

# NUTS & BOLTS



*'Every man needs a shed'*

Vol 5 | Issue 6 | December 2020  
[Covid-19 Edition 7]



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## Message from the Editor

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This is the last "Nuts& Bolts" for 2020, so please enjoy.

As this crazy year of covid draws to a close, I would like to thank all those members who have contributed poems travel photos, jokes and articles for Nuts & Bolts and I wish every member of the shed and their families a very **Happy and Safe Christmas.**

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Carina Men's Shed valued supporters include:



Member's News

### Melbourne Cup Lunch *Tuesday 03 November*

Small field of about 25 turned up for the Melbourne Cup lunch, Paul Gardiner did a great job on the BBQ lunch refreshments and thanks to Roger Appleby and John Abbott for organising the sweeps.



Member's News

***Bulimba Markets Sunday 15 November***

Eddie Haselich, John Kirkwood, Freddie Butler, Rex Gelfius and David Sim set up our stall at the Bulimba Markets and had a very successful afternoon raising \$1600 from the sale of our shed's glass, wood and leather items. The use of our EFTPOS facility at our first sales event for the year definitely improved the takings.



## Member's News

*Corrugated Shedder's Year*

While the shed was locked down early this year the Corrugated Sheddets got together at home to refine their skills. Colin Gillies and Bob Ikin collaborated to submit three songs of the "country genre" and a fourth song "City Boy" compiled by former band member Milton Scully to the V100.3 BayFM original song contest if successful BayFM would turn their songs into professional productions to be released as a BAY SONGS CD. While not being successful in the BayFM song contest (see email below) the Corrugated Sheddets have expanded their line up with a number of new members joining since the shed reopened in late June and they have been "On the Road Again" since October.



From: Bay Songs <baysongs@bayfm.org.au>  
Sent: Thursday, November 12, 2020 10:38 AM  
Subject: Bay Songs CD

Hi there

If you have been listening to BAY FM the last few days you may already know that the successful entries have now been decided and the first BAY SONGS CD is being finalised and will shortly be released.

Unfortunately your entry was not one of those selected this year. Altogether we had over 300 entries for the Bay Songs CD and we were quite overwhelmed not only by the number of entries but also the quality of those songs. It has taken a long time for the panel of volunteers to go through all the entries and it was obvious that much time, effort and emotion had gone into all these songs.

I want to thank you for your patience while the entries were being processed and to encourage you to keep writing and, in some cases, producing your songs.

Thanks so much for your support of BAY FM and I hope you will continue to enjoy listening to this radio station as we certainly enjoy bringing great music to our listeners!

Stay safe and healthy as we head towards 2021.  
Best wishes

Ted Seymour  
Station Manager  
BAY FM 100.3

Member's News

*Veterans and Community Grant Activities*

From late October we had four veterans and one carer attending our Friday program. Three were doing leather work, one doing woodwork and one doing decorative glass. All of the veterans come from Mates4Mates.

The program has been well received by the veterans and is part of the larger Department of Veteran Affairs, Veterans and Community Grant we received early this year. The veterans finished their projects late November and were presented with certificates and they also took their finished projects home. Thanks also to the assistance and mentoring from Harry Davis and Graham Finlay in the glass work, Tom Kenny in the wood work and Mal Baldock in the leather work.

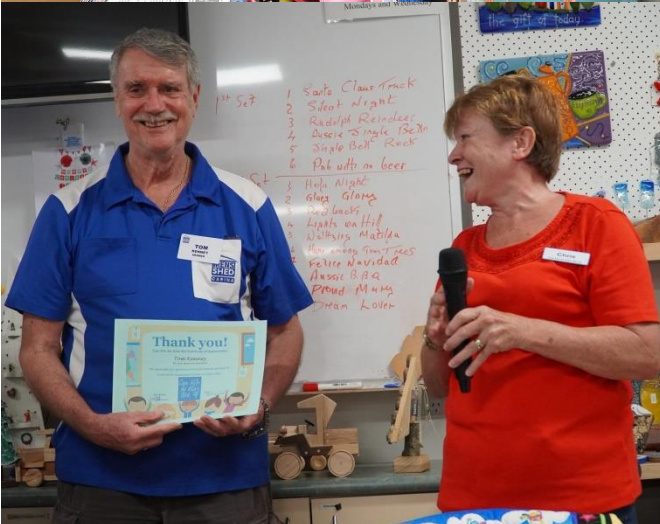


Member's News

### Care Kits for Kids Qld Inc. Visit *Monday 07 December*

Care Kits for Kids Qld Inc., is a not-for-profit charity that distributes free Care Kits backpacks to children in out of home or crisis care in Queensland. Stephanie and Chris explained how the backpacks are filled with age appropriate new or handcrafted donations of clothing, toiletry and educational items.

