



*February 2023 Newsletter
Magazine Section*

*FRIENDSHIP, FELLOWSHIP
AND FUN*

*One Hundred
Years Ago*

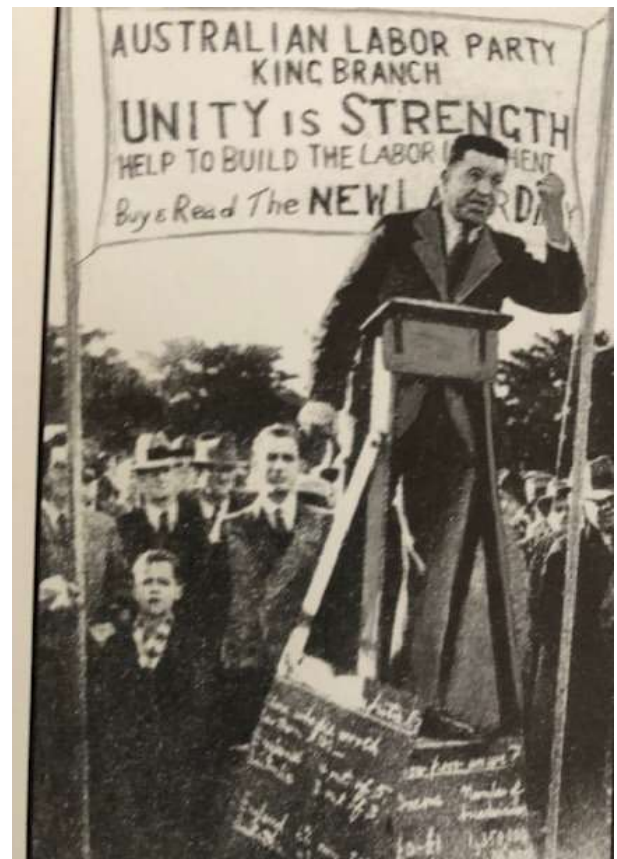
Billy Hughes



The main event in 1923 was the resignation of Australia's longest serving Prime Minister, Billy Hughes. His resignation marked the end of a career that had started in the preceding century when he helped form the Labour Party and entered the New South Wales Parliament in 1894.

Hughes entered Federal politics in 1901 and was made Prime Minister in 1915 (the year of Gallipoli). He was the seventh prime minister of Australia, in office from 1915 to 1923. He is best known for leading the country during World War I, but his influence on national politics spanned several decades. He represented six political parties during his career, leading five, outlasting four, and being expelled from three.

Socialism



The Australian Labour Party continued to debate the benefits of socialism with communist advocates like Harcourt Garden trying to persuade people in Sydney's Domain of the philosophy's advantages. During 1923 the ALP voted to allow the Communist Party to affiliate.

Sydney Harbour Bridge

NSW Premier, George Fulller, authorised the start of the long awaited Sydney Harbour Bridge.

Radio Station 2BL

Radio station 2SB (later 2BL) broadcast its first wireless programmes of music, news, financial information, weather and sporting results.

Population

Australia's population reached 5,756,000

Vegemite



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A great leap forward was achieved in Australian cuisine when Dr C P Callister invented the formula for Vegemite. It was first produced in Australia by Fred Walker and Co Pty Ltd as a vegetable extract called Parwill, but was not a success so the company ran a public competition to rename the product. Vegemite was the winning name and the company chemist, Callister, developed it into the popular yeast spread that has been a staple in the diet of Australian children ever since.

John Denver

One of the world's best-known and best-loved performers, John Denver earned international acclaim as a songwriter, performer, actor, environmentalist and humanitarian. Denver's career spanned four decades and his music has outlasted countless musical trends and garnered numerous awards and honours.

The son of a U.S. Air Force officer, Denver's artistic journey began at age eleven when he was given his grandmother's guitar.

By 1970, Denver's social and political leanings were clearly defined. Denver was one of the first artists to share an environmental message through his music, beginning with the Tom Paxton-penned song, "Whose Garden Was This?" This was the first in a long line of songs that he recorded about the environment.

Denver contributed his talents to the benefit of many charitable and environmental causes and received numerous civic and humanitarian awards over the years.

His passion to help create a global community paved the way for ventures into new musical and geographic territories. In 1985 he was invited by the Soviet Union of Composers to perform in the USSR, inspiring the internationally acclaimed song "Let Us Begin (What Are We Making Weapons For?)

