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EDITOR

Editor	Lance Halvorson
Contributions to	editor@raafa.org.au Wings Editor PO Box 1038, Hawthorn VIC 3122
Web	www.raafa.org.au

DIVISION CONTACTS

ACT	0428 622 105	secactraafa@bigpond.com
NSW	02 9393 3485	raafansw@bigpond.com
QLD	07 5428 7305	raafaqldsec@gmail.com
SA	08 8227 0980	raafaad@internode.on.net
TAS	03 6234 3862	raafatas@netspace.net.au
VIC	03 9813 4600	raafavic@raafavic.org.au
WA	08 9311 4445	administrator@raafawa.org.au

NATIONAL EXECUTIVE

President	Brent Espeland AM
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Communications & Media	Lance Halvorson MBE
Secretary	Peter Colliver 03 9813 4600 natsec@raafa.org.au
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COVER

The First Squadron was formed at Point Cook in January 1916. Under the command of LTCOL E.H. Reynolds, the squadron embarked for Egypt on 16 March 1916 with a complement of 27 officers and 195 other ranks. The squadron was absorbed into the RFC as No 67 (Australian) Squadron and was not designated as No 1 Squadron AFC until February 1918. During the war years, the squadron included many pioneers of Australian aviation: LT Wackett, CAPTs Ross and Keith Smith, LTs Hudson Fysh and Paul McGinnis, the founders of Qantas, and CAPT Richard Williams, the father of the RAAF

It went on to become a significant squadron in the RAAF in the years between the World Wars, service in World War II, Malaya and the years following when it transitioned to the jet era with the Canberra, Phantom, F-111C and the Super Hornet.

FEATURE

REGULARS

CLOSING DATES FOR MATERIAL

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BAE Systems ready to meet the challenge of JORN Phase 6

Adelaide, Australia: BAE Systems has reaffirmed its commitment to the strategically important Jindalee Operational Radar Network (JORN) following the Federal Government's first pass approval of the system's major Phase 6 upgrade in December.

Chief Executive Officer Glynn Phillips said: "BAE Systems is totally committed to continuing its long term association with JORN. Our team is proud to have supported the Defence Science and Technology (DST) Group in creating the original long range high frequency radar system used by JORN and we have continued to invest in developing, supporting and enhancing this wholly Australian owned technology over the past 35 years.

"We are currently working closely with the government and DST Group to upgrade aspects of this critical technology in readiness for the major Phase 6 undertaking."

BAE Systems will submit its tender as a prime contractor for Project Air 2025 Phase 6 when the Request for Tender opens early next year. The Phase 6 upgrade is due to commence in 2018 and is designed to extend the operational life of JORN to beyond 2042.

BAE Systems is at the forefront of HF receiver technology, is the original equipment manufacturer for the JORN radar and is an international leader in wide area surveillance.

The company has commercialised the unique technology for export and has been providing similar technology to the US Government for nearly ten years. It is currently working with the US Government to supply a multi-channel digital High Frequency receiving system based on the JORN Phase 6 technology. The work should be completed by the end of next year.

JORN is a network of three remote over-the-horizon radars located in Queensland, Western Australia and Northern Territory. The state-of-the-art defence system provides wide area surveillance at ranges of 1000 to 3000 km, and plays a vital role in supporting the Australian Defence Force's air and maritime operations, border surveillance, disaster relief and search and rescue operations.

BAE Systems has a team of more than 200 engineers and technicians committed to the 'life cycle' of the highly sophisticated JORN wide area surveillance capability, from hardware and software engineering development to manufacturing, 24/7 operational support and radar maintenance, logistics and operator training in some of Australia's most remote areas. The company also manages the JORN radar in the Northern Territory near Alice Springs and works closely and shares site facilities at Edinburgh with the OTHR Systems Project Office and the Defence Science Technology Group.

For more information, please contact:
Heather Riddell, BAE Systems Australia
+61 (0) 417 851936
Heather.riddell@baesystems.com

Canberra Airport goes fully international

RAAF Base Fairbairn has long welcomed the occasional international flight, usually carrying foreign dignitaries. The home of 34th Squadron has seen likes of Her Majesty, the Queen, US President Barack Obama, the President of China and the Indian Prime Minister pass through its gates. But from September this year Canberra Airport will welcome its first regular scheduled commercial passenger flights when Singapore Airlines commences the "Capital Express".

The new Capital Express route will provide the nation's capital with two direct international destination options with flight SQ292/291 operating Canberra-Singapore and Canberra-Wellington.

For the first time in the two countries' histories, Australia and New Zealand's capital cities will be serviced by non-stop flights four times a week beginning in September 2016 – subject to regulatory approval.

Since it was purchased in 1998 the Capital Airport Group has invested more than $2 billion in facilities at Canberra Airport, investments that will have helped it make history on 21 September when it welcomes the first Singapore Airlines flight.

Canberra Airport Chairman, Mr Terry Snow AM, said the decision by Singapore Airlines to begin operations was justification of the long-term vision that Canberra Airport has had for many years.

"From day one, my family set about creating a world-class gateway for the national capital. As long- term locals committed to the prosperity of the capital region, our campaign to see Canberra become linked directly to the rest of the world has been constant," said Mr Snow.

Tickets for the new Capital Express service are now on sale with Economy Class fares starting from $650 all-inclusive for CBR-SIN return and $469 all-inclusive for CBR-WLG return. Business Class fares start from $3,166 all-inclusive for CBR-SIN return and $1,450 all- inclusive for CBR-WLG return.

The Capital Express service will be operated with 266-seat retrofitted Boeing 777-200 fitted with 38 Business Class seats and 228 Economy Class seats.

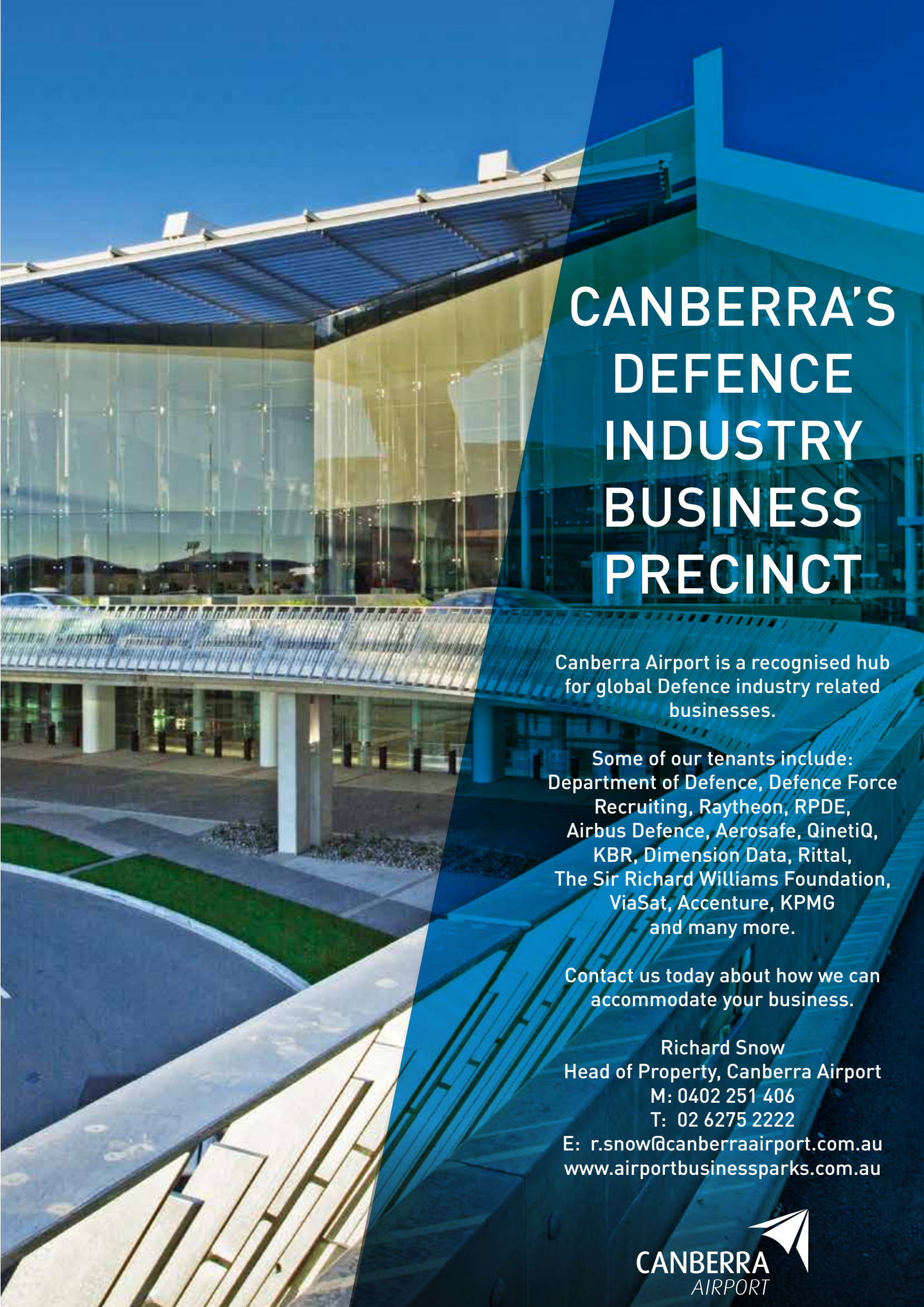
Singapore Airlines will be present at this year's Canberra Airport Open Day, on Sunday 3 April 2016, and will be alongside the perennial favourites from the Historical Aviation Restoration Society and the Department of Defence, including a hot air balloon, Defence Force Recruiting stand, and a flying display by the RAAF Roulettes.

Canberra Airport's links with Defence are wide and deep. From its origins as an airforce base to its present role as the 'landlord' for 34th Squadron, the airport's history is rich and often remembered.

Last year it renamed the main thoroughfare into Fairbairn Scherger Drive after Sir Frederick Scherger, the first RAAF officer to become Chief of Defence Staff and be promoted to the four star rank of Air Chief Marshal.

In January this year, at the age of 92, Mrs Pat Hooke enjoyed an airside tour of the sites where she undertook soil testing on the runway as a young Women's Auxiliary Air Force officer towards the end of WW2 (more than 70 years ago). This scientific measure was introduced to deliver a better way of providing infrastructure that would be sufficient for heavier aircraft and prevent them damaging the runways.

Located at the geographic heart of defence decision-making in Canberra – 15 minutes from Parliament House, less than 10 minutes from Russell and Campbell Offices, and 20 minutes from HQJOC – the airport precinct including Fairbairn, Majura Park and Brindabella Business Park is Canberra's major defence and security hub where today's Defence personnel and industry come together.



CANBERRA'S DEFENCE INDUSTRY BUSINESS PRECINCT

Canberra Airport is a recognised hub for global Defence industry related businesses.

Some of our tenants include:
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SEEING OVER THE HORIZON

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BAE SYSTEMS

INSPIRED WORK

Griffith University Graduate's Career Takes Off

Captain Sam James became an aviation psychology officer in the Australian Army after gaining a Bachelor of Psychology degree and a Master of Organisational Psychology from Griffith University.

"The Australian Army flies helicopters and unmanned aviation systems ('drones'). I work in a field of psychology called 'Aviation Human Factors'. My work is aimed at improving individual and organisational performance and safety, reducing risk and reducing errors. I'm expected to be knowledgeable in areas of human and organisational performance like fatigue, alertness, situational awareness, safety culture and simulation.

"I have two main parts to my job; the first part involves one-on-one counselling for Army pilots, aircrew and ground-crew, helping them cope with the unique pressures of working in military aviation. A particularly rewarding task is working with trainees who are learning to fly and the instructors that teach them.

"The second part of my job is to advise commanders about the health and performance of their workforce and the risks in their aviation training and business practices. One way I do this is by collecting information about the attitudes and opinions of the workforce, usually through surveys. Another way is by analysing safety incidents and providing recommendations on how to avoid them in the future.

"A very rewarding project has been using wearable devices and tablets to collect information about fatigue, sleep and stress in the workforce and using this to help individuals and commanders during high tempo periods. Providing human factors training to our unmanned aviation capability has also been particularly enjoyable.

"The undergraduate honours dissertation I did at Griffith was a massive break for me getting graduate employment in the Australian Defence Science and Technology Organisation (DSTO) as a human factors researcher. This in turn led to a really big break; working with a senior military psychologist who was also an experienced aviation psychology officer.

"He always encouraged me to become an Army Psychologist, so after completing my Masters degree, I joined the Australian Army as a reservist and was fortunate to be given a role as an aviation psychology officer. As a reservist I was able to do civilian employment but also be involved in fascinating Army work. I was fortunate to have exceptional leadership from experienced officers and was given the opportunity to take up a full time Army position. This gave me the opportunity to work at a much higher level of the organisation and ultimately, be deployed to Afghanistan in support of our Chinook helicopter unit.

"My undergraduate and postgraduate experience at Griffith was very rewarding. I was able to study across a wide range of the psychological sciences, including psychophysiology and neuroanatomy. I learned how to work one-to-one with people, and how to work within organisations. I found that I was able to specialise in the areas I wanted to like human factors, as well as become a very capable practitioner in more general areas of psychology.

"I've got a real dream job at the moment and I am constantly amazed by what I have actually ended up being able to do."

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Elliott Nash
Technical Program Manager at Amazon
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INVENTORY MATTERS

The recent demise of the Australian retailer Dick Smith has once again demonstrated the importance of effective inventory management. The impact of inappropriate inventory holdings on Defence is exactly the same as it is in the commercial world; it costs money and affects operational performance. After building up a stock inventory of over $293m from bulk purchasing programs which the retailer anticipated would be consumed, Dick Smith ran out of money.

There are, of course, good reasons to hold inventory. Unless replacements for failed parts are ready to hand, airlines suffer lengthy delays and passenger defection. Without stock on shelves, retailers lose sales. Product lines shut down if factories don't have spares to keep productive assets working. Battles are lost if Navies, Armies or Air Forces have too many ships, tanks or fighter aircraft out of commission, not to mention shortages of boots, bullets or bottles of water etc.

So it is clearly essential that Defence acquisition projects and in-service Program Offices get the initial and ongoing platform inventory requirements correct, both to support operational effectiveness and to efficiently exploit budgetary constraints. Unfortunately, this is easier said than done.

The problem is that the vast majority of inventory planning systems wastefully inflate stock levels to cope with varying demand; a tiny minority are more cost-effective but rely on highly skilled specialists and/or exhaustive data to get it right. The question has always been, "how much inventory?" At an early stage in the search for answers, the world happened on the proposition that it would be a good idea to hold enough of any given item to ensure an acceptably high probability of it being in stock when needed. This resulted in a universal model of stock planning recommendations that relied on the probability that a given item will be on the shelf when demanded. This probability is usually called the fill rate, demand satisfaction rate or service level and is the fundamental reason that inappropriate inventory levels are often held across Defence platforms and many commercial equivalents such as airlines.

Researchers at the RAND Corporation, a prestigious think-tank favoured by the US military, quickly came to a realisation that system availability is a function not only of the rate at which shortages arise but also of how long they persist. This attracted them to a measure of inventory effectiveness called expected backorders, which takes both attributes properly into account. The same researchers also saw cost optimisation possibilities: if you set tighter backorder targets for cheaper items than for the more expensive ones, you'll pay less for whatever level of availability you stipulate. Thus the term Cost Weighted Back Order was born (CWBO).

CWBO is a game changer that enables non-specialist staff to produce excellent results with minimal consumption data, including improved performance and lower inventory costs.

For further information on Inventory Optimisation and the CWBO solution, as well as RubiKon's other Integrated Logistics and Project Support services, please email us at info@rubikon.com.au or visit our website at www.rubikon.com.au

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The new Blackmagic Micro Cinema Camera is the first Super 16 digital film camera designed for remote use!