In recognition of the donation of a crate of Tom Kenney's wooden toys from our shed, Tom and the CMS were awarded Certificates of Appreciation from Care Kits for Kids Qld and Tom was also awarded a Community Spirit Award from Di Farmer.



## Member's News

**Christmas Party Presentations**

Harry Davis, Dante Ballarino, Allen Linning and Kevin Searle were presented with 10 Year Shed Membership Certificates at the Christmas party by the President Paul Gardiner.

Mal Weier and Patrick Lindsay who were unable to attend will be presented with their certificates when they next visit the shed.

**Contract Bridge Corner**

The Bridge group play cards at the shed on a Thursday starting at 9:00am. All are welcome - lessons provided.

**Bennett Bridge Murder**

It is widely agreed that spouses should not be bridge partners - if they want to stay married ....

In 1929, what came to be called the Bennett Bridge Murder occurred in Kansas City. John and Myrtle Bennett were playing as partners with friends when John played a hand badly. After an severe argument with his wife, he went to pack a bag to stay in a hotel, then leave town the next day on a business trip.

Subsequently his wife got a gun and chased him into the bathroom. After she fired through the door twice (missing both times), he escaped through a a side door into a hallway. His wife then shot him twice in the back as he was trying to escape out of the front door.

Her defence to a first degree murder charges was that while bringing the gun to her husband at the front door, for him to take on his trip for self-defence, she stumbled, causing the pistol to go off, accidentally wounding him. He then grabbed her arm, to help her regain her balance, at which time the gun went off again, killing him.

Unlikely, well yes.

The evidence of the two bullet holes in the bathroom door, and of Bennett's body lying by the front door without a suitcase nearby, was ignored by the jury, and they acquitted her.

It is reputed that the Judge commented after the trial that if the Judge had been John Bennett's partner and he had played as badly, he also would have probably shot him.

**The text and photos on this page are from Nuts & Bolts Volume 1 Issue 6? (Nov 2012).**

### MESSAGE FROM THE EDITOR

What a year it has been! When we moved into our new shed in October 2011 we had 8 financial members and we now have 54 financial members – very impressive growth in anyone's language. Congratulations must go to the Events blokes, notably Bevan and Brian for all the excellent activities and speakers we have had this year. Remember let Brian know if you want, or are interested in a particular activity. We will be having a review of your interests and desired activities on 19 November 2012. This will give Brian and Chris some details so they can plan our 2013 events calendar. Nuts & Bolts will be taking a short break and will be back in January 2013 – to all our readers HAVE A SAFE AND MERRY CHRISTMAS – MAY YOUR TOOL BELTS BE FULL ON CHRISTMAS DAY!!

What is the name and purpose of this mystery object which came into our shed recently?

**Answer: Puzzles, Jokes & Trivia**



### RAAF Amberley Visit

A great day was had by all at the RAAF Heritage Museum at Amberley on 21 August 12. Once again a thank you must go to Bevan and his helpers for organising this event. The Editor (Bob Ikin) was so impressed he went back as he wanted to show his wife a photo, which could be her father, working as a member of a Vultee Vengeance dive bomber maintenance crew in World War 2



### Monthly Tips

1. When cleaning paint brushes use a wire brush to loosen the congealed paint and this will ensure the brushes last longer.
2. Left over wine? Don't throw out all that leftover wine. Freeze into ice cubes for future use in casseroles and sauces. *WHO HAS LEFTOVER WINE? (Editor)*
3. "Measure twice, cut once."
4. When running projects remember the 6 Ps – "Preparation and Planning Prevents Piss Poor Performance."