"I thought that I might be able to do something to further the cause of East/West understanding... The Russians say that the first swallow of spring won't make the weather for the whole season, but it can mark the turn toward a warmer climate. I tried to be that swallow."

"Music does bring people together. It allows us to experience the same emotions. People everywhere are the same in heart and spirit. No matter what language we speak, what colour we are, the form of our politics or the expression of our love and our faith, music proves we are the same."

The success of his visit led to a concert tour of the USSR in 1986. These were the first performances by an American artist since the Cold War began – an unprecedented cultural exchange between the United States and the Soviet Union. He returned to the USSR in 1987 to do a benefit concert for the victims of Chernobyl.

Denver was also the first artist from the West to do a multi-city tour of mainland China, in October 1992. He was somewhat astonished to discover how popular and well known his songs were in China. "Country Roads," he was told, "is the most famous song written in the West."

Denver was an experienced airplane pilot and collected vintage biplanes. His interest in outer space was so great that he took and passed NASA's examination to determine mental and physical fitness needed for space travel. He then became a leading

candidate to be the "first civilian in space" on the Space Shuttle Challenger. Denver planned to write a song in space, but circumstances kept him from joining the ill-fated expedition, which saddened the world when it exploded during take-off in 1986.

Denver was also a talented photographer. He photographed images of the people and places he experienced in his travels and showed his work professionally, often in connection with speeches made at colleges and universities as well as government and business facilities across the country.

One of his greatest pleasures was spending time outdoors. He spent as much time as possible backpacking, hiking, climbing and fishing. He was an avid golfer and skier, regularly participating in celebrity charity events for both sports.

John Denver died tragically in a plane crash on October 12, 1997. He was survived by his brother Ron, mother Erma and three children, Zak, Anna Kate and Jesse Belle.

Seniors Thoughts

I hate it when I can't figure out how to operate the iPad and my tech support guy is asleep. He's 5 and it's past his bedtime.

Today's 3-year-olds can switch on laptops and open their favourite apps. When I was 3, I ate mud.

I have been in many places, but I've never been in Kahoots. Apparently, you can't go alone. You have to be in Kahoots with someone.

I've also never been in Cognito. I hear no one recognizes you there.

I have, however, been in Sane. They don't have an airport; you have to be driven there. I have made several trips there, thanks to my children, friends, family and work.

I would like to go to Conclusions, but you have to jump, and I'm not too much on physical activity anymore.

I have also been in Doubt. That is a sad place to go, and I try not to visit there too often.

I've been in Flexible, but only when it was very important to stand firm.

Sometimes I'm in Capable, and I go there more often as I'm getting older.

One of my favourite places to be is in Suspense! It really gets the adrenaline flowing and pumps up the old heart! At my age I need all the stimuli I can get!

FOR THOSE OF US WHO ARE OLDER

▶ Keep a healthy life, without great physical effort. Do moderate exercise (like walking every day), eat well, & get your sleep. It's easy to become sick; & it gets harder to remain healthy. That is why you need to keep yourself in good shape & be aware of your medical & physical needs. Keep in touch with your doctor, do tests even when you're feeling well. Stay informed.

▶ Always buy the best, most beautiful items for your significant other. The key goal is to enjoy your money with your partner. One day one of you will miss the other, & the money will not provide any comfort then, enjoy it together.

▶ Don't stress over the little things. You've already overcome so much in your life. You have good memories & bad ones, but the important thing is the present. Don't let the past drag you down & don't let the future frighten you. Feel good in the now. Small issues will soon be forgotten.

▶ Regardless of age, always keep love alive. Love your partner, love life, love your family, love your neighbour & remember: "A man is not old as long as he has intelligence & affection."

▶ Be proud, both inside and out. Don't stop going to your hair salon or barber, do your nails, go to the dermatologist & the dentist, keep your perfumes and creams well stocked. When you are well-maintained on the outside, it seeps in, making you feel proud & strong.

▶ Don't lose sight of fashion trends for your age, but keep your own sense of style. You've developed your own sense of what looks good on you – keep it and be proud of it. It's part of who you are.

▶ ALWAYS stay up-to-date. Read newspapers, watch the news. Go online & read what people are saying. Make sure you have an active email account and try to use some of those social networks. You'll be surprised at what old friends you'll meet.

▶ Respect the younger generation & their opinions. They may not have the same ideas as you, but they are the future & will take the world in their direction. Give advice, not criticism, & try to remind them that yesterday's wisdom still applies today. Never use the phrase: "In my time." Your time is now. As long as you're alive, you are part of this time.