The Blackmagic Micro Cinema Camera is a miniaturized Super 16mm digital film camera featuring a revolutionary expansion port with PWM and S.Bus inputs. You can operate Micro Cinema Camera remotely and capture the action anywhere by using commonly available model airplane remote controllers and video transmitters! Imagine adjusting focus, iris and zoom wirelessly! Micro Cinema Camera is a true digital film quality with 13 stops of dynamic range, an MFT lens mount and built in RAW and ProRes recording!

Remote Camera Management

Micro Cinema Camera is the world's first action-cam style digital film camera that can be completely controlled using radio remote airplane controls! You even get HDMI and NTSC/PAL video out for remote monitoring using wireless transmitters to see framing, plus overlays for adjusting settings like start/stop, focus, iris, audio and more!

Designed for Action

Micro Cinema Camera is the only digital film camera designed specifically for capturing impossible action shots! Unlike regular cameras, the controls are on the front so you can start recording when the camera is mounted in tight spots plus confirm it's recording using the front record indicator light. Even your actors can start the camera recording!

True Digital Film Quality

The Super 16 sensor gives you full 1080 HD up to 60fps with an incredible 13 stops of dynamic range and an ISO up to 1600 so you can shoot in both bright and low light. Unlike other action-cams, you get a true digital film camera with wide dynamic range for digital film quality results!

Built In RAW & ProRes Recorder

The built in SD card recorder captures the wide dynamic range from the camera's sensor into 12-bit RAW files or when you need longer recording times, you can record ProRes files! Unlike regular action-cams, you get cinematic images that are beyond broadcast quality so it's possible to use the shots in high end feature films!

Blackmagic Micro Cinema Camera

Includes DaVinci Resolve 12

$1,535

www.blackmagicdesign.com/au

Lens and accessories shown are not included.

President's Message

BEYOND ARS GRATIA ARTIS

Think of the cinema, or these days visual media as a whole, and I am sure you can conjure up the image of a roaring lion together with the motto for the American media company Metro-Goldwyn-Mayer as one of its productions opens. The words of the motto ars gratia artis, Latin for 'art for the sake of art', designate art that is independent of political and social requirements. In its broadest sense so it should be but a recent initiative by Defence demonstrates that art can be used beyond this understanding and deliver meaningful outcomes at a personal and organisational level.

Given the significant occupational circumstances and stressors that ADF personnel are exposed to, there is every risk of mental or physical injury, or indeed both. On a personal level, Defence has a duty of care to look after its people. In addition, at an organisational level, the significant impact that illness and injury can have on Defence capability means that enhancing the resilience of military personnel to deal with occupational stressors continues to be a priority for the ADF.

With this firmly in mind, and following the great success of the 2014 ADF Theatre Project/Sydney Theatre Company collaboration, The Long Way Home, the ADF has embarked on a unique creative arts program to assist personnel facing service related health and wellbeing issues.

Last year the Arts for Recovery, Resilience, Teamwork and Skills (ARRTS) Program commenced offering a Creative Arts program comprising four streams – creative writing, music, drama and visual arts. No previous experience or training is required, as training and ongoing mentoring are provided.

The program is conducted in a supportive learning environment to assist personnel with physical and/or psychological injuries in their individual recovery. The program also aims to help remove the stigma associated with being wounded, injured or ill during service. Participation offers benefits to both service personnel continuing in service and those who may shortly transition to civilian life.

The relationship between the arts and enhanced health outcomes for individuals has been known for some time and there is evidence that the performing arts can aid in recovery from physical and psychological injuries. For example the cognitive benefits of singing have been well documented since Music Therapy became prevalent following the Vietnam War, and current work in the visual arts arena is showing positive results in building self-esteem, providing purpose and learning new skills. ARRTS leverages the healing properties of art and offers exposure to new experiences, and sharing stories, fears and concerns with like-minded peers assists with reintegration into families, the community and the workforce.

New participants often have reservations about the program, citing a lack of artistic skills and/or an interest in these endeavours. To some there is a real fear of embarrassment. Interestingly, these same personnel at the end of the program report significant improvements in their self-esteem and social functioning levels, along with reductions in distress and insomnia levels. Moreover, it was enjoyable and good fun.

Indeed results across the board have been encouraging. Evaluation of the program has highlighted a number of significant benefits from taking part, including greater self-confidence and openness, development of friendships and support networks, a greater sense of belonging, new coping skills, and a more positive outlook on life. These results have led to the Service Chiefs taking a strong interest in the program and ensuring its support, while monitoring the program to ensure the observed benefits are maintained.

I am sure they will be and that the program will go from strength to strength. For all of us with an abiding interest in the ADF, its people and its capability, this is an initiative to be followed.

More information about the ARRTS Program can be obtained by emailing ADF.ARRTS@defence.gov.au. Alternatively, you can access the web-site of the University of Canberra, which conducts the four week long program in partnership with the ADF during the months of May and November (Applications close one month prior).

Brent Espeland
National President

The First Australian Squadron

Military flying became established in Australia and the first aircraft arrived in May 1913 and stored in Sydney until Point Cook's rudimentary facilities could hold them. Even then they were under canvas. The first military flight, a Bristol Boxkite, took place on 1 March 1914.

Aviation Instructional Staff were appointed in July 1914, with a small number of personnel, too few to efficiently administer a flying school. However, the first training course started on 17 August 1914 with four students, all members of the Army.

Although CFS first Course started within two weeks of the start of the First World War on 1 August 1914, the Australian Flying Corps (AFC) barely existed and was not considered part of the AIF, so there were no thoughts that it was being prepared for war. Funds were very limited for the AFC and its planned training was modest. The outbreak of the war did nothing to hasten the development of the AFC.

The official regimental number, No 1 Squadron Australian Flying Corps, AIF, was allotted February 11, 1916, and arranged by the Commandant of the 3rd Military District. All relevant army sections were notified, such as Base Records, AIF Melbourne, and the Intermediate Base Depot, Egypt. (A2023. A38/8/404). The AFC was now established as an official unit of the AIF.

The Royal Flying Corps

The British Government considered there was going to be a manpower problem for both war production and the military and that to make up losses and to substantially increase manpower in the army and the new air arm, the Dominions could be of immense assistance.

The War Office stated that: 'Training of pilots and rank and file should be carried out in the UK where training centres already exist' and, most importantly, 'where the equipment which will be used in the field is available'.

Formation of The First Squadron AFC

The First Squadron was formed at Point Cook in January 1916. Under the command of LTCOL E.H. Reynolds, the squadron embarked for Egypt on 16 March with a complement of 27 officers and 195 other ranks. The squadron was absorbed into the RFC as No 67 (Australian Squadron) and was not designated as No 1 Squadron AFC until February 1918.

However, Major Henry Macartney took command of The First Squadron when, enroute with the squadron to Egypt, Reynolds was diverted to a position as Staff Officer for Aviation AIF at Headquarters, Royal Flying Corps, in London. Due to other demands, Reynolds held numerous other posts with the AIF in France, and it was 19 months before he resumed as Staff Officer for Aviation, AIF.

During the war years, the squadron included many pioneers of Australian aviation: LT Wackett, CAPTs Ross and Keith Smith, LTs Hudson Fysh and Paul McGinnis, the founders of Qantas, and CAPT Richard Williams, the father of the RAAF. LT McNamara was awarded the only Victoria Cross to an airman in World War I for his courage in rescuing LT Rutherford whose aircraft was forced down behind enemy lines.

Advice from LTCOL Brooke-Popham

Following a letter that Reynolds had written in 1915 before being selected to lead No1 Squadron AFC, LTCOL Brooke-Popham replied with a private communication, marked 'secret', in which he advises on aeroplanes for the Australian aviation units. It arrived in March 1916, as the first squadron was preparing to sail for Egypt. LTCOL Brooke-Popham was one of the lecturers at Camberley College in England while Reynolds was there and at the time he was Deputy Adjutant and Quarter Master General to the RFC.

In an excerpt from the letter, he advised on the training of the military pilot:

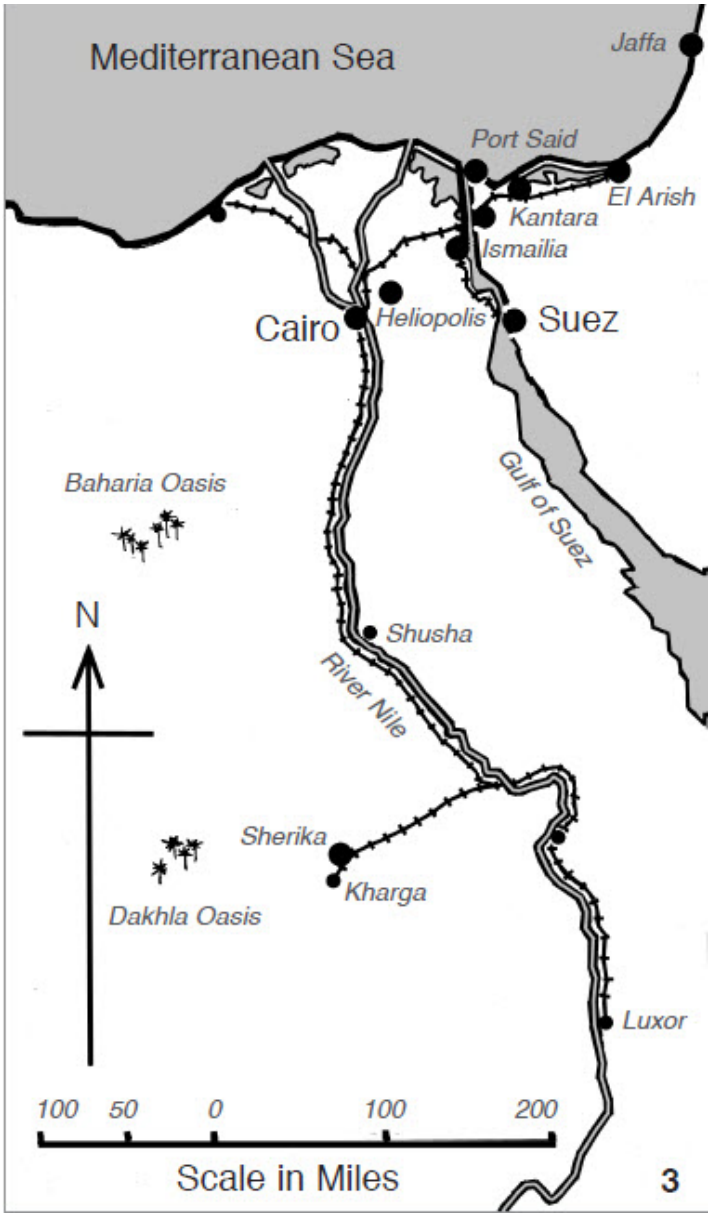
> *He must be able to fly and land decently but he must be absolutely at home in his machine and be able to do exactly what he wants with it. He must be able to make very sharp turns, dive almost vertically and in fact anything that a star pilot at Hendon is accustomed to do on Sunday afternoons. They must be practiced at flying in clouds for several minutes at a time. They ought to have a good knowledge of meteorology and wind currents so as to be able to keep a fairly correct course when they are above cloud and cannot see the ground and the wind is perhaps different to what is was below the clouds.*
>
> *Then both pilots and observers must be practiced in handling their guns in the air and in shooting tractor bullets into balloons. Pilots must be practiced in manoeuvring with other machines in the air so as to use their own weapons and prevent the enemy from using his. Both observer and pilot must be thoroughly well trained in Morse and be able to send messages clearly from the air. One point to note is that they do not hear their sending key in the air.*
>
> *The pilot must be able to fly accurately over any point both for bomb dropping and photography and this is a thing which as a matter of fact very few pilots can do without a lot of training. To train for this, we use a camera obscura and trace the course of the aeroplane on paper, so as to show the pilot afterwards where he did go with reference to some point.*
>
> *Pilots ought also to be trained in flying together so that when two or more aeroplanes go out together for mutual security they do not promptly lose each other.*
>
> *Remember that all our work takes place at somewhere about 8,000 feet and this is the height at which you want your machines to have the greatest efficiency and all observation ought to be done at this height.*
>
> *Finally, in aviation, remember that the opinions of pilots are extraordinarily variable and that as a class, they are apt to go crazy on one particular thing for a week and then forget all about it or else get crazy on something else.*
>
> *Go to your pilots for your ideas and listen to what they say but then form your own opinion and decide. You will come*

across individual pilots whose opinions are very valuable but as a rule the reverse is the case.

The full content of the letter contained up-to-date information on the Royal Flying Corps' activities. The letter probably circulated within the Department of Defence and among top Army officers and perhaps created alarm and dismay at the breadth of the suggestions which, more than anything else, unintentionally emphasised just how miniscule military aviation was in Australia.

Squadron Operations

No 67 (Australian) Squadron (No 1 Squadron) operated in the Canal Zone in Egypt, initially at Heliopolis, then Kantara before moving to airfields in Palestine. The aircraft operated by the squadron in Egypt were BE-12A, RE8, BE-2E, Martinsyde and Handley Page bombers and finally the Bristol F2A fighter. They developed a reputation as a great fighting squadron and were superior to the Germans in tactics and taking the offensive.



The area in Egypt where the squadron operated.

When Major-General Salmond, OC RAF, Middle East, inspected No 1 Squadron at Ramleh in July 1918, the Official History of the AFC quotes :

It ranks as one of the best squadrons in the Royal Air Force. Its interior economy, workshops and discipline are excellent. The turn-out of its mechanical transport, and above all, of its aeroplanes, are models of their kind. On this Squadron has always fallen a large portion of the work which had to be performed by the Royal Air Force in Palestine since the day that the Egyptian Expeditionary Force left the Canal.

It was all due to the standard set by Richard Williams. As the CO, the Australian air unit became one of the most effective operational squadrons of the war.

Bristol F2A fighters of No 1 Squadron overfly a crashed German Albatross in Palestine.
Photo: Norman Clifford, of his painting.

Following the armistice in October, the squadron was disbanded in March 1919 and returned to Australia, sans aircraft, in May 1919.

Between the Wars

The squadron was reformed in 1922 and located at RAAF Base Laverton in 1925 with DH-9 aircraft.

It also operated SE-5As in the training role.

World War II

Equipped with Avro Ansons in September 1939, the squadron carried out the first operational patrol in World War II before equipping with Hudson bombers and deploying to Malaya. Based at Kota Bahru since August 1941, it carried out sorties against the Japanese.

Together with No 8 Squadron RAAF, the squadron carried out strikes against the Japanese before and following their invasion of the Malay Peninsula. The rapid advance of Japanese forces along the Malaya peninsula forced 1 Squadron to move to Singapore, then to Palembang in Sumatra, after taking over 8 Squadron's Singapore-based aircraft. From the new base 1SQN harassed Japanese bases, conducted reconnaissance and attacked Japanese convoys.

A day before the fall of Singapore, Japanese paratroops landed at Palembang. After two days of fighting the squadron was, once again, forced to relocate. From a new base in Semplak in Java, the squadron began attacking shipping and oilfields. On 6 March, after weeks of heavy fighting, the remaining

three Hudsons carrying sick and wounded personnel, were flown to Australia. Only 120 members of 1SQN left Java before the island was overrun by the Japanese. Following the capitulation, 180 other members, including the CO, WGCDR Davis, became prisoners of war.

After withdrawing to Australia, the squadron disbanded temporarily until it reformed in December 1943, re-equipping with Beauforts in March 1944. Operating from Gould Airfield (south of Batchelor, NT) operations were flown against enemy-held islands across the Netherland East Indies (Indonesia). 1SQN also participated in combined bombing raids on Penfoei, Cape Chater, Koepang, Timor and Aru Island. The squadron continued joint operations with other units for the remainder of 1944, in addition to regular reconnaissance and night searching operations using Air-to-Surface Vessel radar against targets.

A RAAF Hudson bomber. *Photo: RAAF*

In January 1945, No 1 Squadron re-equipped at Kingaroy, Queensland with De Havilland Mosquito aircraft. The squadron then deployed to Morotai on 22 May 1945 before commencing operations from Labuan on 11 June. The main party followed the Labuan assault groups ashore and established camp to await the arrival of the squadron's aircraft but it was not until the end of July that the Mosquitos arrived at Labuan. By 2 August all aircraft had arrived and operations commenced on 8 August; they flew 65 sorties before the cessation of hostilities on 15 August. The squadron returned to Narromine, NSW, in December where it disbanded on 7 August 1946.