### Believe it or Not!!!

Wood was the basic structural material for most early aircraft. It was cheap, easily worked, had low density but high rigidity and was easy to repair. Before and after World War 1, most aircraft had a basic framework of high-quality wood, usually ash or spruce, with light wood "formers".

The major parts were constructed separately by gluing and pinning, and were joined by large bolts. Thin birch plywood would be used to cover some parts, often the front of the wing, while the rest was covered in lightweight treated fabric.



Poetry Corner - Lest we Forget

This poem was written by Kevin Searle and first appeared in Nuts & Bolts in June 2014

If you have read the poem  
Of the Anzac on the Wall  
Then he, like many others  
In our minds stands proud and tall

They left their home and country  
And from love ones they did go  
To heed the call from o'er the sea  
In a land they did not know

They landed at Gallipoli  
On that well remembered dawn  
Where the Spirit of the Anzac  
Was there forever born

Up upon the Western Front  
This Spirit did show through  
As our Brave Mates they did the best  
Of what they had to do

That same Anzac Spirit  
Forged on lands that are so far  
Is now instilled in each of us  
It's part of who we are

All Brave Mates who've served since then  
No matter where they fall  
They then become a part  
Of The Anzac on The Wall

## Working Shoulder to Shoulder

### Spontaneous Cooperation Carina Men's Shed Style - submitted by Ross Coates

I feel that I should tell you all about the episode with my wheel barrow wheel at the Shed a week or two ago. My Bunnings wheel-barrow had a flat tyre and was going to be needed in the imminent future. I tried to re-inflate the tyre and was only partly successful. The air pump would inflate to about 10 pounds of pressure, then the excess would just leak out of a hole or pinch; or wherever the hell the wheel was leaking from in the first place.

More drastic measures were needed before my wheelbarrow was ready for service once more. I went to Bunnings and had initially intended to purchase a whole new wheel, which would have been much easier than the course I was forced to take, by necessity. No, they didn't have a replacement wheel available of the correct size; far too easy that would have been! Next, I perused the sizes of replacement tubes available to possibly to correct the air leak issue. Yes, I managed to find an inner tube that would suit the job, so I came home reasonably happy.

How hard can it be to change an inner tube was what I was thinking? On removing the wheel and inspecting it, the five bolts that held the two halves on the wheel together appeared to be a wee bit difficult to remove. I thought I would take the wheel and replacement tube to my Men's Shed and do the job there. With more bench space and a few tools available, I would be much better off there I thought and the job should be easy.

It was a Thursday morning when I arrived at the Shed with the wheel and replacement tube, I got to work. Some of the Sheddors had seen me arrive with this little job under my arm, and as they probably didn't have much on themselves, decided to wander over to see what I was up to. Well, as it turned out removing the bolts holding the two halves of the wheel together was much more difficult than I had anticipated. The tyre came off relatively easily but the range of spanners and sockets the Shed possessed were not of the correct size to suit the bolts. I suspect that the troublesome bolts were of Chinese origin. The only thing we could find to unscrew the bolts with were two 'shifters', and the angle of attack was far from opportune. It was difficult in the extreme, and in the case of one bolt, we actually cut the bolt and nut head in half with a grinder in order to remove it.

I had up to four 'helpers' at any one time but we finally got the wheel apart. As we had destroyed most of the bolts holding the two halves of the wheel together, Mel found some suitable short bolts with which to reassemble the wheel with. The tube was partially inflated, then placed into the tyre; placing the inflating valve into the hole provided for it, and the two wheel halves were bolted together again with the tyre in position. Once this was complete the tyre could be fully inflated to the correct pressure once again. I re-attached it to the wheel-barrow again that afternoon!

The point I am making is that the Members were happy to spontaneously render their time and assistance to help me and we prevailed in what turned out to be a difficult job. Robert, Mel, Bruce, Bevan and others all 'helped' in various ways and succeeded in getting the job done. The spirit of camaraderie and cooperation is strong in the Carina Men's Shed and long may it continue. Without everyone's help the job would have been much, much harder. Thank you all for assistance.

### **Shoulder to Shoulder Two**

On Sunday 29/11 five of our members spent the day erecting a shed on site for Bunnings at Cannon Hill. This was a last minute request from Bunnings who had been let down by their contractor.