▶ Some people embrace their golden years, while others become bitter and surly. Life is too short to waste your days on the latter. Spend your time with positive, cheerful people, it'll rub off on you & your days will seem that much better.

▶ Don't abandon your hobbies. If you don't have any, make new ones. You can travel, hike, cook, read, dance. You can adopt a cat or a dog, grow a kitchen garden, play cards, checkers, chess, dominoes, golf.

▶ Get out of the house, meet people you haven't seen in a while, experience something new (or something old). The important thing is

to leave the house from time to time. Go to museums, go walk through a park. Get out there.

▶ Speak in courteous tones and try not to complain or criticize too much unless you really need to. Try to accept situations as they are.

▶ Pains and discomfort go hand in hand with getting older. Try not to dwell on them but accept them as a part of life.

▶ If you've been offended by someone – forgive them. If you've offended someone - apologize. Don't drag around resentment with you. It only serves to make you sad and bitter. It doesn't matter who was right. Someone once said: "Holding a grudge is like taking poison & expecting the other person to die." Don't take that poison. Forgive, forget, and move on.

Auld Lang Syne

Sung by Susan Boyle

<https://youtu.be/fmtyvQw5ROk>

With thanks to Margaret Ayre

World War II



The crew of an up-ended Sherman tank enjoy a “brew” beside their vehicle while waiting for a recovery team in Italy – 13 September 1944. Their tank overturned after slipping off a narrow road in the dark.



King George VI and Queen Elizabeth visiting bomb damaged streets in the East End of London – 18 October 1940.



Wounded soldiers from the 6th Durham Light Infantry during the Mareth line battle – 22 March 1943



A sergeant of the Royal Army Veterinary Corps bandages the wounded ear of a mine-detection Labrador dog named “Jasper” at Bayeux in Normandy – 5 July 1944



The strain and fatigue of 23 days on the line is shown in the faces of these Marines seen here displaying Japanese battle flags captured during the Battle of Cape Gloucester – 14 January 1944.



The United States was the only country to equip its troops with an auto-loading rifle as the standard infantry weapon of WWII. It gave their troops a tremendous advantage in firepower and led General George Patton to call the M1 Garand “The greatest battle implement ever devised”,



Australian soldiers in Martin Place, Sydney during the Victory in the Pacific celebrations – 15 August 1945



Two German soldiers sit on a Spitfire brought down on the wet sands at Calais. The plane was consumed by the sandy beach and remained there for 40 years.



A Finnish Brewster Buffalo 239 fighter at Selanpaa Airfield – 24 June 1941



Soviet artillerymen transporting a 76-mm divisional gun during the forced crossing of the Oder River, Germany - December 1944



The soldier on the right cradles his .30 caliber M1919 Browning machine gun while taking a cigarette break during mopping up operations on Peleliu – 14 September 1944



A broken down and deserted Soviet T-35 heavy tank of the 8th Mechanised Corps on the Dubno-Plycza highway, Rivne Oblast province of western Ukraine – June 1941



Girls working on shell caps in a munitions factory somewhere in England – 25 May 1940



A British Crusader tank passes a burning German Panzer IV tank during Operation Crusader, Cyrenaica (the eastern province of Libya) – Winter 1941



Crew of Avro Lancaster Bomber "B" MkI "Victorious Virgin" RCAF 424 Squadron - 21 March 1945



Boeing B-29 Superfortress "Dauntless Dotty" 869th Bomb Squadron - 24 November 1944



Cleaning the barrel of an Sd.Kfz 251/9 Schutzenpanzerwagen on the Eastern Front – Summer 1942



A Chinese Nationalist soldier guards a row of Curtiss P-40 "Warhawks" flown by the "Flying Tigers" of the American Volunteer Group – July 1942

Lancaster Bomber



The Lancaster was a British four-engined strategic bomber that was used as the RAF's principal heavy bomber during the latter half of the Second World War. The aircraft was powered by an arrangement of four wing-mounted Rolls-Royce Merlin piston engines, each of which drove a 13 ft (4.0 m) diameter de Havilland Hydromatic three-bladed propeller

A long, unobstructed bomb bay meant that the Lancaster could take the largest bombs used by the RAF, including the 4,000 lb (1,800 kg), 8,000 lb (3,600 kg) and 12,000 lb (5,400 kg) *blockbusters*, loads often supplemented with smaller bombs or incendiaries. The "Lanc", as it was known colloquially became one of the most heavily used of the Second World War night bombers, delivering 608,612 long tons (618,378,000 kg) of bombs in 156,000 sorties. The versatility of the Lancaster was such that it was modified to carry the Upkeep "bouncing bomb" designed by Barnes Wallis for Operation Chastise, the attack on German Ruhr valley dams – The "Dam Busters"

The standard crew for a Lancaster consisted of seven men, stationed in various positions in the fuselage.