After the War

The squadron reformed again February 1948 when No 12 Squadron was renumbered No 1 (Bomber) Squadron at Amberley with Lincoln aircraft. The squadron deployed to Tengah Air Base, Singapore in July 1950 where it operated against the communist terrorists during the Malayan Emergency until its return to Amberley in 1958. One of the COs at Tengah was WGCDR C.H. (Spud) Spurgeon DFC, when as a FLTLT pilot of No 8 Squadron (Hudson), was shot down and captured by the Japanese during their invasion of the Malay Peninsula in December 1941. In his own words, 'Spud' spent the rest of the war years as a guest of the Emperor of Japan.

No 1 Squadron, the oldest squadron in the RAAF, was the third and last squadron to be equipped with the Canberra after its lengthy tour of duty with Lincoln aircraft in the Commonwealth

A Lincoln bomber of the type operated in Malaya from 1950-58. *Photo: RAAF*

Strategic Reserve in Singapore. Following its return with the Lincolns to Australia in July 1958, the squadron re-equipped with the Canberra jet bomber on 11 August 1958.

Operational Training at Amberley

Operation 'Bala Lagin' was the RAAF's response to a USAF invitation to send a detachment of RAAF Canberras to Washington DC for Armed Forces Day on 20 May 1956. Five Canberras of No 1 Squadron departed Amberley on 1 May to travel to the USA via Townsville, Guam, Wake Is, Hickam AFB, (Honolulu), Travis AFB (near Stockton Ca, 60 miles east of San Francisco), Offutt AFB, Omaha (HQ SAC), arriving in Andrews AFB, Washington DC on 18 May after a number of unserviceabilities and incidents.

The squadron carried out day-to-day operational training while at Amberley for the next 15 years. It was affiliated with No 24 Squadron Citizen Air Force Squadron at RAAF Edinburgh and deployed routinely to provide training for the reserves. Crews carried out low level training and bombing sorties in the SA area. Flat Rock, near Kangaroo Island, was a favourite bombing target, south of the mainland. Due to noise complaints, some areas of the Barossa Valley were off limits to low flying aircraft. However, squadron members smoothed many ruffled feathers later, on visits to the wineries.

A Canberra aircraft of 1SQN, enroute to Evans Head Range, NSW. November 1964. *Photo: Lance Halvorson*

The author's first squadron after completing Canberra conversion in November 1963 was No 1 Squadron and he participated on a number of deployments to Edinburgh. The Canberra had a large bomb bay and upper equipment hatch, both of which were used to carry essential 'cargo'. The CO of 1SQN at this time was none other than WGCDR 'Spud' Spurgeon DFC.

The squadron deployed to Papua New Guinea in February 1964 on Operation 'Short Stork' for eight days, where crews lived in tents at the western end of Jacksons airfield in tropical comfort. The squadron carried out high-low sorties throughout New Guinea. It was the first major exercise to PNG for the Canberras.

Crews for 2SQN in Vietnam

Following the return of eight No 6 Squadron crews to Australia in October 1967, after six months with No 2 Squadron in Vietnam, No 1 Squadron provided eight crews similarly for six months. Both squadrons provided half of the crew for No 2 Squadron before departing for USA to train on the F-111C.

F-4E Phantom

Following delays in the delivery of the F111, Defence Minister Fraser led a team of RAAF specialists to USA to review the F111 program with US officials. Defence Secretary Laird was keen that Australia could meet its strategic interests in South East Asia and offered the F-4E Phantoms as interim strike aircraft, at short notice and on very favourable terms.

While the F-4E was a great combat aircraft of the 1960s, it was an all - weather fighter with a limited all - weather ground attack capability. In the strike/attack roles, it could carry 12 x 500lb (227Kg) bombs and up to 4 Sidewinder air-to-air missiles, unrefuelled, over a combat radius of 450 n miles (840Km).

A mix of USAF and RAAF crews completed the ferry, with the last two Phantoms reaching Amberley on 4 October 1970. By the end of November 1970, No 1 and 6 Squadrons operated the Phantom at Amberley with minimal USAF support.

The Phantoms were immediate hits with air and maintenance crews and the Australian public. During the RAAF's 50th Anniversary celebrations in March 1971, the Phantoms were the crowd pullers at major air shows in seven states. Two years after arriving in Australia, the first 12 of the No 1 Squadron F-4Es left Australia on 4 November 1972 with the final 11 No 6 Squadron Phantoms departing in June 1973.

A F-4E Phantom operated by the RAAF. *Photo: RAAF*

F-111C Aircraft

The first F-111Cs were delivered in June 1973 and all 24 were operational at Amberley by the end of 1974[i]. As both No 1 and 6 Squadrons adapted to the F-111, it became the mainstay of the opposing strike force for exercises in Australia and overseas. The F-111 was usually part of the 'Orange' or enemy forces for a wide range of exercises including the Kangaroo series, the US Rimpac exercises in Hawaii, Tasmanex Exercises in New Zealand and Integrated Air Defence System exercises in Malaysia as part of Australia's commitment to the Five Power Defence Arrangements.

While both squadrons conducted operational training equally, 6SQN became the training squadron and 1SQN became the 'premier' strike squadron. In reality, little difference existed between the exercises they were involved in, although 1SQN did longer sorties and, it appeared, more often.

Following the USAF successes of strike operations by F-111F aircraft in Libya and 'Desert Storm', the value of the F-111 was recognised by those who understood what was involved. Most importantly for the RAAF, the USAF F-111 experience would again validate the RAAF's faith in its PGM acquisitions, Pave Tack and planned avionics upgrade. Pave Tack was undoubtedly the start of the modern PGM capabilities in the F-111 aircraft in the RAAF.

Why was Desert Storm important for RAAF Air Planners? It became a template for air operations in the 1990s and beyond. The RAAF pushed to get avionics, weapons and EW upgrades for its F-111, and the concept of the Air Tasking Order, the planning cycle and the targeting methodology were all adopted by Australia, making it relatively easy to integrate air combat forces with those of the US in the 2003 Iraq War. No 1 Squadron was at the forefront in all the technology upgrades.

Four RAAF F-111C aircraft in the Whitsunday Is Group of Queensland. *Photo: RAAF*

However, forecast problems with the structural life of the F-111 wings and the costs, to quote CAF at the time, AIRMSHL Houston, "Making the F-111 compatible with the networked system can be done, but it will be an expensive investment," he said. He continued, " upgrades of the Hornets would

[i] The first F-111 Project Director in USA was GPCAPT 'Spud' Spurgeon. He was also the first RAAF pilot to fly the F-111. Continuing, 'Spud' was the OC Amberley on the F-111's arrival in June 1973. He was still the OC when the author completed his 2nd F-111 conversion in December 1974.

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provide an enhanced strike capability. We will have more lethality and a better survivability ... it is a strike capability that is better than the one the F-111 gives us now - and indeed it is one that will give us the capability we need through that period until the Joint Strike Fighter arrives".

No 1 Squadron retired the F-111 from operations in 2009 and it was retired from RAAF service in December 2010. No 1 Squadron crews then started training on the Super Hornet in 2009-10.

The Super Hornet

Another era in the strike capabilities of the RAAF began in March 2010 with the arrival of the first F/A-18F Super Hornet strike fighters at RAAF Base Amberley.

In 2007, then Defence Minister, Brendan Nelson considered that the capability gap that would occur with the early retirement of the RAAF F111C aircraft in December 2010 and the probable late acquisition of the JSF, were unacceptable. Originally, the F111C aircraft were to remain in service until 2015-18, but maintainability issues resulted in earlier retirement than envisaged.

The CO of No 1 Squadron, WGCDR Glen Braz, completed his conversion to the F/A-18F in late 2009 and most air and ground crews completed training on the Super Hornet in March 2010. The first F/A-18F aircraft arrived at RAAF Base Amberley on 26 March 2010, three years after the government announced the decision to procure 24 Super Hornets for the RAAF.

The Super Hornet is more than an interim aircraft. It provides capabilities that the RAAF requires in the 21st Century and is a major factor in providing the RAAF with the technological advantages acquired with the F111C, the F/A-18A and the F-4E Phantom, 40 years earlier. The squadron has deployed to Red Flag exercises in USA, conducted weapons trials at Woomera and participated in a number of exercises in Australia.

No 1 Squadron deployed to the Middle East in 2014 as part of Operation Okra, 98 years after their first deployment. The squadron carried out strikes against Daesh targets in Iraq and flew 2900 hours in seven months of operations. The squadron continues to provide the tenacity and courage in operations gained over many years

A RAAF F/A-18F over the skies of Iraq.
Photo: SGT Andrew Eddie

Lance Halvorson

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NSW
RAAF Association (NSW Division)
Level 20 Defence Plaza,
270 Pitt St SYDNEY, NSW 2000
Tel: 02 9393 3485
raafansw@bigpond.com • www.raafansw.com

VIC
RAAF Association (VIC Division)
24 Camberwell Rd, EAST HAWTHORN VIC 3123
Tel: 03 9813 4600
raafavic@raafavic.org.au • www.raafavic.org.au

ACT
RAAF Association (ACT Division)
PO Box 770 DICKSON ACT 2602
Tel 0428 622 105
secactraafa@bigpond.com • www.raafaact.org.au

TAS
RAAF Association (TAS Division)
RAAF Memorial Centre,
61 Davey St, HOBART TAS 7000
Tel: 03 6234 3862
raafatas@netspace.net.au • www.raafatas.com

SA
RAAF Association (SA Division)
Torrens Parade Ground
Victoria Drive, ADELAIDE SA 5000
Tel: 08 8227 0980
raafaad@internode.on.net • www.raafasa.org.au

WA
RAAF Association (WA Division)
Bull Creek Drive, BULL CREEK WA 6149
Tel 08 9311 4445
administrator@raafawa.org.au • www.raafawa.org.au

QLD
RAAF Association (QLD Division)
19 Silkwood Rd, Morayfield QLD 4506
raafaqldsec@gmail.com • raafa-qld-div.wikidot.com

Operation OKRA

October 23rd 2015 was a historic day for the Royal Australian Air Force (RAAF) following the first combat refuelling by a RAAF KC-30A Multirole Tanker Transport aircraft using its new advanced refueling boom system (ARBS).

The flying boom system allows for faster transfer of fuel than the hose-and-drogue system and will allow the RAAF to air-to-air refuel aircraft such as the C-17A Globemaster III, the E-7A Wedgetail AEW&C aircraft and the F-35 Lightning Joint Strike Fighter.

A RAAF E-7A Wedgetail carries out the first operational air-to-air refueling from a RAAF KC-30A Multi-Role Tanker Transport aircraft in Iraq. *Photo: CPL Ben Dempster*

The KC-30A and E-7A operating in Iraq are serving with the Air Task Group (ATG), the RAAF's air combat group operating within a US-led international coalition assembled to disrupt and degrade Daesh operations. The ATG comprises six RAAF F/A-18 Hornets, an E-7A Wedgetail Airborne Early Warning and Control aircraft and a KC-30A Multi-Role Tanker Transport aircraft.

Up to 350 personnel are deployed to the Middle East Region as part of, or in direct support of the ATG, which is part of Australia's broader Defence contribution to Iraq, codenamed Operation OKRA, which includes a Special Operations Task Group and a combined Australian – New Zealand training group for the Iraqi Army.

RAAF

KC-30A Air Refuels F-35

A Royal Australian Air Force KC-30A Multi-Role Tanker Transport has completed successful refuelling trials with the F-35A Lightning II Joint Strike Fighter (JSF). Operating from Edwards Air Force Base in the California desert, the RAAF KC-30A flew 12 sorties with a United States Air Force F-35A from 23 September to 26 October 2015.

Using the 18-metre-long Advanced Refueling Boom System (ARBS) mounted on the tail of the KC-30A, the RAAF crew made a total of 479 'dry' and 24 'wet' contacts with the refuelling receptacle on the F-35A, and transferred more than 95 tonnes of fuel over the course of the trial. Throughout the trials at Edwards Air Force Base, the KC-30A was operated by personnel from No 33 Squadron. A flight test team from the RAAF's Aircraft Research and Development Unit, supported by flight test instrumentation engineers from the Aerospace Systems Engineering Squadron, was integrated within the USAF Test Centre to work on a dynamic test program.

A RAAF KC-30A Multi-Role Tanker Transport makes contact with the receptacle of a USAF F-35A Joint Strike Fighter during boom refuelling trials in the United States. The F-35A is equipped with symmetrical external stores for this trial. *Image: Lockheed Martin*

Air to Air Refueling of C-17A

In November 2015, the Republic of Singapore Air Force (RSAF) deployed a KC-135 tanker to RAAF Base Amberley to conduct air-to-air refueling (AAR) training with a Royal Australian Air Force C-17A Globemaster of 36SQN. The purpose of the training was to build experience in the air-to-air refueling role for 36SQN C-17A crews before refueling trials of a RAAF KC-30A Multi-Role Tanker Transport and C-17A start in 2016. As most know, AAR can increase the range and payload of the receiver aircraft significantly. AAR of a C-17A could enable the aircraft to fly intercontinental distances with payloads of up to 70 tonnes (154,000lbs).

A RSAF KC-135 tanker refuels a RAAF C-17A Globemaster of No 36 Squadron. *Photo: SQNLDR Luke Warner*

ADF Pilot Training System

Lockheed Martin Australia has been selected as the preferred tenderer for the new ADF Pilot Training System, which will move the ADF's Basic Flying Training from Tamworth to East Sale by 2019. Defence Minister and the Chief of Air Force announced the decision on 6 September 2015.

As part of the AIR5428 Pilot Training System project, the Pilatus PC-21 will replace Air Force's current PC-9/A and CT-4B aircraft. The RAAF will receive 49 PC-21, with 22 to go to RAAF Base East Sale, 25 to RAAF Base Pearce and four to RAAF Base Williamtown. The first of the PC-21 will arrive in Australia in mid-2017.

The pilot training system will include 22 new Pilatus PC-21, an annual intake of up to 165 trainee pilots and will allow Defence to increase the number of graduates from 77 to 105 pilots each year.

Pilatus PC-21 aircraft. *Photo: Pilatus*

The new system, with advanced aircraft, state-of-the-art simulation and an electronic learning environment, will be able to train pilots to a higher standard.

"The new pilot training system will enable us to use the latest in simulator technology that can be adapted to student needs and different learning styles to allow students to progress through training faster," AIRMSHL Davies said. "This will create efficiencies for pilot training and allow more flexibility for our student pilots. Training on the PC-21 will reduce conversion time to other platforms by learning to fly with a 'glass' cockpit, which is one with all electronic displays. The training system will ensure undergraduate pilots develop the necessary knowledge and skills prior to progressing onto advanced military aircraft such as the F-35A Joint Strike Fighter, Tiger Armed Reconnaissance Helicopter and MRH90 helicopter."

The cockpit of the future training aircraft - the PC-21. How will the trainees cope? *Photo: Pilatus.*

Mr Andrews said "the basic flying system at RAAF Base East Sale provides a training system that met Defence's needs and represented the best value for money outcome over 25 years." Mr Andrews continued, "BAE Systems Australia, the current Basic Flying Training System contractor in Tamworth, will continue to provide the ADF with high-quality basic pilot training until the end of 2019. BAE's Tamworth facility is also used by other defence customers, including the Republic of Singapore Air Force, the Royal Brunei Air Force and the Papua New Guinea Defence Force. Defence will work closely with BAE over the next four years to actively promote the unique flight training opportunities offered at Tamworth."