It was a hot and trying day for President Paul, Secretary Roger, Ross Allen, Mal Baldock, and Ray Carter. A 6 am start and a few short rest and water breaks saw the project completed by about 3:30pm.

There was only one mishap for the day. Well, apart from trying to use a couple of roof purlins as uprights!! Roger plaited his feet and took a tumble leaving some skin behind.

Bunnings provided the Shed with a \$500 gift card plus a new Ryobi trim router for our efforts.



## Time in uniform - the golden days? submitted by Freddie Butler

Editor's Note: Freddie indicated these adventures happened around 1959-60 when he was about twenty.

Probably among the first things remembered of service life was that clothing was issued on a general basis, and only if it was obviously too small could you get an exchange. Otherwise, a trip to the tailor was required. After training, the big day arrived when technicians were issued with appropriate instructions and off to your operational station or first squadron. There you would make acquaintance with two important men, W/O. Engineering and W/O. Discipline, and you would quickly discover which one was on your side. There is still a faint memory that perhaps the food at that time wasn't really too bad.

Having settled in and done your duty, made new mates, you were eventually told "You're posted, get your gear together and get ye hence". Depending on where you were to go, the move generated feelings of desire or dread. But wherever it would be, there was unalloyed joy that Her Majesty's Government paid travel and accommodation costs. My very first passport declared me to be on "Government Service" and . . . never did pay for that passport.

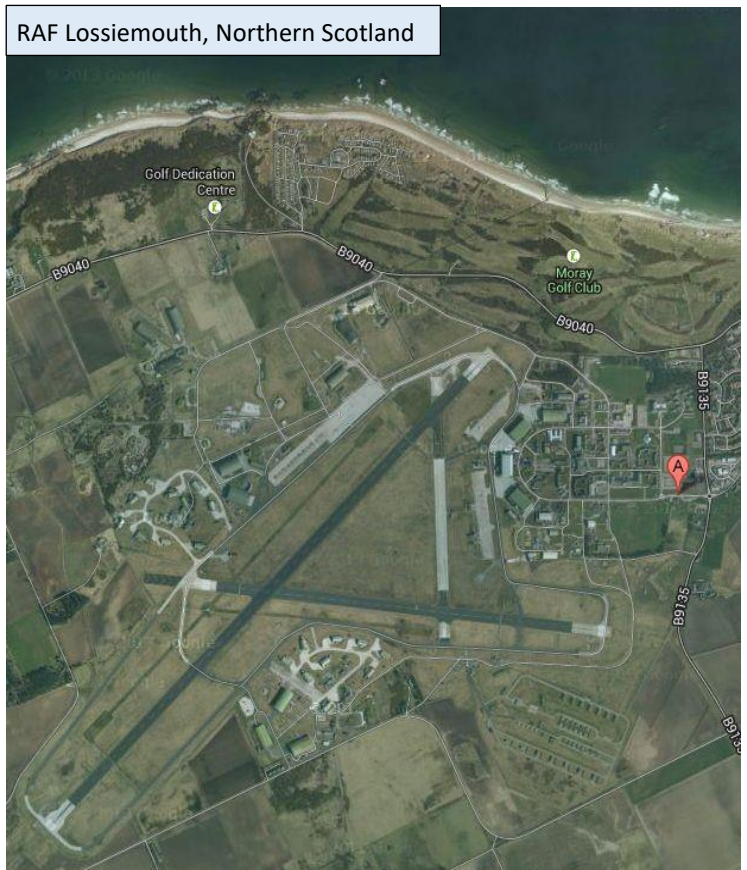
Being at the bottom of the ladder, there were occasions when you realised that there's no one lower than an ordinary airman. One incident still remembered with clarity, is the dreaded "*Operational Runway*" duty.

An airfield situated in the Northern Approaches to the U.K. and being on 'full alert', meant that the main runway had to be kept serviceable. No matter how deep the snow or thick the ice. Thus, a certain young man bundled up in as much arctic protection gear as he could scrounge, would drive up and down the long runway at night in the most appalling weather, keeping the runway surface clear for takeoff.