Bomb Aimer

Starting at the nose, the bomb aimer had two positions to man. His primary location was lying prone on the floor of the nose of the aircraft, with access to the bombsight controls facing forward, with the Mark XIV bomb sight on his left and bomb release selectors on the right. He also used his view through the large transparent perspex nose cupola to assist the navigator with map reading. To man the Frazer Nash FN5 nose turret, he stood up placing himself in position behind the triggers of the twin .303 in (7.7 mm) guns. Ammunition for the turret was 1,000 rounds per gun. The bomb aimer's position contained the nose emergency hatch in the floor; at 22 by 26.5 inches (560 by 670 mm) which it was difficult to exit through while wearing a parachute.



Bomb aimer in his position in the nose.



Nose turret from above, and bomber aimer's station

Pilot and Flight Engineer

On the roof of the bomb bay the pilot and flight engineer sat side by side under the expansive canopy, with the pilot sitting on the left on a raised portion of the floor. The flight engineer sat on a collapsible seat (known as a "second dicky seat") to the pilot's right, with the fuel selectors and gauges on a panel behind him and to his right.



Lancaster pilot at the controls, left, flight engineer at right



The flight engineer checks control panel from his seat

Navigator

Behind the pilot and flight engineer, and behind a curtain fitted to allow him to use light to work, sat the navigator. His position faced to port with a chart table in front of him. An instrument panel showing the airspeed, altitude, and other information required for navigation was mounted on the side of the fuselage above the chart table.

Wireless Operator

The wireless operator's radios were mounted on the left-hand end of the chart table, facing the rear of the aircraft. Behind these and facing forwards the wireless operator sat on a seat at the front of the main spar. On his left was a window, and above him was the astrodome, used for visual signalling and by the navigator for celestial navigation.



Looking forward between wing spars. At left is the wireless operator, and at right is the navigator

Mid-Upper Gunner

Behind the wireless operator were the two spars of the wing, which created a major obstacle for crew members moving down the fuselage even on the ground. At the end of the bomb bay was the mid-upper gunner's turret, at which the floor dropped down to the fuselage's bottom. His position allowed a 360° view over the top of the aircraft, with two Browning .303 Mark IIs to protect the aircraft from above and to the side. The mid-upper gunner sat on a rectangle of canvas that was slung beneath the turret and would stay in position throughout the flight. The turret had 1,000 rounds of ammunition per gun.

To the rear of the turret was the side crew door, on the starboard side of the fuselage. This was the main entrance to the aircraft, and also could be used as an emergency exit. The Elsan chemical toilet, a type of aircraft lavatory, was located near the spars for the tailplane.



Mid-upper turret with twin .303 Brownings,

Rear Gunner

At the extreme tail-end of the fuselage, the rear gunner sat in his exposed position in the tail turret, which was entered through a small hatch in the rear of the fuselage. Depending on the size of the rear gunner, the area was so cramped that the gunner would often hang his parachute on a hook inside the fuselage, near the turret doors. Neither the mid-upper nor the rear gunner's position was heated, and the gunners had to wear electrically heated suits to prevent hypothermia and frostbite.

Emergency Exits

The pilot and other crew members could use the panel above the cockpit as an auxiliary emergency exit while the mid-upper gunner was expected to use the rear entrance door to leave the aircraft. The tail gunner escaped by rotating his turret to the rear, opening the door in the back of the turret, passing into the fuselage, and clipping on a parachute that was hung on the side wall. He could then exit through the rear entrance door.

Compared with other contemporary aircraft, the Lancaster was not an easy aircraft to escape from as its escape hatch was only 22 in × 26.5 in (56 cm × 67 cm) in size; in a Halifax or Stirling (which both had an escape hatch 2 in (5.1 cm) wider), 25 per cent of downed aircrew bailed out successfully, and in American bombers (albeit in daylight raids) it was as high as a 50 per cent success rate while only 15 per cent of the Lancaster crew were able to bail out

Homing Pigeons



Crewman with homing pigeons, 1942. Pigeons were customarily carried aboard Lancasters as a means of communications in the event of a crash, ditching or radio failure.