CAF AIRMSHL Leo Davies and Minister for Defence, the Honourable Kevin Andrews, during the Preferred Tender Announcement for the Air Training Project. *Photo: RAAF*

The Chief of Air Force, Air Marshal Leo Davies, AO, CSC talks to Officer Cadets Alice McCabe and Scott Henry (Officers' Training School) and the CEO of Lockheed Martin Australia, Raydon Gates, on career paths in the Air Force. *Photo: RAAF*

PC-21 Training

The first Australian pilots to undertake conversion training on the PC-21 as part of the AIR5428 new Pilot Training System Project, pictured at the Pilatus airfield at Stans in Switzerland.

L-R: FLTLT Andrew Lynch (ATTO), SQNLDR Jay Tuffley (ATTO), WGCDR Colin O'Neil (ATTO), SQNLDR Steve Bekker (ARDU), and SQNLDR Scott Van Ginkel (ATPO)
Photo: Ms Fabia Felber

The first Australian pilots to undertake conversion training on the PC-21 as part of the AIR5428 new Pilot Training System Project, pictured at the Pilatus airfield at Stans in Switzerland. These pilots will form the transition team responsible for development of the new training curriculum and PC-21 simulators being acquired under Project AIR5428. The Project will deliver its first aircraft and simulators in mid-2017, with the first pilots course scheduled to commence in early 2019. Australia is acquiring forty two PC-21 aircraft and seven Flight Training Devices (simulators) for the new Pilot Training System (PTS), with a further three PC-21s being acquired for ARDU and four PC-21s being acquired for 4 Squadron.

Pilatus Corporate Communications

Air Force Wind Quartet

The Air Force Wind Quintet performed for the Australian Industry and Defence Network Awards Night in Melbourne on 7 December 2015.

The Australian Industry & Defence Network (AIDN) Vic held its Special Awards and Industry Networking function on the evening of Monday 7 December in Melbourne. This year recognised the long term members of AIDN-Vic at a reception which the Hon Mal Brough, Minister for Defence Materiel and Science attended as the guest speaker. The reception was attended by Defence industry, along with Victorian government and Defence personnel.

The Air Force Wind Quartet *Photo: CPL Cam Scott*

After a busy year, this was the final performance for the ensemble in 2015. The Air Force Band's chamber groups perform all over Australia for the community and defence related conferences helping to bring together the Australian Defence Force, its partners and the community.

French Horn Player Sergeant Ian Hodgson plays at the Awards Night in Melbourne. *Photo: CPL Cam Scott*

Flute player LAC Emma Knight plays at the Awards Night in Melbourne. *Photo: CPL Cam Scott*

Wi Fi Technology in RAAF Aircraft

A suite of new capabilities on-board an Air Force C-17A Globemaster were showcased in Canberra, including the provision of Wi Fi internet access to portable Defence-issued electronic devices.

The showcase is a part of Plan Jericho, Air Force's plan to transform Air Force and the wider ADF into a fighting force

that capitalises on the high technology systems that are being introduced over the next few years.

Group Captain Stewart Dowrie, Chief of Staff for Air Mobility Group, said the new technology in the C-17A meant users would have access to the latest information when making operational decisions.

"This state-of-the-art technology allows passengers in the aircraft to receive live updates and video of their destination, right up to the point of their arrival," Group Captain Dowrie said.

"Beforehand, crews and passengers were mostly limited to voice-only communications."

"We can now fly an aero-medical evacuation team to the scene of a disaster, or an Army Combat Team into a warzone, and provide them with live updates and revised orders during their transit making them much more effective when they touch down."

"Likewise, a C-17A's passengers and crew can now be linked with Defence platforms and units on the ground or in the air, and share the live feeds of tactical information about their destination with each other."

This trial builds on previous Plan Jericho capability demonstrations involving the C-17A, including the AirView 360 suite which provides for the display of mission essential information to passengers within the C-17A. In May this year, live video was streamed from an Air Force Heron Unmanned Aerial System over the Woomera Prohibited Area in South Australia, and via a Distributed Ground Station at RAAF Base Edinburgh, was transmitted out to a C-17A in Canberra.

Air Force currently operates a fleet of eight C-17As, all of which are fitted with a satellite communications (SATCOM) capability. Two of these aircraft have been configured for broadband SATCOM, with an intention to fit the whole fleet with a new, wideband SATCOM system from 2018.

"Our C-17A initiatives for Plan Jericho are capitalising on low-risk, proven technologies that can be delivered quickly with a high degree of confidence by our Industry partners," Group Captain Dowrie said. "It is also charting a course for similar Plan Jericho initiatives on other air mobility platforms, notably the C-130J Hercules, C-27J Spartan, and KC-30A Multi-Role Tanker Transport."

AFHQ 13 Nov 15

Operation Christmas Drop 2015

From 7-10 December 2015, a No. 37 Squadron C-130J Hercules and crew from the RAAF participated in Operation Christmas Drop 2015 at Andersen Air Force Base in Guam, working alongside counterparts from the United States Air Force (USAF) and Japan Air Self-Defense Force (JASDF).

According to the USAF, Operation Christmas Drop is the world's longest-running humanitarian airdrop operation, running annually since 1952. 2015 saw the RAAF, USAF and JASDF work together for the first time in Operation Christmas Drop, delivering payloads to communities over six million square kilometres in the Marianas Island chain.

Payloads were donated by USAF and civilian communities in Guam and Japan, and included rice and canned food, books and educational material, toys, hooks and fishing line, tools, and assorted clothing. Australian Army air dispatchers from No. 176 Air Dispatchers, working together with RAAF Hercules crew, employed low-cost aerial delivery methods to safely drop payloads to the island communities.

Capt Jake Roney, left, 36th Airlift Squadron pilot, greets RAAF aircrews participating in Operation Christmas Drop 2015 at Andersen Air Force Base, Guam, Dec. 4, 2015.
Photo by Osakabe Yasuo USAF

Aussie Hero Quilt - OP OKRA

A Royal Australian Air Force member, deployed to the Middle East region as a part of Operation OKRA, shows off her Aussie Hero quilt, near the afterburner section of a RAAF F/A-18A Hornet aircraft.

Photo: CPL Ben Dempster

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Have Your Say on RAAF's Centenary

Time is running out to have your say on how the Royal Australian Air Force should mark its centenary in 2021. Late last year, Chief of Air Force, Air Marshal Leo Davies launched the first stage of planning for the centenary - the consultation phase.

Warrant Officer of the Air Force (WOFF-AF) Rob Swanwick has encouraged serving personnel, veterans and the Australian public to contribute their ideas by Sunday 20 March.

"This is your chance to shape how we mark the centenary," WOFF-AF Swanwick said. "As a member of the Air Force 2021 Steering Group, I am keen to see great ideas from across RAAF and from our former members."

"As we approach the centenary, Air Force is changing rapidly. We must use the 100th as an opportunity to engage the Australian nation, demonstrate the highly capable force we are, and inspire the next generation of Air Force members. I envisage there will be a big focus on engaging and informing youth across the nation."

"Community engagement will also be an important part of the centenary. It will be an opportunity to further enhance our links with communities around our bases, and reach some places that may not see Air Force very often."

"The centenary will be a time to look back and reflect on the sacrifices of the last 100 years. Since 1921, almost 10,000 Air Force members have lost their lives while serving Australia – 9870 during WWII. We must recognise their legacy of commitment to service and remember that every one of them left behind a family and friends."

"We will consider submissions against a range of criteria including value for money, safety and the creation of enduring effects. And, of course, everything we do for Air Force 2021 will be balanced with our ongoing operational requirements."

"I am providing my input to the centenary planning process and I want to hear from as many current serving and former Air Force people as possible."

The consultation period runs until Sunday 20 March 2016. Contributions can be made through: www.airforce.gov.au/RAAF2021

School Of Air Warfare Disestablished

The School of Air Warfare (SAW) was disestablished on 19 February 2016 and became No 1 Flying Training School. The School of Air Warfare was established on 1 January 2007 when it subsumed the School of Air Navigation (SAN) following the creation of the Air Combat Officer (ACO) specialisation, which replaced the Navigator specialist aircrew category.

The School of Air Navigation (SAN) was formed at East Sale on the 5 February 1946 to replace the wartime Air Observers and General Reconnaissance schools and to conduct basic training of all staff navigators on the Advanced Navigation Course. To commemorate the 70th anniversary of the School's inception, the School of Air Warfare held a Ceremonial Colour Parade for the last time on 5 February 2016. Thirty eight years after presentation of the SAN Queen's Colour, the 70th Anniversary was a fitting occasion for the Colour's withdrawal.

The Air Warfare Centre is established within Aerospace Operational Support Group (AOSG) and provides a foundation to commence concept development for Officer Aviation training at RAAF Base East Sale under an Aviation Academy.

Ceremonial Colour Parade

An afternoon parade was held to celebrate the School's history and display the SAN Queen's Colour for the last time. The Reviewing Officer for the parade was the Chief of Air Force, AIRMSHL Leo Davies, AO, CSC.

CAF Air Marshal Leo Davies, AO CSC and CO School of Air Warfare, Wing Commander Craig Stallard, after inspecting the School of Air Warfare 70th Anniversary Ceremonial Parade at RAAF Base East Sale. *Photo: SGT Pete Gammie*

Following the parade, a Laying Up ceremony took place at the RAAF Base East Sale Chapel where the SAN Queen's Colour will reside following unit deactivation. SAN has trained many navigators since 1946 and while the system has changed more than they ever envisaged, past graduates are nostalgic about their earlier SAN days when they trained as navigators and completed advanced navigation and weapons systems courses. However, with today's technological Air Force, changes to the training were inevitable. Most past SAN graduates are impressed by the systems being introduced and from what many have seen, consider that current and potential RAAF members can adapt readily to the technologies being introduced.

The School of Air Navigation Queen's Colour is paraded before being laid up in the Base Chapel, after review by CAF Air Marshal Leo Davies, AO CSC and CO School of Air Warfare Wing. *Photo: SGT Pete Gammie*

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An evolutionary leap in RPA performance and reliability, Predator B flies as fast as 240 knots and has a payload capacity that includes 1364 kg of external stores beneath the wings and another 340 kg on the aircraft's centreline, allowing flexibility for future payloads. This highly valued asset is currently operational with the U.S. Air Force, UK Royal Air Force, Italian Air Force, and French Air Force. Additionally, the U.S. Department of Homeland Security's Customs and Border Protection agency and NASA are using Predator B in civic, non-military missions including infrastructure and environmental protection, disaster relief, and search and rescue.

Although Predator B shares many attributes with manned aircraft, Predator B's key differentiator is persistence. While manned fighters must land and refuel after only a few hours, Predator B can stay airborne for nearly 30 hours without refueling, allowing the aircraft to perform persistent ISR and play a pivotal role in the methodical practice of collecting real-time data on an adversaries activities. The aircraft's optical sensor provides surveillance imagery for intelligence analysts over a period of days, or sometimes even weeks, helping to understand the pattern of life or the contact of interest. Dangerous rocket, mortar, and IED attacks have been prevented because Predator B located these devices and kept troops safe.

General Atomics and affiliate, General Atomics Aeronautical Systems, Inc. (GAASI), the manufacturer of Predator B, recently opened an office in Canberra to establish a local presence and maintain close contact with the Australian Defence Force to understand emerging requirements better and offer proven solutions. Additionally, the office will enable a closer relationship with the entire Australian Defence industry for collaboration as a means to improve capabilities using Australian technology and industrial expertise.

There is no question that Predator B is a proven force multiplier that supports warfighters around the globe by delivering persistent ISR in concert with precision targeting and strike. However, Predator B also is a significant proven asset in other critical missions that include infrastructure and environmental protection, disaster relief, and search and rescue. Predator B is the multi-mission platform of choice to support the future needs of Australia!

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Military Flying in the 1980s and 1990s

As a young boy growing up in the (at the time) quiet coastal town of Byron Bay, I would occasionally hear, and then see, F-111 aircraft flying low over the ocean on their way south (presumably to Evans Head Air Weapons Range) or on their return home via the coast. Being somewhat impressionable, I thought that looked like a good job to have, so I set my sights and education plans to optimise my chances for joining the RAAF and getting a seat on one of those impressive planes.

My hopes eventually came to realisation and I joined the RAAF in mid 1985 and, following a short detour to Point Cook to learn how to be an officer, spent the next 12 months in East Sale on navigator course. Like most of my course mates, a posting to F 111s was the ultimate prize. However, in January 1986, we heard that an F-111 had crashed off the coast of NSW with no survivors. No time for second thoughts though, aircraft accidents were somewhat commonplace but it would never happen to us.

On posting night, my academic prowess had me convinced I was being posted to Richmond or Edinburgh; however, a last minute extra position on F-111s was available so I excitedly rang my soon-to-be wife and told her to “pack warm, we are going to Queensland!!”

Arriving in December 1986, we were issued our 1950’s era abode (complete with asbestos) in the Amberley married quarter patch. At work, No 1 Squadron headquarters was mainly full of grey haired men (and some with no hair) that had flown the F-111 for many years. I certainly felt somewhat out of place as a 20-something ‘boggy’. I still had a couple of other steps to go through before F 111 conversion (Combat Survival Course, Introductory Fighter Course), so I was shuffled off to No 6 Squadron while waiting for such, to learn what I could in the meantime by sitting up the back of the classroom during the current conversion course lectures.

Back from Townsville, with Survival Course ticked off (I’m sure glad that was only a once in-a-career requirement), I again assumed my position at the back of the classroom. Turning up to work one Friday morning, I immediately noticed the atmosphere was very different. In the quietness and confusion, one of the aircrew told me that one of the instructors and a student had been killed the previous night during a Final Handling Test sortie back from East Sale. This accident was the RAAF’s sixth F 111 accident and third where the crew had lost their lives. A posting to F-111s suddenly didn’t look that enticing anymore.

I graduated from F-111 Conversion Course in mid 1988 and built up my flying experience over the next 12 years, including a two year aircrew exchange with the United States Air Force (USAF) at Cannon Air Force Base in New Mexico, USA with the 523 ‘Crusaders’ – this squadron alone had more F-111s than Australia did. (It was certainly a different size of operation in comparison to 82 Wing when you taxied past the approximate 120 F-111s on the tarmac at Cannon.)

Over those years the RAAF lost another two F-111 crews and aircraft, and many other aircrew and aircraft types. What has stuck in my mind was one of the flying safety posters of the time – a silhouette of each RAAF aircraft lost over the last 10 years. The poster was pretty full and covered most types – Chinook, Mirage(s), Macchi, Caribou, Iroquois, F/A-18, Nomad, PC-9A, Boeing 707, P-3 Orion, Winjeel, and of course the F-111. Pretty sobering stuff, with many lives taken prematurely and the lives of relatives, loved ones and friends inextricably affected forever after.