There was an 'infernal machine' knocked up by the station workshop people. It was a bomb trolley pulled by a tractor, the trolley adapted to carry an enormous fuel tank and a life expired jet engine, with a semi exposed seat for the driver. The engine mountings could be tilted so that the exhaust would blast away snow and ice. The runway would therefore be wet, but available 24/7 for tactical rapid takeoffs.

But there was some good done! I can recall that one week I was knee deep in snow in Northern Scotland, and the next week I was sunbathing.

The journey went from Scotland to a stopover in Gibraltar, where woolly socks and a greatcoat were not required. I didn't stay long enough to cross the border into Spain, maybe next time. Then came a flight to Malta, which in those days still had operational military airfields. Ye Gods what a shock!





Valletta, Malta

It was February and shorts and half sleeve shirts were the dress order for every day. Your system quickly adapted to the new weather reality, a couple of months there and you really did get “brown knees”. Well on the way to being less of an 'erk' and more of a man to get on with the job.

Off duty time would be spent discovering Malta, its history and the tales of wartime devastation. I seem to recall that there always seemed to be numerous mothers protecting their daughters from young men full of testosterone, with money to spend, and some time on their hands.

The years passed quickly by, and there were visits or tours to Cypress then to Aden. In this Middle East environment, you quickly learnt to avoid touching aircraft skin. Superficial burns could take days to recover. Maintenance, on hot aircraft in a hot environment, was a great teacher of 'be careful'.

Coastline, Malta



The good times had to end of course, but going back to Northern climes was always a bit of a shock. Day trips to somewhere, or to friends and relatives required woolly socks, woolen suits and quite often gloves.

Getting back to reality did have some benefits though. Promotion had come along, with it an attendant release from tiresome tasks. Never the less, some poor bugger had to be on “operational runway” crew, at night, in less than temperate climes.

Thus, it was my turn to sit in a warm and dry office and to comment to the poor young(er) airman. . . . . **“It's character building son, get on with it”**.

## Great Moments in Science with Dr. Karl Kruszelnicki

***Teabag saves Space Station***

**G'day, Dr Karl here.** In 2019, the crew aboard the International Space Station (or ISS) realised they had a big problem. Their precious air was quickly leaking out into space! But apparently, a clever cosmonaut was able to save the day ... with a teabag!

To understand this marvellous feat, we first need to learn a bit about the complicated balancing acts that keep the space station in orbit, and habitable for its crew.

The ISS is probably one of the most complicated machines ever built by humans. It is enormous, about 110 m x 75 m across, and it weighs in at around 420 tonnes. It also moves incredibly quickly, zipping around the earth every 93 minutes. The station cruises at an average altitude of about 400 km above the ground. It's definitely in space, but there are still some air molecules up that high.

And because the ISS is so big, and moving so quickly, there's enough wind resistance to make it lose about 70 metres of altitude every day. The inhabitants on board compensate for this by burning about 7.5 tonnes of chemical rocket fuel each year, which costs about US\$210 million. Now, the ISS generates its own solar power, using arrays spread across its 75 m wingspan. But when the ISS flies into the earth's shadow, which happens about 15 or 16 times each day, the inhabitants align these solar panels parallel to the ground - to reduce wind resistance.

This is just one of the balancing acts to keep the ISS safe. But when you're in the hostile environment of space, all sorts of things can throw this balance out of whack. For example, on Bastille Day, July 14, back in the year 2000, the Sun erupted with an extremely powerful solar flare. It released a huge burst of super-energetic protons into the earth's atmosphere some 15 minutes later. One effect on our planet was a severe geomagnetic storm. Solar events often hit space craft hardest because they're not as protected by the Earth's atmosphere and magnetosphere. The super-charged protons interfered with GPS satellites, temporarily doubling inaccuracies in GPS coordinates and the solar flare also had an effect on the International Space Station.

You see, the atmosphere absorbed energy from the super energetic protons, and then it heated up, and then it expanded - yes, that's right, the atmosphere expanded into the path of the ISS. This meant the wind resistance increased enormously. Suddenly, instead of losing just 70 metres of altitude each day, the ISS lost 15,000 m. Working quickly, the inhabitants burnt lots of chemical rocket fuel, and pushed their home back up to a higher and safer altitude.

