and created a backup on the ground. While no one was killed, Tunner was embarrassed that the control tower at Tempelhof had lost control of the situation while the commander of the airlift was circling overhead. Tunner radioed for all stacked aircraft except his to be sent home immediately. This became known as "Black Friday," and Tunner personally noted it was from that date that the success of the airlift stemmed.



each sortie would have only one chance to land in Berlin, returning to its air base if it missed its approach, where it was slotted back into the flow. Stacking was completely eliminated. With straight-in approaches, the planners found that in the time it had taken to unstack and land nine aircraft, 30 aircraft could be landed, bringing in 300 tons. Accident rates and delays dropped immediately. Tunner decided, as he had done during the Hump operation, to replace the C-47s in the airlift with C-54s or larger aircraft when it was realised that it took just as long to unload a 3.5-ton C-47 as a 10-ton C-54. One of the reasons for this was the sloping cargo floor of the "taildragger" C-47s, which made truck loading difficult. The tricycle geared C-54's cargo deck was level, so that a truck could back up to it and offload cargo quickly. The change went into full effect after 28 September 1948.

Having noticed on his first inspection trip to Berlin on 31 July that there were long delays as the flight crews returned to their aircraft after getting refreshments from the terminal, Tunner banned aircrew from leaving their aircraft for any reason while in Berlin. Instead, he equipped jeeps as mobile snack bars, handing out refreshments to the crews at their aircraft while it was being unloaded. Gail Halvorsen later noted, "he put some beautiful German Fräuleins in that snack bar. They knew we couldn't date them, we had no time. So they were very friendly." Operations officers handed pilots their clearance slips and other information while they ate. With unloading beginning as soon as engines were shut down on the ramp, turnaround before take-off back to Rhein-Main or Wiesbaden was reduced to thirty minutes.



An RAF Short Sunderland moored on the Havel near Berlin unloading salt during the airlift

To maximise the utilisation of a limited number of aircraft, Tunner altered the "ladder" to three minutes and 500 feet (150 m) of separation, stacked from 4,000 feet (1,200 m) to 6,000 feet (1,800 m). Maintenance, particularly adherence to 25-hour, 200-hour, and 1,000-hour inspections, became the highest priority and fur-

ther maximised utilisation. Tunner also shortened block times to six hours to squeeze in another shift, making 1,440 (the number of minutes in a day) landings in Berlin a daily goal. His purpose, illustrating his basic philosophy of the airlift business, was to create a "conveyor belt" approach to scheduling that could be sped up or slowed down as situations might dictate. The most effective measure taken by [Tunner](#), and the most initially resisted until it demonstrated its efficiency, was creation of a single control point in the CALTF for controlling all air movements into Berlin, rather than each air force doing its own. The Berliners themselves solved the problem of the lack of manpower. Crews unloading and

by local civilians, who were given additional rations in return. As the crews increased in experience, the times for unloading continued to fall, with a record set for the unloading of an entire 10-ton shipment of coal from a C-54 in ten minutes, later beaten when a twelve-man crew unloaded the same quantity in five minutes and 45 seconds.

By the end of August 1948, after two months, the Airlift was succeeding; daily operations flew more than 1,500 flights a day and delivered more than 4,500 tons of cargo, enough to keep West Berlin supplied. From January 1949 onwards, 225 C-54s (40% of USAF and USN Skymasters worldwide) were devoted to

Berlin Airlift Monument in Berlin-Tempelhof with inscription "They gave their lives for the freedom of Berlin in service of the Berlin Airlift 1948/49"

On 15 April 1949, the Soviet news agency [TASS](#) reported a willingness by the Soviets to lift the blockade. The next day, the [US State Department](#) stated that the "way appears clear" for the blockade to end. Soon afterwards, the four powers began serious negotiations, and a settlement was reached on

Western terms. On 4 May 1949, the Allies announced an agreement to end the blockade in eight days. Berlin Airlift Monument in Berlin-Tempelhof with inscription "They gave their lives for the freedom of Berlin in service of the Berlin Airlift 1948/49"

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Berlin Airlift Monument in Berlin-Tempelhof, displaying the names of the 39 British and 31 American airmen who lost their lives during the operation. Similar monuments can be found at the military airfield of Wietzenbruch near the former RAF Celle and at Rhein-Main Air Base.