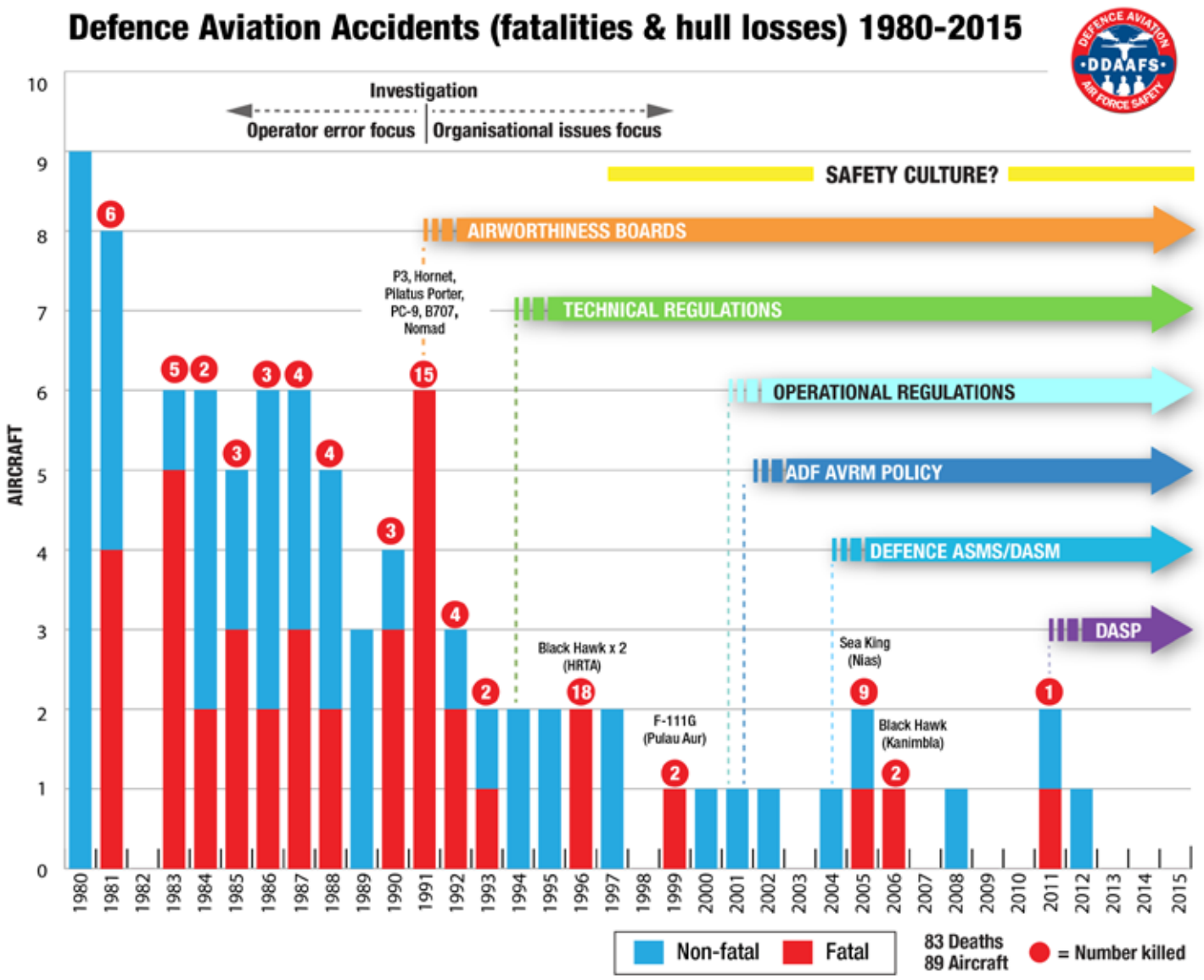
However, we all knew the game we were in. That was just the way it was. Not to say we were blasé, but certainly we knew the odds were not in our favour. In the 1980’s, 54 Australian military aircraft were destroyed and 27 Defence personnel lost their lives. In the 1990’s, 24 aircraft were destroyed resulting in the loss of 44 lives and 19 personnel sustaining serious injury.

Thankfully, that appalling safety record is now behind us but the threat is ever present. Since 2000, there have been 11 aircraft accidents, three of which involved fatalities; the 2005 Sea King accident accounting for 9 of the 12 lives lost. However, there have also been a substantial number of close calls; in many, remaining defences were limited, and chance played a large part in preventing an accident.

So what has changed? How did we reduce our high accident rates of the 1980s and early 1990s? More importantly, what do we need to do next to drive the rate to as close to zero as possible?

A number of safety initiatives and programs have been introduced over the last 25 years; many initiated by a so called ‘black swan event’. Certainly, 1991 was a watershed year in initiating change to improve aviation safety as a result of the inordinately high number of fatal aircraft accidents – six at the cost of 15 lives. However, further change was to come as a result of the high loss of life in the 1996 Black Hawk mid-air accident.

Aircraft accident investigations began to focus on organisational issues, with the adoption of Professor James Reason’s Organisational Accident Causation Model in 1991. Operational and Technical airworthiness concepts were introduced, with the Airworthiness Board process introduced in 1991, Technical Regulations introduced in 1994 with the corresponding stand up of the ADF Technical Airworthiness Agency (now known as Directorate General Technical Airworthiness – DGTA), followed by introduction of Operational Regulations in 2001. In 1997, the Defence Flying Safety agency was renamed to DFS-ADF to reflect the tri Service nature of the organisation (now known as the Directorate of Defence Aviation and Air Force Safety – DDAAFS). The 1996 Black Hawk accident was the catalyst for Army to introduce an aviation risk management (AVRM) system; with RAAF and Navy adopting risk management in 2001 when ADF AVRM policy was introduced (the 1999 F 111G accident – the RAAF’s last fatal



accident – being the catalyst). A positive shift in safety culture is also in there somewhere. And of course technology and aircraft (component) reliability has improved – but we are now also asking more of our aircrew with increasing mission and system complexity.

The following graph illustrates the positive gains in improving Defence's aviation safety record, and the more noteworthy safety initiatives introduced over the period. While we may never know for sure what has been the main reason for our improved safety record, certainly in combination, the introduced initiatives and programs have most definitely put the spotlight on aviation safety; providing better tools, oversight and understanding of what we can do to enhance safety and reduce risk.

So what next? Integration of the many safety systems of the different (but related) environments? An increased focus on risk management to better understand (and address) the risks? Enhanced analysis of safety occurrences to enable meaningful and effective safety action to be taken to prevent recurrence/minimise the probability of recurrence to an acceptable level? A better understanding of human factors to make our defences as error tolerant as possible? Predictive (vice proactive) safety? Whatever is done next, there will always be more to do. Enhancing safety is a continual process – there is no resting on our improved safety record.

Some Sobering Statistics

The '80s

In the 1980s Defence aviation suffered 54 Category 5[1], 44 Category 4[2] accidents and 27 Defence personnel lost their lives as a result (one civilian was also killed by falling wreckage). Fourteen Mirages were lost (over 40 of the 110 Mirages introduced into RAAF service were lost in the 27 years of operation, the worst year being 1976 with 7 losses), as were 11 Macchis, six Kiowas, four Iroquois, three Porters, three Skyhawks, three Wessex, two F-111s, two Winjeels and one Caribou, Chinook, CT-4A, P-3B, Hornet and Sea King. There were four separate mid-air collision accidents with the

[1] Category 5 = Fatal injury and/or the aircraft sustained unrepairable damage, is missing, or inaccessible for recovery.
[2] Category 4 = Damage is repairable in more than 14 days. (that is, damage is significant)

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* The above data are approximate specifications and may change without notice.

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loss of eight aircraft and five lives (including the aforementioned civilian on the ground); one of the two Roulette display practice mid-airs was at the cost of the lives of both pilots. On a more positive note, there were 24 successful ejections – one pilot getting his second 'caterpillar badge'[3] following his first ejection in 1972.

The '90s

In the 1990s Defence aviation suffered 24 Category 5 and 15 Category 4 accidents resulting in the loss of 44 lives and 19 personnel sustaining serious injury. Additionally, two members fell to their death and another was seriously injured in separate rappelling and cable hoisting operations. Four Macchis were lost, as were three Black Hawks, three F/A-18A/B Hornets (within 22 months and all fatal), two F-111s, two Kiowas, two PC-9As, two Nomads, and one Boeing 707, P-3C Orion, Porter, Sea King, Squirrel and a civil registered Twin Otter. There were four separate mid-air collision accidents with the loss of 19 lives; the Black Hawk mid air collision at the cost of 18 lives. Of the three mid-air collisions involving fast jet aircraft (one involving a RAAF F/A-18 and a Royal Malaysian Air Force F-5E) one F/A-18 and two Macchis were destroyed with the loss of one life. Two of the F/A-18s were able to be landed safely. There were five successful ejections from RAAF aircraft, but also one unsuccessful due to aircraft damage compromising the ejection.

Then SQNLDR Bill Savill conducting a pre-flight inspection of an F-111C.

There were three accidents involving in-flight aircraft structural failure at the cost of three lives. Three aircraft were lost and five others sustained Category 4 damage due to mishandled or inappropriate emergency procedural training, the most tragic being the loss of a Boeing 707 aircraft and the five crew on board during the unwitting practice of an inherently dangerous demonstration of asymmetric flight.

There were five controlled flight into terrain (CFIT) accidents, three involving air combat aircraft conducting simulated or live low level weapon delivery passes. While not fitting the CFIT definition[4], the 1998 Twin Otter accident has parallels with the 1988 Winjeel accident in that terrain gradient (steepness) exceeded the aircraft's performance.

About the author: WGCDR Bill Savill continues to serve in the RAAF. He has just completed his second three-year posting to DDAAFS – the first as the aviation safety Desk Officer representing Air Combat Group and a trained aircraft accident investigator; the second as the Wing Commander in charge of the Aviation Safety sub-directorate leading the Force Element Group (FEG) Desk Officers and overseeing DDAAFS aviation safety investigations. He has also written/overseen the publication of three DDAAFS magazines about Defence aviation accidents.

[3] The Caterpillar Club was founded in 1922 by Mr Leslie Irvin, inventor of the modern parachute. Membership is limited to those who have saved their life by parachuting from a disabled or flaming aircraft. The awarded Caterpillar Badge is symbolic of the silkworm – the original parachutes being made from silk thread.

[4] CFIT occurs when an airworthy aircraft is flown, under the control of a qualified pilot, into terrain (water or obstacles) with inadequate awareness on the part of the pilot of the impending collision.

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Your Will - in the Digital Era

Most of us manage our personal finances online. It is very convenient for us, but how easy will it be for our executor when we pass on? People are living longer, marrying and divorcing more often and leaving very different things in their wills. Valuable household items such as jewellery, grandfather clocks, family heirlooms, coins and other valuables are still on the list to leave to beneficiaries. However, today, other assets are tied up in the digital world and should be considered in your will.

In years past, family descendants and executors could go to the home of the deceased person and search for paperwork relating to their assets and liabilities. Now most people receive their bank accounts and statements online, so there is no longer a paper trail. More importantly, many use direct debit on their bank and credit accounts and these will continue until they are stopped. Unless there is a record of and access to PINs and passwords, it can be impossible to find the documents required. A large number of people have at least one social media account they use on a regular basis. However, only 20 per cent of Australians who use social media have left instructions for a loved one on how to access their accounts.

A recent-study by the NSW Trustee & Guardian found that nine in 10 Australians have a social media account such as Facebook, LinkedIn and Twitter. Four out of five people who use social media have not discussed with their loved ones what will happen to their accounts when they die. In addition, Facebook and Google require a death certificate and proof of identification before accounts of deceased persons can be closed.

Digital assets include social and financial accounts, telephone accounts but include PayPal, E-Bay, on-line shoppers, airline accounts and other frequent flyer points traders. Others include ISP domain names and cloud storage accounts for everything from emails to sentimental accounts with photographs that are stored online or on social media. In the past, photos were kept in a shoe box, or by the more organised, photo albums. Now they are kept in the cloud or on social media. A nightmare to find and recover.

When users sign up to telcos, ISPs and various other services and products, they agree to a long list of terms and conditions. Most people do not even read them. If one had the time, or inclination, to read the terms and conditions, some may not have signed up for the service. It is indicative of the litigious society of Corporate America and, more recently, Australia. Accounts such as Microsoft, Apple, Adobe, Google, Yahoo all have similar conditions - and these companies, and many others, all store files in the 'ICT cloud' and require passwords to access. Not forgetting Australia Government and banks - the info is all 'up there'. Many sites are difficult to navigate, even for the esoteric. The Privacy Act makes it even more difficult to manage and if you are an executor, be prepared to jump through many hoops and to navigate around, through and over the smoke screens.

No wonder the Australian Government legislated on the retention by telcos and ISPs of metadata for two years. But with the current disagreement that the US Government is having with Apple, additional legislation may be required in Australia to access those records, if required by legitimate agencies for security purposes. Metadata is another topic though.

An Australian digital asset service, eClosure, provides a service where, on the provision of a letter of authority and a death certificate, they will close down Facebook, LinkedIn, Gmail and other on-line services a deceased person may have. According to *The Huffington Post,* 30 million of Facebook's 1.3 billion registered users are dead.

How You Can Manage Your Passwords

Keep a diary, separate from your will, of your on-line accounts - record your usernames and passwords. Keep them updated (in pencil).

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Brief your executor what to do with your accounts - cancel or leave for access to family photos in lieu of photo albums - believe it, some will want to.

Lance Halvorson

The Domino Effect

A No 460 Squadron Lancaster was returning to Binbrook from a raid over Europe when the mid-upper gunner accidentally trod on the aileron cables when leaving his turret. The aircraft was at 18,000 feet and suddenly went into a power dive. The pilot and most of the crew were not strapped in and for a few seconds were pinned to the roof of the diving aircraft.

One of the front Browning machine guns flew out of its mounting and went through the cockpit canopy. The pilot tried to order the crew to bale out but his intercom connection had been pulled out. He finally managed to bring the aircraft under control by using his foot on the aileron wheel when they were down to just 6,000 feet.

When they eventually arrived back at Binbrook, ground crew discovered the force of the dive had bent the wings while the prop blades were deeply pitted. The aircraft was later struck off charge as non-airworthy and a few choice words were said to the midupper gunner.

Office of Air Force History

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Long Range Bombers in the USAF

The USAF operates three types of long range bombers: the B-52H, the only version of its type still in service, the B-1B Lancer and the B-2 Spirit Stealth bomber.

The oldest (built in 1964) and the two latest in service, are shown below, low and mean; close and mean.

A USAF B-52H. *Photo USAF*

The B-1B over a lake in USA (possible photo collage)
Photo: Air Photo Calendar

A B-2 Spirit Stealth bomber in position for connection to take on fuel. *Photo: USAF*

The Long Range Strike Bomber

Northrop Grumman was awarded the contract in October 2015 to build the Long Range Strike Bomber (LRS-B) for the USAF. Both Boeing and Lockheed Martin appealed the decision, without success.

At the Air Force Association's annual air warfare symposium in Orlando, Florida on 26 Feb, Air Force Secretary Deborah James revealed the LRS-B as the B-21 and displayed a concept drawing. "The B-21 has been designed from the beginning based on a set of requirements that allows the use of existing and mature technology," James said. She added that the Air Force will be accepting suggestions for the name of the new bomber and announce them at the Air Force Association conference in September.

The LRS-B concept , the B-21. *Photo: Air Force Association*

While the production cost of the first 21 aircraft remains classified, the Air Force has said "the fixed-price production award supports the average per-unit cost of $511 million per aircraft," according to a statement from the Government Accounting Office (GAO).

With the go-ahead from the GAO, the program has entered development. The Air Force plans to begin fielding the B-21 in the mid-2020s.

A fleet of four bomber types appears difficult to justify, not just on cost grounds. The Commander of Air Force Global Strike Command, GEN Robin Rand, said recently, "We couldn't maintain four bombers if we wanted to". USAF may have to retire one of its bombers as the LRS-B is developed. Rand told a small group of reporters that the argument for retiring one of the four planes was simple. The Air Force doesn't have enough capacity or money to maintain and pay for four different bombers to fly.

However, Defense Secretary Carter's efforts to load up "one of our oldest platforms" with tons of weapons and sensors could complicate the decision on which aircraft to retire.

"In practice," Carter said in his recent announcement, "the arsenal plane will function as a very large airborne magazine, network to fifth generation aircraft that act as forward sensor and targeting nodes, essentially combining different systems already in our inventory to create wholly new capabilities."
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RPA Operator Manning

RPAs require a lot of men and women to operate them. With the existing rate of effort, crews are being overworked and many are leaving the service. LTGEN Otto, USAF Deputy Chief of Staff ISR has suggested that RPA crews be reduced by redesigning the awkward ground control stations (GCS) used to control MQ-1 Predators and MQ-9 Reapers.

A ground control station for Predator and Reaper RPAs. *Photo: USAF*

The Air Force could save perhaps 1,000 operator positions by making the GCS "single-seater" aircraft. Predators and Reapers currently require two crew to function: a pilot and a sensor operator. LTGEN Otto said, "There are certainly missions today that could be done by one woman or one man [who's] both flying the aircraft and managing the sensors, if we architected the ground stations to enable it." Continuing, he said. "We could certainly design a cockpit that could be done by one for many missions with the option of being done by two for some missions."