Another problem for the ISS is space junk, which could crash into or puncture the Station. Thankfully, any potentially hazardous junk is closely monitored. On 16 separate occasions, the inhabitants have had to fire their rockets to get out of the way of some orbiting trash. But on four occasions, the space junk was discovered too late to shift the ISS to safety. So on these four times, all of the crew had to don their spacesuits, and sit inside the Russian Soyuz re-entry spacecraft. Luckily, on each of the four occasions, the ISS was not hit, so the inhabitants did not have to abandon ship.

Another issue for the ISS and its crew is that the Station leaks air. Despite what you might think, unfortunately, it is not perfectly airtight. And that makes sense, because, after all, the ISS is a slightly crude amalgamation of about a dozen pressurised modules all bolted together and the ISS is so big that there are inevitable leaks. It has a total pressurised volume of about 915 m<sup>3</sup> - roughly equal to the volume of a 747 jet and it's for these reasons, that the ISS normally loses about a quarter of a kilogram of air per day.

And it was air leakage that required some creative teabag thinking. Around September 2019, the air leaking out of the ISS began to increase from its regular and stable baseline and it kept on increasing. So about a year later, in August 2020 the astronaut and cosmonaut inhabitants sealed all the modules, and confined themselves to one end of the space station. Over the next four days, they tested each section for leaks. But nothing major showed up. That left the unsettling option that the module that was leaking, was probably the very one that they were huddled inside of. That was the Zvezda module, which had been launched way back in July 2000. In fact, it was the very first liveable part of the space station in orbit.

The obvious thing to do was to test this module by sealing its doors. Unfortunately, the Zvezda module was their only connection to the Soyuz spacecraft, which was their only way back to Earth in an emergency. But they needed to find the air leak, because the daily air loss had increased from a quarter of a kilogram per day, to more than a kilogram per day. So in early October 2020, it's been reported that a Russian cosmonaut found the leak with a teabag - how wonderfully inventive and low-tech.

The crew apparently set up a bunch of cameras in the Zvezda module, cut open the teabag, gently closed the hatch, and waited. After several hours they could see a few of the tea leaves ever-so-slowly floating towards an inconspicuous scratch on the metal wall. It turned out that was the crack through which the air was escaping. So, then they just needed a way to fix it.

How did they do it? Well, basically with some special space gaffer tape. The high temperature version of gaffer tape, called Kapton tape, is stable over an extraordinarily wide temperature range, from just above absolute zero (-269°C) to +400°C. That was enough for a temporary repair - maybe they'll have to use some epoxy next time.

But, the whole saga does lend some support to that old advice: if you're having a tricky day, keep calm, and have a cuppa tea.

<https://www.abc.net.au/radionational/programs/greatmomentsinscience/>

**Puzzles, Jokes & Trivia**



"Of course our relationship is a democracy. I'm the president, and you're not."



"He keeps scratching the back of his head. He must be nervous. Bet the farm."



"Hurry! Our New Year's resolutions start in ten minutes."



**Trivia Quiz**

1. Which of these cities is closest to Birdsville, Darwin, Melbourne or Sydney?
2. To the nearest 10km/h, what is the top speed of a kangaroo?
3. Which Australian state or territory has the longest land border?
4. What Australian brewer has an elk on its logo?
5. Was the cane toad introduced to Australia in 1935 from Brazil or Hawaii?

Can you work out the phrase word or meaning represented by these visual puzzles?



Quiz & puzzle solutions next page

## Puzzles, Jokes & Trivia

### *Sometimes it DOES take a Rocket Scientist!! (true story) from Rolls-Royce Staff Magazine*

Scientists at Rolls Royce built a gun specifically to launch dead chickens at the windshields of airliners and military jets all travelling at maximum velocity. The idea is to simulate the frequent incidents of collisions with airborne fowl to test the strength of the windshields.

American engineers heard about the gun and were eager to test it on the windshields of their **new high speed trains**. Arrangements were made, and a gun was sent to the American engineers. When the gun was fired, the engineers stood shocked as the chicken hurled out of the barrel, crashed into the shatterproof shield, smashed it to smithereens, blasted through the control console, snapped the engineer's back-rest in two and embedded itself in the back wall of the cabin like an arrow shot from a bow.