The Soviet blockade of Berlin was lifted at one minute after midnight on 12 May 1949. A British convoy immediately drove through to Berlin, and the first train from West Germany reached Berlin at 5:32 A.M. Later that day, an enormous crowd celebrated the end of the blockade. General Clay, whose retirement had been announced by US President Truman on 3 May 1949, was saluted by 11,000 US soldiers and dozens of aircraft. Once home, Clay received a ticker tape parade in New York City, was invited to address the US Con-

PILOTS CAME FROM THE UNITED STATES, UNITED KINGDOM, AUSTRALIA, CANADA NEW ZEALAND AND SOUTH AFRICA TO FLY THE PLANES IN THE AIR LIFT A TOTAL OF 101 FATALITIES WERE RECORDED AS A RESULT OF THE OPERATION, INCLUDING 40 BRITONS AND 31 AMERICANS, MOSTLY DUE TO NON FLYING ACCIDENTS. ONE ROYAL AUSTRALIAN AIR FORCE MEMBER WAS KILLED IN A AIRCRAFT CRASH AT LUBECK WHILST ATTACHED TO No. 27 SQUADRON RAF SEVENTEEN AMERICAN AND EIGHT BRITISH AIRCRAFT CRASHED DURING THE OPERATION.

Nevertheless, supply flights to Berlin continued for some time to build up a comfortable surplus, though night flying and then weekend flights could be eliminated once the surplus was large enough. By 24 July 1949, three months' worth of supplies had been amassed, ensuring that there was ample time to restart the Airlift if needed.

On 18 August 1949, [Flt Lt Roy Mather DFC AFC](#) and his crew of [Flt Lt Roy Lewis Stewart Hathaway AFC](#), [Flt Lt Richardson](#) and [Royston William Marshall AFM](#) of 206 squadron, flew back to Wunstorf for the 404th time during the blockade, the record number of flights for any pilot of any nationality, either civilian or military.

The Berlin Airlift officially ended on 30 September 1949, after fifteen months. In total, the USAF delivered 1,783,573 tons and the RAF 541,937 tons, totalling 2,326,406 tons, nearly two-thirds of which was coal, on

HMAS Warramunga

completes mission in the Middle East

19 June 2018

Minister for Defence, the Hon Marise Payne, today announced HMAS *Warramunga* is returning to Australia after a highly successful Royal Australian Navy (RAN) deployment to the Middle East Region.

Minister Payne said that during the seven-and-a-half month deployment, the Australian warship intercepted 16 vessels carrying illicit narcotics, seizing a total of around 31.8 tonnes of hashish and two tonnes of heroin valued at approximately \$2.17 billion.*

“This is the largest cumulative total ever seized by an Australian Major Fleet Unit,” Minister Payne said.

“I would like to thank the men and woman of the RAN for their contribution to making a significant global difference to the distribution of unlawful drugs and illicit narcotics and protecting Australia’s national interests abroad.”

Outgoing Commanding Officer HMAS *Warramunga*, Commander Dugald Clelland RAN, said the Anzac Class frigate’s contribution in disrupting narcotics smuggling in the region was significant.

“It has been a very successful deployment and the ship’s company is enormously proud of its achievements,” Commander Clelland said.

“Since arriving in the Middle East, our tasking has included counter-smuggling operations and working with our coalition partners to improve maritime security throughout the region.”

During the deployment, *Warramunga* also participated in exercises with French Navy and US Navy ships, and conducted an information exchange with the US Coast Guard.

Operations with the US Fifth Fleet as part of Task Force (TF) 50 and TF 55 included escort duties through the Strait of Hormuz and for US Ships Theodore Roosevelt and America during activities in the Gulf.