A MQ-9 Reaper RPA *Photo: USAF*

Such a redesign, Otto said, could have a "significant" impact on the Air Force's current shortage of Remotely Piloted Aircraft (RPA) pilots. The Air Force has told Congress it could face a shortfall in fiscal 2016 of 400 of the 1,200 MQ-1 and MQ-9 pilots needed.

Predator and Reaper pilots have been departing the Air Force in growing numbers rather than continue to work 12 hours a day, six days a week, he said. Those conditions resulted from wartime demands for a rapid expansion of the number of daily Combat Air Patrols (CAPs) by Predators and Reapers to meet what Otto has called an "insatiable demand" for ISR even as the Air Force and its budget have shrunk.

Breaking Defense

F-35 Training at Luke AFB

In an interview recently, wing commander Brig Gen Scott Pleus says Luke AFB now counts 34 pooled fifth-generation F-35As in American, Australian and Norwegian livery. The wing also continues to produce 95% of the USAF's F-16 pilots from the base in Phoenix and its two satellite squadrons at Holloman AFB in New Mexico.

As the world's premier conventional F-35 training base, Luke is currently training pilots and instructors for the USA, Australia, Norway, Italy – and soon F-35 foreign military sales customers Japan and Israel. Other programme partners – the Netherlands, Turkey and possibly Denmark and Canada – will also join the pooling arrangement, where they share aircraft and instructors.

Formation of 4 x F-35 aircraft, with RAAF A35-002 as number 4; near Luke AFB, Arizona. *Photo: USAF*

Luke will grow to six F-35 training squadrons, and will soon reactivate its third unit – the 63rd Fighter Squadron, which trained F-16C/D pilots until it disbanded in 2009.

As its former commander, Pleus is looking forward to the 63rd's return, and he expects one squadron to covert to F-35 each year after that. Eventually, Luke will house 144 jets and 12 full-mission simulators. Singapore and Taiwan also have F-16 training squadrons at the base.

Pleus flew the base's first F-35 sortie on March 18, 2015, and by the end of the month, it had clocked 1,000 sorties. Luke recently surpassed 3,000 sorties.

Luke's training programme will grow rapidly through 2024 as F-35 nations work towards initial operational capability. Lockheed is scaling up aircraft production at its main site in Fort Worth, Texas as well as in Italy and Japan, with a planned run of 2,322 A-models.

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Kingsford Smith Airport Mascot - In The Making

In 1920 many Sydney people thought that Nigel Love was a mild kind of a lunatic. He wanted to acquire a big area of land near the city for an aerodrome. Such an acquisition required big money, and as the sceptics knew quite well, flying was only a crazy novelty.

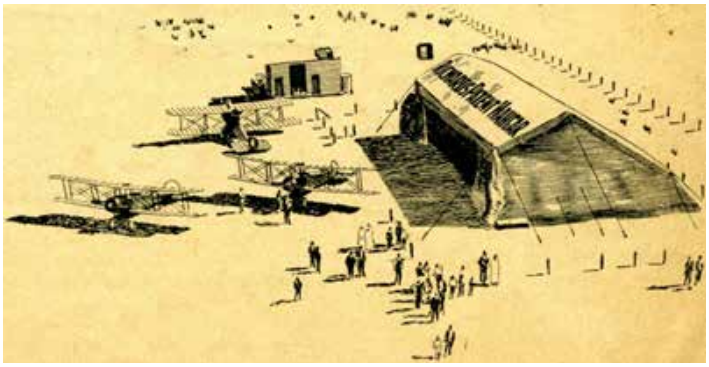
However, Captain Love, ex-Australian Flying Corps, thought differently. He had a tangible reason for wanting an aerodrome; he and his partner, Broadsmith, held A. V. Roe & Co.'s sole Australian agency for Avro Aircraft, and that contract required that holders of the franchise should establish an airfield near Sydney.

After a long and wide search, Love and Broadsmith (formerly of Avro's) decided on 400 acres at Mascot. It was then known as "bullock paddock," because a slaughtering company which held the sub-lease, used the paddock as a fattening and rest paddock.

The land was owned by the Kensington Racing Club who had acquired it in case their race course property, on a Government parkland, might be withdrawn from them.

Love himself secured a lease on the paddock. It was subsequently transferred to the company he formed and headed - Australian Aircraft and Engineering Coy.

The first hangar was a tent. It held one Avro. Subsequently a Richards hangar was erected, which held six aircraft. Finally, after a gallant attempt to establish aircraft manufacture, the company failed.



Mascot 1920s, as drawn from a photo. The aircraft are Avro 504Ks.

But one major victory had been scored: the Federal Government realised the value of the private-enterprise aerodrome and resumed the area. Now in the area which had been a cow paddock and which might have become a racecourse, the Federal Government approved plans to bring Sydney's airport up to inter-continental standards and make it outstandingly the best and the most important in the Southern Hemisphere.

The work was to be done in three stages. The first, declared the Minister for Air, should cater for Sydney's needs for the next ten years or more. "It will provide four runways of 8000 feet, 6200 feet, 5600 feet and 5000 feet. all with over-runs of several hundred feet at each end. There will also be an all-grassed field giving a 3,000-feet run in any direction".

Sydney Airport in 1946. *Photo: RAAF Association*

The biggest engineering job in this stage was the deviation of Cook's River. In the ministerial statement, credit was given to Mr. Stephens, engineer of the Botany Council, who suggested the river deviation several years ago. He tried hard to get the authorities to adopt his idea as a means of coping with the airport's obvious growing pains. Now, fittingly, he has this "honourable mention."

Conceivably, it was sponsored by Dr. R. N. E. ("Bill") Bradfield, a son of the bridge builder and the chief airport designer of the Department of Civil Aviation. He is one of the best types of Australian—Rhodes scholar, sportsman, man and gentleman. It is typical of him to give honour where honour is due.

The future Sydney Airport (in 1946) with the flying boat base. *Photo: RAAF Association*

According to the Ministerial statement on the airport scheme, Stage 1 will cost approximately £5,000,000, will take about

five years to complete, and should cater for Sydney's airliner needs for the 10 years or more. The plans for the airport buildings are to be carried out in stages as necessary. For hangars and workshops 2,000,000 square feet of space will be provided, with half that building area in reserve. In the corner of this area a freight terminal will be erected.

Parking space for thousands of cars will be available. The main airport building will contain a post office, restaurants, bank branches, shops, and barber's saloons. Kingsford-Smith's epic Southern Cross will be housed in the administration block.

Stages 2 and 3 will cater for the giant aircraft expected within ten years. The former stage will extend the main runway to a possible 15,000 feet, fill in the shallow north-western corner of Botany Bay, and duplicate some of the existing runways. Aircraft up to a weight of 134 tons will be able to use the main runways.

Stage 3 provides for the duplication of runways to a total of eight, and other facilities to cope with 500 or more aircraft movements each day. No approximate costs are given for this reconstruction stage or for Stage 2.

The seadrome scheme is estimated to cost £1,500,000. It will provide two runways over two miles in length, sheltered by a breakwater, and, for larger craft, channels over four miles long in the open waters of the bay. The mooring basin will be over 2,000 feet wide, and there will be slipways, ramps to enable amphibians to reach the airport, and a dry dock.

The seadrome scheme "can be added," says the Ministerial statement, "at any stage of the Mascot project, when it is decided that a move from Rose Bay is justified."

Ten thousand men will probably be employed on the first stage of the modernisation of Mascot.

So big is the planned expansion—"-it will probably entail the use of 2,000 acres of land—and the improvements are on so vast a scale, that it is difficult for most people to envisage Sydney's airport of the future. But the project is a happy proof that the authorities realise the vast potentialities of aviation, and the vital role Sydney is to play therein.

Note: Nigel Love, ex-President of the RAAF Association, and New South Wales 'head' of the Air Training Corps, is founder-head of N B Love Pty. Ltd., a big flour milling firm of Sydney.

Reprinted from *Wings* September 1946 Issue.

A photo of Sydney Airport 2016. *Image: Google Maps*

Boeing Receives Orders for P-8A Aircraft

Boeing has received a $2.5 billion order for an additional 20 Poseidon P-8As. The contract will cover 16 for the US Navy and four for the Royal Australian Air Force, with deliveries starting in 2017. Together with the initial purchase in August 2015, the latest P-8As will replace the RAAF AP-3C Orions.

The US Navy has received 33 Poseidons; four patrol squadrons of the aircraft have been deployed since 2013, when they entered operations. Based on the Boeing 737-800, the aircraft will gradually replace the Navy's P-3 Orions. Australia signed on to the program in 2009. The UK plans to purchase nine P-8 aircraft and India has opted for the P-8.

A USN P-8A Poseidon aircraft. Photo Boeing

AWST

USAF Fighter Strike Aircraft - Two Views

It just amazes me that USA is not purchasing F-15SE Silent Eagle! Wouldn't that be something, low-budget silent plane at home...also, same principle BOEING can put on F/A-18E/F Super Hornet to make it silent...putting Lockheed Martin F-22 & F-35 out of the way.

Anon

F-35, F-15, F-16, F-18 are all targets for the F-22. But since incompetent politicians won't allow anymore F-22s, the USAF is intelligently requesting more F-15, F-16 - planning ahead as the F35's total mission continues to fail. Am I wrong? How come USAF wants more F-15 & F-16 if the F-35 is so great?

VADM on Dec 21, 2015

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Dick Smith Delivers Special Trophy

The Camden Squadron of the Australian Air League recently had a very special guest at their annual presentation day when renowned Australian entrepreneur Dick Smith flew his helicopter to Camden Airport, south of Sydney to visit the members of the Squadron and present the inaugural Laurie McIver Memorial Trophy.

"Sergeant Lachlan Abernethy receives the inaugural Laurie McIver Memorial Trophy from Mr Dick Smith"

Amongst his many achievements, Dick Smith is an accomplished pilot and holds a number of records including the first solo helicopter flight around the world in 1983. Laurie McIver was the operator of a flying school at Hoxton Park airport and taught Dick how to fly, they also went on to be friends and undertook numerous adventures together.

Laurie passed away in 1995 and Mr Smith, accompanied Paulette McIver, the widow of Laurie McIver, visited the Squadron to present the inaugural trophy to Sergeant Lachlan Abernethy of Camden Squadron, who best demonstrated the values of the Australian Air League.

Lachlan has been a cadet of Camden Squadron for 5 years and is also a student pilot, learning to fly in the Cessna 152 and Piper Cherokee Warrior with the Air League at Camden.

"Dick Smith, Paulette McIver and the members of Camden Squadron of the Australian Air League"

Lachlan has received numerous awards during his time with the Australian Air League, including being nominated for the Cadet of the Year award.

During the presentation Mr Smith had the cadets enthralled with tales of his aviation adventures including his record breaking solo flight around the world in his first Bell Jetranger helicopter in 1982 before joining them for lunch and then showing them over his latest helicopter, also a Bell Jetranger.

History

Drug Runner Intercepted by C-130 Over NT

On 19 January 1978 a light aircraft was spotted on radar entering the Northern Territory to the west of Darwin. Coincidentally, a C-130 Hercules (A97-168) from No 37 Squadron was returning from a trip to Butterworth and was about to come into Darwin at the same time. In the absence of any fighters to scramble, the captain of the RAAF transport was asked to follow the mystery aircraft as it travelled inland.

The RAAF C-130 aircraft that intercepted the drug runner.
Photo: RAAF

Eventually the C-130 caught up with what turned out to be a twin-engine Piper Aero Commander 680E. The pilot of the light aircraft made a crash landing in a muddy paddock 14 kilometres north-west of Katherine, then set the aircraft on fire in an attempt to conceal the 270,000 Thai 'buddha sticks' (high-grade cannabis) worth nearly $4 million.

After hiding out in the bush for 40 hours, the pilot — later identified as drug runner, Donald Tait — was discovered by police and arrested. Tait was subsequently jailed for seven years.

Flight Sergeant George Edward Davis RAAF - 437781

The following article describes the process that Bill Redford undertook to find answers for a family in Whyalla on the circumstances surrounding the loss of a family member in World War II.

In mid 2015, I was asked if I could possibly help a family here in Whyalla. Their uncle, George Edward Davis, had been killed in England on the 3rd March 1945, whilst serving with the Royal Air Force. Although the parents and other members of the family would not talk much about the times, it was believed that he had been shot down during a training flight. The other piece of information I was given was that he had served with No 12 Squadron Royal Air Force Bomber Command and again this was a family story. Were they shot down by "friendly fire" or by an intruder aircraft?

Apart from the date of death, I did not have much to work with, so my initial start was made in looking up the data on No 12 Squadron, Royal Air Force in one of my Royal Air Force Books, "Avro Lancaster the Definitive Record" by Harry Homes. Although I already knew that No 12 Squadron, RAF was a Lancaster Bomber Squadron based at RAF Wickenby it had converted to Lancasters in November 1942. Upon checking the details of aircraft losses for No 12 Squadron, I found that two aircraft had been shot down whilst on training flights on the 3rd/4th March 1945. Hopefully I was on the right track as I had now confirmed one of the "family stories" that he had died on the 3rd March 1945, the two aircraft were Lancasters ME 323 and PB 476, but which was the one I required?

I then turned my attention to the Australian Archives and entered the name George Edward Davis and this confirmed that he had enlisted at Adelaide on the 27th March 1943 and was allocated the Service number 437781. His date of birth was given as 22nd May 1924 and place of birth Port Pirie S.A. The only other item I could access was the fact that he had left Australia to serve in England. Again, was this the correct person? Checking with the family friend I was able to ascertain that this was indeed their uncle.

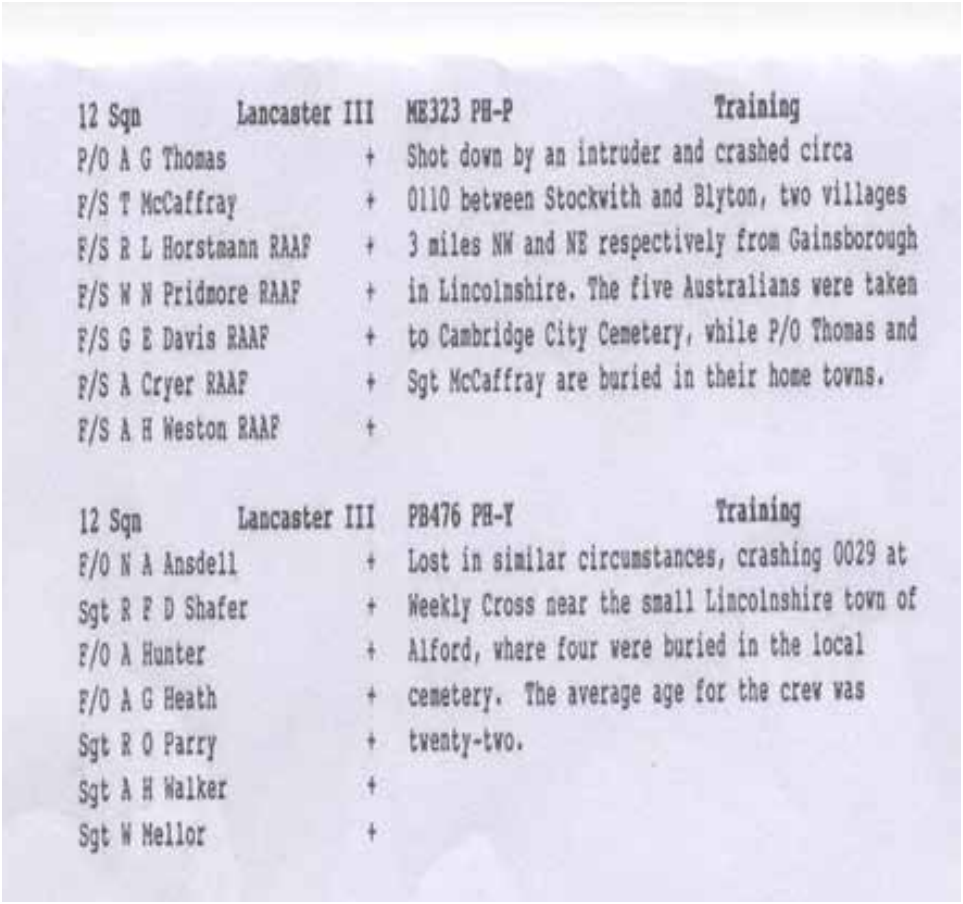
I was advised to try the Australian World War Two Nominal Roll site and from this the following details were corroborated, George Edward Davis had enlisted in the Royal Australian Air Force, in Adelaide on the 27th March 1943 with the Service No. 437781, born in Port Pirie, S.A. on 22nd May 1924 and date of death 4th March 1945. However this document had additional information, at time of death he was a flight sergeant serving with No 12 Squadron, his next of kin was given as Stacey Davis and his name is recorded on the Roll of Honour at Port Pirie.