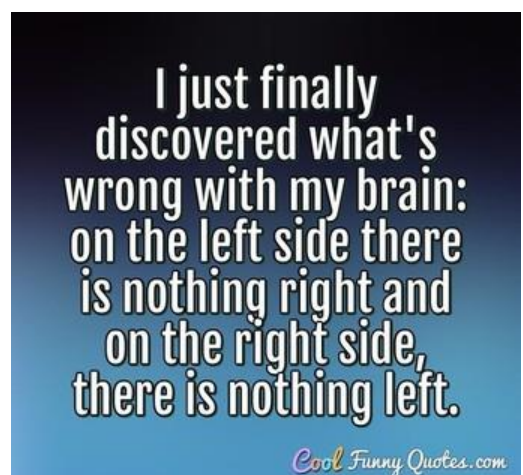
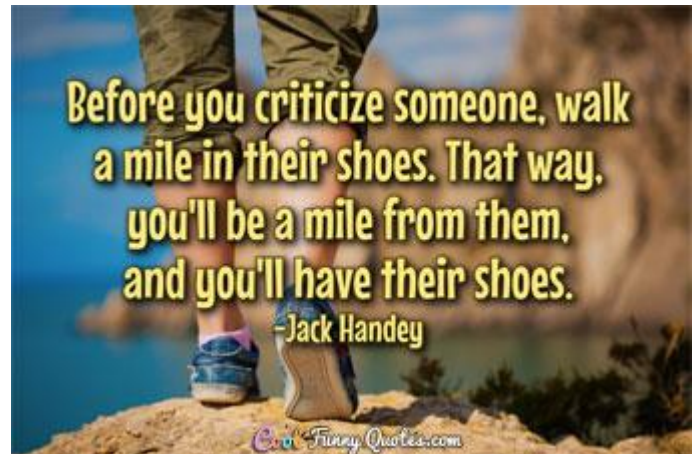
The horrified Yanks sent Rolls Royce the disastrous results of the experiment, along with the designs of the windshield and begged the British scientists for suggestions. You're going to love this.....

Rolls Royce responded with a one-line memo:  
**"Defrost the chicken."**

Submitted by Ross Coates & John Abbott

#### *Mystery Object*

*Mystery object is a picture framer.*



#### Trivia Quiz Answers

1. Melbourne (1423km, Sydney is 1446km and Darwin is 1734 km).
2. 70km/h.
3. NSW (4635 km).
4. Tooheys.
5. Hawaii.

#### Visual Puzzles solutions

**Back to the Future  
Right under the Nose**

## Puzzles, Jokes & Trivia

### *The Moral of Auntie Sharon*

A teacher gave her class of 11 year olds an assignment: To get their parent to tell them a story with a moral at the end of it. The next day the kids came back and one by one began to tell their stories.

Ashley said, 'My father's a farmer and we have a lot of egg-laying hens. One time we were taking our eggs to market in a basket on the front seat of the car when we hit a big bump in the road and all the eggs got broken.' 'What's the morale of that story?' asked the teacher. **'Don't put all your eggs in one basket!'** 'Very good,' said the teacher.

Next little Sarah raised her hand and said, 'Our family are farmers too. But we raise chickens for the meat market. One day we had a dozen eggs, but when they hatched we only got ten live chicks, and the moral to this story is, **'Don't count your chickens before they're hatched!'** 'That was a fine story Sarah.'

Michael, do you have a story to share?' 'Yes. My daddy told me this story about my Aunty Sharon. Aunty Sharon was a flight engineer on a plane in the Gulf War and her plane got hit. She had to bail out over enemy territory and all she had was a bottle of whisky, a machine gun and a machete. She drank the whiskey on the way down so it wouldn't break and then she landed right in the middle of 100 enemy troops.

She killed seventy of them with the machine gun until she ran out of bullets. Then she killed twenty more with the machete until the blade broke. And then she killed the last ten with her bare hands.'

'Good heavens,' said the horrified teacher, 'what kind of moral did your daddy tell you from that horrible story?' **'Stay away from Aunty Sharon when she's pissed.'**

submitted by Allan Johnson