Commander Joint Task Force 633, Rear Admiral Jaimie Hatcher AM, RAN, said the Australian ship has made an important contribution to global counter-terrorism efforts as part of the multinational coalition of Combined Maritime Forces (CMF).

‘HMAS *Warramunga*’s achievements are exceptional. The success of

Summary of vessels interdicted with drugs by *Warramunga*:

- 27—29 December 2017: 8 tonnes hashish, 69kg heroin, (three vessels interdicted over this period)
- 3 January 2018: hashish, 3.5 tonnes
- 7 January 2018: heroin, 111kg
- 24 January 2018: heroin, 915kg
- 1 February 2018: heroin, 414kg
- 3 March 2018: hashish, 4 tonnes
- 4 March 2018: hashish, 4 tonnes
- 6 March 2018: heroin, 132kg
- 10 May 2018: heroin, 295kg
- 21 May 2018: hashish, 3 tonnes
- 22 May 2018: hashish, 3.2 tonnes
- 3 June 2018: hashish, 3.3 tonnes
- 4 June 2018: hashish, 2.6 tonnes
- 5 June 2018: hashish, 40kg

*Note: This calculation is based on the Australian Criminal Intelligence Commission Illicit Drug Data Report 2015–16 figures for Cannabis Resin (Hashish) @ AUD\$50,000 per kilo (p. 215) and Heroin @ AUD\$300,000 per kilo (p. 216).

TAXI DRIVER

Passenger sitting in the back seat of the cab taps his taxi driver on the shoulder. The driver craps himself, swerves, nearly hits a bus and stops inches from a shop window.

“Stuff me, your jumpy aren’t you? I only tapped your shoulder.”

“”Sorry,” says the cabbie, “It’s my first day. I’ve been driving a flaming Funeral Hearse for the last 20 years.”

STREAKING GOLFER

One morning three women are golfing on the fourth green when suddenly a guy runs by wearing nothing but a bag over his head. As he passes by the first woman look down and says, “Well he’s not my husband.” As he passes the second woman, she also glances down and says, “He’s not my husband either.”

He then passes by the third woman Audrey, who also looks down as

HMAS Ballarat deploys for nine-month Middle East mission

Following the success of HMAS Warramunga to the Middle East ~ (OPERATION MANITOU) on the 28 October 2018 HMAS Ballarat was deployed on a 9 month operation to continue the mission in the same area.

Ballarat's Commanding Officer, Commander Paul Johnson, said the Ship's Company were highly trained and motivated to carry out the tasks ahead. The men and women who serve in Ballarat have worked very hard preparing the ship for this long deployment," Commander Johnson said.

"This will be the ship's second deployment to the Middle East and we carry forward a considerable legacy. "We sail with the knowledge our friends and families will support us the entire way as we work to make the world safer and more stable."

CLEVER JURY

In a criminal justice system based on 12 individuals not smart enough to get out of jury duty. A defendant was on trial for murder. There was strong evidence indicating guilt, but there was no corpse.

In the defence's closing statement, the lawyer, knowing that his client would probable be convicted, resorted to a trick. "Ladies and gentlemen of the jury, I have a surprise for you all," the lawyer said as he looked at his watch. "Within one minute the person presumed dead in this case will walk into this courtroom." He looked towards the courtroom door. The juror, somewhat stunned, all looked on eagerly. A minute passed, nothing happened.

Finally, the lawyer said, Actually I made up the previous statement. But you all looked on with anticipation. I therefore, put it to you that you have a reasonable doubt in this case as to whether anyone was killed, and I insist that you return a verdict of not guilty."

The jury retired to deliberate. A few minutes later, the jury returned and pronounced a verdict of guilty.

"But how?" inquired the lawyer. "You must have had some doubt; I saw all of you stare at the door."

The jury foreman replied:



Rosemary is a symbol of respect for the dead traditionally worn on Anzac Day, and on Remembrance Day.

Rosemary has particular significance for Australians as it is



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Club Catalina

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BOWLS



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