With the information now at hand I contacted the Commonwealth War Graves Commission and obtained a photograph of Flight Sergeant George Edward Davis grave site at the Cambridge City Cemetery.

Further investigation was required to ascertain which of the two Lancasters was he in when shot down. "The Bomber Command Losses" by W.R. Chorley were the next resource to be consulted. There are eight volumes covering the Second World War in Europe and copies are held in the State Library in Adelaide.

Working with the Library Staff at the Whyalla Library I was able to give them the RAF Squadron number and the date of the crash and the volume being No 6. These details were transmitted by our local library staff to the State Library in Adelaide.

A copy of page 101 from volume No 6 was eventually received giving details of both the No 12 Squadron crashes for the 3rd/4th March 1945. Both aircraft had been shot down by an enemy intruder aircraft. Flight Sergeant G. E. Davis was a member of the crew of Lancaster ME323 PH-P; all seven crew members were killed. The five Australians were taken to Cambridge and buried in the Cambridge City Cemetery with full Military Honours.



12 Sqn Lancaster III ME323 PH-P Training
P/O A G Thomas +
F/S T McCaffray +
F/S R L Horstmann RAAF +
F/S W N Pridmore RAAF +
F/S G E Davis RAAF +
F/S A Cryer RAAF +
F/S A H Weston RAAF +

Shot down by an intruder and crashed circa 0110 between Stockwith and Blyton, two villages 3 miles NW and NE respectively from Gainsborough in Lincolnshire. The five Australians were taken to Cambridge City Cemetery, while P/O Thomas and Sgt McCaffray are buried in their home towns.

12 Sqn Lancaster III PB476 PH-Y Training
F/O N A Ansdell +
Sgt R F D Shafer +
F/O A Hunter +
F/O A G Heath +
Sgt R O Parry +
Sgt A H Walker +
Sgt W Mellor +

Lost in similar circumstances, crashing 0029 at Weekly Cross near the small Lincolnshire town of Alford, where four were buried in the local cemetery. The average age for the crew was twenty-two.

Details from Bomber Command Losses Vol. 6
Page 101 - 3-4 March 1945

We have now been able to answer the original enquiry and to confirm the small amount of detail and "family lore" as fact.

However, what happened to F/Sgt G.E. Davies after enlisting in Adelaide to arriving at No 12 Squadron at RAF Wickenby. Investigations continue with enquiries to the RAAF Association and the "friends of Wickenby" Association in the UK.

Further Information from RAAF Association (SA Division)

Annette Moore, Administration Officer, Headquarters RAAF Association, South Australian Division provided additional information below:

RAAF FATALITIES IN SECOND WORLD WAR AMONG
RAAF PERSONNEL SERVING ON ATTACHMENT
IN ROYAL AIR FORCE SQUADRONS AND SUPPORT UNITS

437781 Flight Seargent DAVIS, George Edward

Source:
AWM 237 (65) NAA : A705, 166/8/904 Commonwealth War Graves records
W R Chorley : RAF Bomber Command Losses of the Second World War, Page 101
Volume 1945

Aircraft Type:	Lancaster
Serial number:	ME 323
Radio call sign:	PH – P
Unit:	ATTD 12 SQN RAF

Summary:
Lancaster ME323 took off from RAF Binbrook at 1806 hours on the night of 3/4th March 1945 on a training flight.
The aircraft was shot down by an intruder aircraft on 4 March 1945 between Stockwith and Blyton, two villages 3 miles north west and north east respectively from Gainsborough in Lincolnshire, UK. Cannon fire was heard by an eye witness.
All the crew were killed.

Crew:

RAF	PO Thomas, A G Captain (Pilot)
RAF	Flt Sgt T McCaffray, (Flight Engineer)
RAAF	429960 Flt Sgt R L Horstmann, (Navigator)
RAAF	429832 Flt Sgt W N Pridmore, (Bomb Aimer)
RAAF	437781 Flt Sgt G E Davis (Wireless Operator Air)
RAAF	436545 Flt Sgt A Cryer (Mid Upper Gunner)
RAAF	419718 Flt Sgt A H Weston, (Rear Gunner)

All 5 RAAF members are buried in the Cambridge City Cemetery, Cambridgeshire, UK
PO Thomas is buried in the Port Talbot (Holy Cross) Churchyard, Glamorganshire, UK
Flt Sgt McCaffray is buried in the Vale of Leven (or Bonhill) Cemetery, Dumbartonshire, UK.

Bill Redford

Whyalla Family History Group

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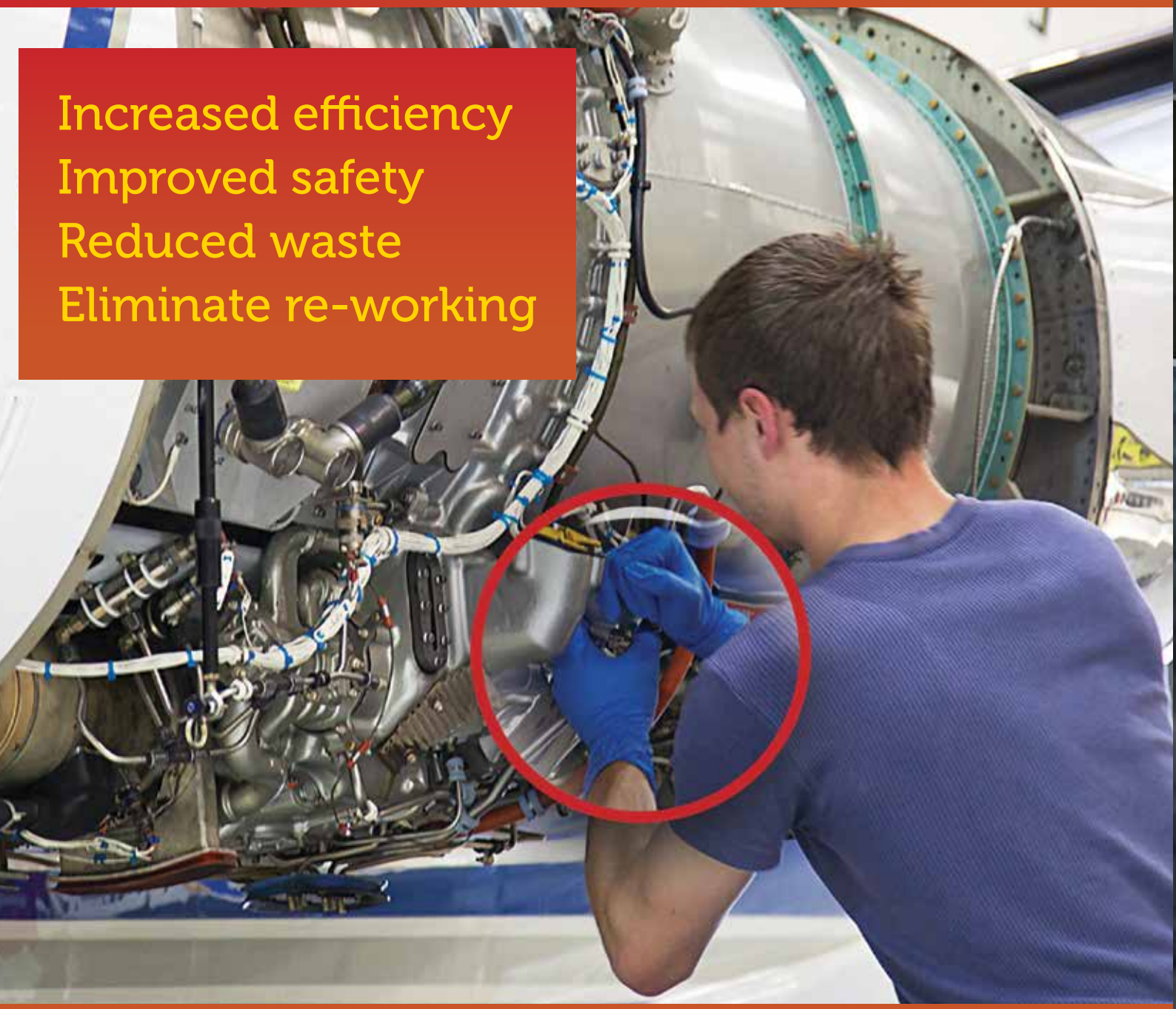

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No 452 Squadron RAAF

No 452 Squadron was the first Australian squadron to form in Britain during WW II in accordance with Article XV of the Empire Air Training Scheme. During its service in the UK as part of RAF Fighter Command's No 11 Group , the squadron operated Spitfires from a series of airfields in south-eastern Britain. The squadron conducted operations over occupied France and Belgium, where it escorted bombers and provided air cover against enemy aircraft.

Returning to Australia in 1942, the unit began refresher training at Richmond with a motley collection of aircraft, its Spitfires having being commandeered in transit by the RAF in the Middle East. On 17 January 1943, the squadron returned to front-line service operating Spitfires Mk Vs from Batchelor in the NT. The squadron relocated to Strauss on 1 February and -- with the exception of a brief period between 9 and 27 March 1943 when it was deployed to reinforce the air defences of Perth -- it remained in protection of Darwin until 30 June 1944.

On 1 July 1944, 452 Squadron moved to Sattler in the Northern Territory. The protection of Darwin had been handed over to two Royal Air Force squadrons, allowing 452 Squadron to be employed in a ground attack role for the rest of the war. Initially, the squadron operated against targets in the Dutch East Indies from Sattler.

On 11 December 1944, the squadron joined the 1st Tactical Air Force and relocated to Morotai in the Indies to support Australian operations in Borneo. The squadron's ground staff established themselves at the newly captured airfield on Tarakan on 10 May 1945, but the condition of the landing field meant that it was not fit for the squadron's aircraft to arrive there until 29 June; the squadron began operational sorties the very next day. Following the landing at Balikpapan on 1 July, a detachment of 452 Squadron aircraft moved there on 15 July to support the land campaign. The squadron's last sorties of the war were flown on 10 August 1945. It disbanded on 17 November 1945.

452SQN Spitfires over Morotai, 30 Dec 44
Photo: AWM OG3404

1st TAF Area of Operations - Morotai.
Photo: Air War Against Japan 1939-1945 by George Odgers

1st TAF Area of Operations - Tarakan.
Photo: Air War Against Japan 1939-1945 by George Odgers

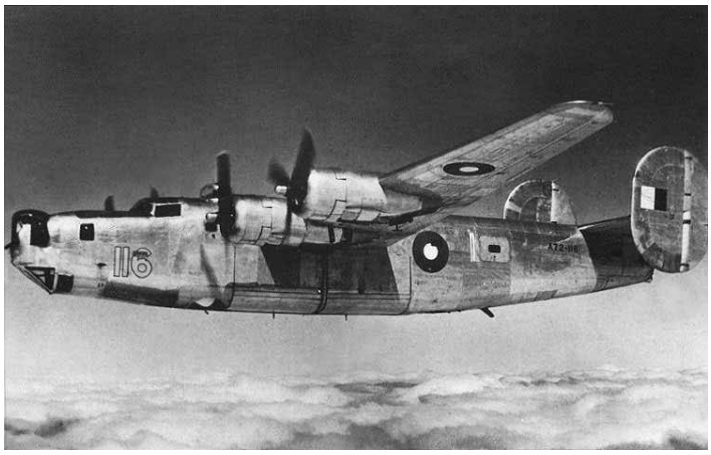
Office of Air Force History and Australian War Memorial

B-24 Liberator Java Targets

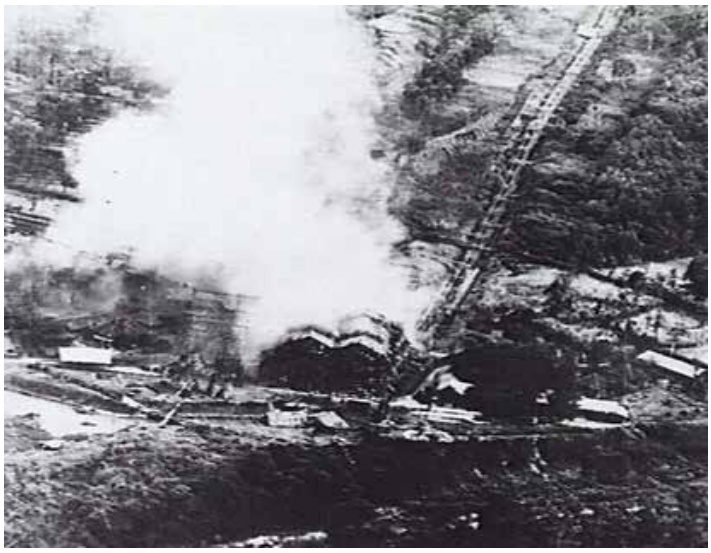
On 27 January 1945, six B-24 Liberator heavy bombers of No 24 Squadron took off from Truscott operational base, near Drysdale Station in Western Australia, to attack hydro-electric power installations at Siman and Mendalin, 80 kms south-west of Surabaya in Japanese-held Java.

The raids followed weeks of planning and training by the RAAF's newly-formed No 82 Wing. Most of the attacking aircraft encountered bad weather and were forced to turn back, but two Liberators got their bombs on target and cut eastern Java's power supply.

The stations on the Konto River were so important that further attacks were attempted. The first of these, on 28 January, was abandoned due to weather, but missions on 5 and 8 February were successful in destroying the power stations. The 1900n mile (3450km) round trip by the B-24s on these raids made them some of the longest mounted from the Australian mainland during World War II.



A B-24 Liberator *Photo: RAAF*



Power station complex on Konto River under attack, 8 February 1945. *Photo: AWM*

Office of Air Force History

No 93 Squadron - Last Beaufighter Squadron Formed

No 93 Squadron -- the RAAF's last war time operational Beaufighter squadron -- was formed at Kingaroy, Queensland, on 22 January 1945. Although it had no official motto, unofficially it was known as the "Green Ghost Squadron" and its unofficial badge proclaimed "Spookus Sneakinus". The squadron's first aircraft arrived in January and for the next three months training concentrated on gunnery and rocket exercises. On 5 March three Beaufighters departed from Oakey, Queensland, to escort Spitfires of No 79 Squadron to Morotai.

A squadron advance ground party embarked on the United States Army transport vessel Sea Ray on 11 May 1945 for the voyage to Morotai, where they arrived 11 days later. The unit subsequently moved to Labuan in mid-June 1945 and following the arrival of the last 19 Beaufighters from Kingaroy on 5 August 1945, the squadron flew operations until the cessation of hostilities later that month. Nine aircraft escorted 15 Spitfires to Oakey on 19 October with the remaining aircraft detailed to escort Mustangs to Japan early in 1946.

On 4 January 1946 the remaining Beaufighters were allocated to escort No 81 (Fighter) Wing Mustangs to Japan; these flights transited via Clark Field, Naha (Iwo Jima) and Iwakuni in the second week of March 1946. The Beaufighters then returned to Narromine when two aircraft flew the last sorties of No 93 Squadron on delivery flights to Essendon, Victoria, on 14 May 1946. The squadron disbanded at Narromine on 22 August 1946.

No 93 Squadron Beaufighters, Kingaroy 1945.
Photo: Office of Air Force History

No 93 Squadron Beaufighters, Bofu, Japan 1946.
Photo: AWM P02010-010

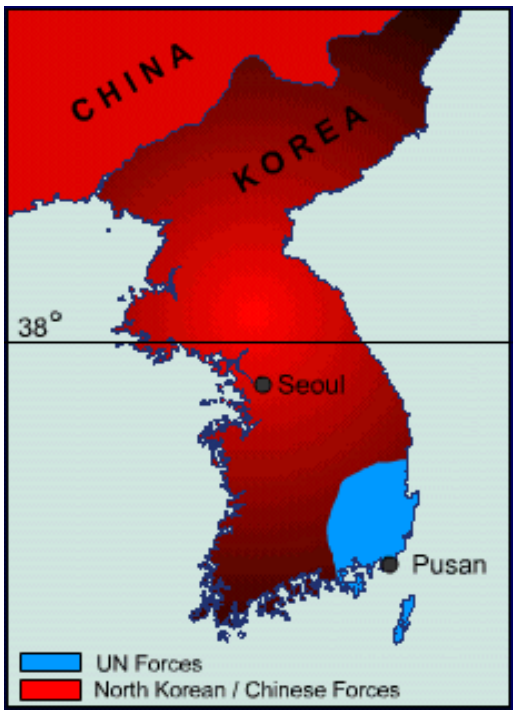
Office of Air Force History

First Australian Korean War POW

On 19 January 1953, 12 No 77 Squadron Mustangs, based at Pusan, attacked suspected Chinese Communist Forces Headquarters buildings in Pyongyang, Korea. The first wave comprised six aircraft each carrying two 500lb GP bombs and four 5" rockets; the second section carried two napalm and four 5" rockets each.

The ensuing smoke made damage assessment difficult but the crews assessed that the buildings were 'probably destroyed'. One aircraft, A68-772 flown by Flight Lieutenant Gordon Harvey, lost power and crash-landed on an island in the Taedon River, northwest of Pyonyang. Harvey was the first of 30 (24 Army; six RAAF) Australian servicemen captured in the Korean War and he endured captivity until released in August 1953.

Gordon Harvey (L) at Panmunjon, 28 Aug 53, discussing his captivity with 77 SQN Operations Officer, SQNLDR Neville McNamara (later ACM Sir Neville McNamara CDFS).
Photo: AWM via Office of Air Force History



Korea as at August 1950. *Photo: Office of Air Force History*

Korea as at the Armistice, July 1953
Photo: Office of Air Force History

POWs Marched From Stalag 344

On 22 January 1945, thousands of Allied prisoners, including 84 RAAF airmen, were given two hours' notice to evacuate Stalag 344 at Lamsdorf (now Lambinowice, Poland) and march on foot to other camps in central Germany to prevent them being released by advancing Russian forces. Such a march in mid-winter was an ordeal for the already underfed prisoners, involving days of footslogging through deep snow and nights crammed into damp shelters, such as cowbarns.

Many soon fell ill with dysentery and frostbite. The increasingly fragmented columns of men were kept moving west until mid-March. By then, most had reached Stalag IXA at Ziegenhain, 800 kilometres from Lamsdorf, where they were freed by American forces on 30 March. Others then held in camps at Fallingbostel and Luckenwalde were liberated by Russians. One Australian airman had died of privation and another was killed during a strafing raid by Allied aircraft.

'Australian POWs on the march through Germany', drawing by Alan Moore (1945)

Office of Air Force History

BAC 111 VIP aircraft arrived at Fairbairn

In November 1965, the government announced that No 34 Squadron would be equipped with the British Aircraft Corporation One Eleven – the BAC 111. The Series 200 was selected by the RAAF and two aircraft were ordered in April 1966 at a cost of $4 million each. The model designation for the RAAF was One Eleven 217EA.

The first RAAF aircraft -- A12-124 -- flew on 3 November 1967 and was accepted by the RAAF on 21 December. Under the command of No 34 Squadron's Commanding Officer, Wing Commander (later Air Commodore) Ray Drury, A12-124 was ferried from the UK via Malta, Nicosia, Teheran, Karachi, New Delhi, Calcutta, Singapore and Darwin, arriving at RAAF Fairbairn on 18 January 1968. The second aircraft, A12-125, flew on 10 January 1968, was accepted on 31 January and arrived at Fairbairn on 8 February 1968 under the command of Squadron Leader George Turnnidge.

BAC-111 aircraft A12-124 and A12-125 at Brisbane Oct 82.
Photo: RAAF

RAAF Base Edinburgh

Before WW II -- in late 1939 or early 1940 -- the whole area at Edinburgh was compulsorily acquired by the Commonwealth government to build the South Australian Munitions Factory. The closure of the township of Penfield meant the then tiny village of Salisbury began to grow. The factory, beginning production in July 1941, was the largest munitions factory in the Southern Hemisphere and the fourth or fifth largest such factory in the world. The factory manufactured a wide variety of explosives and subsequently manufactured ammunition, detonators, fuses, shells, rockets, mines and torpedoes. At the end of WW II, most of the site was closed down, with the exception of the TNT manufacturing plant (south of today's RAAF Base) that continued production until the mid 1960s. The plan was to reopen the plant, albeit on a smaller scale, for military and peacetime explosive manufacturing at a later time. This didn't happen, with most of the operations sold off as scrap with operations being relocated to Gladstone in the mid north of South Australia.

In the 1940s the Anglo-Australian Agreement (the Joint Project) was signed and the enjoyed a new lease of life. Salisbury housed the administration infrastructure, stores, laboratories and most of the Australian end of the various UK-based contractors. RAAF Edinburgh Field (as it was called in those early days) was the logistics hub plus it housed a wide variety of Royal Air Force personnel. Established in 1953 it was formally opened by HRH Philip, Duke of Edinburgh in 1954. The Base is named after his title. RAAF Edinburgh supported the Salisbury end of weapons trials at Woomera (rockets and missiles) and Maralinga (atomic bomb testing). It had been decided RAAF Mallala was too far away from the Salisbury operations centre to be effective.

The old Tank Farm became the Technical Area; this had to be separate – unlike every other RAAF Base - because of the secret nature of the operations. So it was decided to create a separate Domestic Area in what had been the Cordite Area. Traces of this cordite work can still be seen. The old Airmen's Mess building (demolished in late 2011) was the Cordite Casting Hall – that's why it looked like a factory. Similarly, on the southern side of the Base there were two truncated pyramids – these were used for the manufacture of Nitroglycerine.

At Woomera there were similar, but smaller, arms of those set up at Salisbury, plus the various ranges, trials support test shops and several airfields. In those early days Edinburgh was very much a multi-service (RAF and RAAF) establishment. This was necessary to prepare, fly and service the wide variety of aircraft based there and at RAAF Woomera. Smaller airfields were established at the Koolymilka Rangehead (RAAF Evetts Field) and at RAAF Maralinga. During the early days of the Joint Project aircraft flown included Boeing B29 Superfortress and B-50 Washington , Gloster Meteor NF11, Mk 4 and Mk 8, English Electric Canberra (British B2), Avro (Python) Lincoln and North American/CAC CA-27 Sabre. Additionally, the manned GAF Pika was used to develop the unmanned GAF Jindivik target aircraft. Later, RAF Vickers Valiant, Handley Page Victor and Avro Vulcan aircraft supported the Blue Steel project. Eventually the project wound down, so the area was largely empty.

On 17 January 1955, Headquarters RAAF Edinburgh was formed with an establishment of seven officers and eight airmen. On 23 June 1955 the Royal Air Force Courier Service (Hastings aircraft) moved from Mallala to Edinburgh, and on 28 October the first WRAAF personnel arrived on posting from Mallala. The new Sergeants' Mess was opened on 7 September 1956 while 29 September 1956 saw the first official function in the Officers' Mess. 16 Joint Trials Unit (British Army) disbanded at Weapons Research Establishment, Salisbury, on 14 December 1964 and on 14 May 1965, 4 Joint Services Trials Unit disbanded at Edinburgh. Maintenance Squadron Edinburgh disbanded on 1 June 1965 after amalgamation with 2 Air Trials Unit. No 1 Recruit Training Unit commenced training in 1965 and the WRAAF Flight moved from Point Cook to Edinburgh on 15 July 1965 to become part of 1RTU.

The Recruit Training Unit moved to Edinburgh in 1965 and stayed until 2006 prior to relocating to RAAF Wagga. Maritime operations commenced in 1968 with the arrival in Australia of the first three of 11SQN's P-3B Orion maritime patrol aircraft; 11SQN completed their move from RAAF Richmond by June 1968. They were joined, from RAAF Townsville, by 10SQN

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ST JOHN'S ANGLICAN COLLEGE
FAITH SERVICE FUTURE

in 1978 after the squadron commenced operating P-3Cs (replacing the P2V-7/Neptune), the first of which arrived in Australia on 28 May 1978. Air Commodore Ford, on behalf of the Department of Air, officially accepted RAAF Edinburgh from the Director, Weapons Research Establishment, acting on behalf of the Department of Supply, on 1 February 1968. A detachment of Aircraft Research and Development Unit (Detachment 'B') was raised at Edinburgh on 15 November 1976 and the unit completed its move from Laverton during February 1977. The School of Aviation Medicine transferred from RAAF Point Cook.

In June 2000, the Australian Government decided to renovate RAAF Base Edinburgh in two stages at a cost of $141.56m. The Finance and Administration Department cited a proposal in June 2000 to redevelop the base.

Maln entrance to RAAF Base Edinburgh. *Photo: RAAF*

The Stage 1 redevelopment project, worth $42m began in 2002 to rectify the shortfalls of the previous construction works at the base. Stage 1 was completed in 2004. Works included development of new facilities for ARDU (and demolishing of old buildings), replacement of the hangar workshop, removal of asbestos, renovation of the aircraft shelter, expansion of the ground support equipment storage area, restoration of the armament test support facility and upgrade of site engineering services.

In May 2010 the Australian Government approved $50m in May 2010, from the 2010-2011 budget, for the Stage 2 redevelopment. The project, which cost around $99.56m (excluding GST), was approved by the Australian Government in December 2008. Stage 2, including construction of permanent facilities for No. 462 and No 87 Squadrons, new and upgraded facilities (including new crew rooms, a reconfigured briefing room and a common room) for No 92 Wing, new and upgraded facilities for No 24 Squadron, a new air traffic control tower and two ordnance loading aprons, began in late 2009.

Office of Air Force History

No 463 Squadron Crew Found

No 463 Squadron Lancaster PB290 JO-K departed RAF Waddington at 1712 hours on the evening of 6 December 1944 to bomb railway marshalling yards at Giessen, Germany. Nineteen aircraft participated in this raid; JO-K -- the only aircraft which did not return -- was shot down by a nightfighter. The crew was Flying Officer R R Young (Pilot); Flying Officer A C Bond (Navigator), Flying Officer H S MacMeikan (Bomb Aimer), Flying Officer G Thomas (Wireless Operator Air), RAF Sergeant P J B Gwynne, (Flight Engineer), Flight Sergeant R T Hawthorn, (Air Gunner) and Flight Sergeant J L Henderson, (Air Gunner).

JO-K crashed into woods about 3km north-east of the town. At the time of the crash, the bodies of Flying Officers Young and MacMeikan, Flight Sergeant Hawthorn and Sergeant Gwynne were recovered and buried in Geissen local cemetery. In 2004 German historians found part of the Lancaster's wreckage with human remains in a forest near Geissen. Forensic tests identified the remains of Flying Officers Alan Bond, the aircraft navigator, Gwynne Thomas, the wireless operator, and Flight Sergeant Joslyn "Len" Henderson, the rear gunner.

From this information, unidentified remains in the Hanover War Cemetery were identified as Flight Sergeant Richard Hawthorn, the mid-upper gunner. The remains of Flying Officers Bond and Thomas and Flight Sergeant Henderson were interred with full military honours in Germany on 13 September 2005.

View the Air Force News article: http://www.defence.gov.au/news/raafnews/editions/4718/history/story01.htm

RAAF pall bearers at the ceremonial funeral service at Hanover War Cemetery *Photo: AB Joanne Edwards*

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Advocacy, Entitlements And Support (AES) Spot[1]

Introduction

In this article I'd like to outline for you my thoughts about affiliation, the latest news about the Advocacy Training and Development Program (ATDP) and the perceptions of RAAF veterans of post-1990 conflicts, contemporary RAAF men and women, and their families.

Affiliation?

National Council is aware from web and Facebook searches that there are around 30 ex-RAAF organisations and groups that are not affiliated with RAAFA. As some appear to have small memberships, Council is concerned that they are probably not able to have their needs and concerns heard in the 'corridors of power'. It is therefore keen to make contact to offer affiliation on mutually agreeable terms.

To put an obvious concern to rest: Council doesn't want to absorb these organisations. From discussions with some interested organisations already, it acknowledges that their autonomy is a crucial issue for their members. Affiliation with preserved autonomy has several key advantages, however:

- Council increases the power of its voice when issues are being considered by Government and in Departments.
- Council becomes aware of issues to advocate that are currently unknown by it.
- Affiliated organisations gain a voice in forums they would otherwise not be able to access.
- Affiliated organisations gain access to support by RAAFA pension and welfare officer and advocates.

Enhancing Advocacy Quality

You'll recall that, as a result of the ESO Round Table's support for the ATDP Blueprint, an early task for the Strategic Governance Board (SGB) was to invite Expressions of Interest (EOI) for membership of the next level of the ATDP structure – the Capability Framework Management Group (CFMG).

The CFMG has now formed, comprising 14 experienced advocates and trainers as well as DVA and Defence representatives. As you can imagine, it has a very substantial body of work ahead of it. Achieving the ATDP objective - the veteran community receiving high quality, nationally-consistent advocacy services – cannot be rushed. Implementation will take time. (Please note: '*veteran community*' means all who are serving/have served in the ADF and their dependants; '*advocacy*' includes pension/compensation, welfare/well-being, and VRB/AAT advocacy services; and '*advocate*' means a practitioner providing any of those services.)

Inevitably, the 'rumour-mill' has been active, so let me put a few shibboleths about ATDP to rest:

- Its creation doesn't suggest TIP wasn't working – TIP was a training platform and served its purpose well.
- ATDP is the next evolution of TIP – a contemporary response to current and future trends in veteran community needs.
- A key difference is adoption of a much broader, integrated, adult-learning and competency-assurance framework.
- Improved support of ESOs' mentoring and OJT will be another key change.

And, to ensure the immediate situation is clear:

- The ATDP will be rolled-out progressively.
- In the interim, ESOs will continue to enrol trainees on scheduled TIP courses.
- Delivery will be targeted, possibly impacting course timing, location and nature.
- Current advocates will be supported during the transition from TIP to ATDP.
- ATDP will include recognition of current advocates' prior learning (RPL).

Finally, to put a tight noose on a key 'bolter', ATDP is being implemented within an appropriate frame of reference:

> *Advocates are volunteers and their time is valuable. It is therefore committed to supporting and empowering them to focus on their core business - providing high quality, nationally consistent advocacy services*.

In future articles, I'll keep you posted on ATDP implementation issues that may affect you as a potential advocacy-service recipient, or active advocacy-service provider, or person who wants to support his/her mates. Which brings me to the next subject.

Contemporary Veterans

An ear to the ground around any traditional ESO office, or group of Vietnam or older veterans, will burn from anger or frustrated criticism about veterans from post-1990 conflicts. A 'robust' exchange at a recent Pension and Welfare Officers Network meeting illustrates some aspects of the problem:

- Advocate (in her late 30s): '*I'm in contact with ten vets in my area that are sleeping rough. They need more help than I can give by myself*.'
- ESO President (florid face, substantial beer-gut, leaning back in chair, surrounded by his ESO Secretary and Vice-President, harshly and loudly): '*Yeah. Well, we 'aven't heard of 'em. So, how come you're the expert?*'
- Advocate (gently): '*They don't feel comfortable around pokies and booze*.'
- ESO President: '*If they want f@#ing help, they can f@#ing well come to us*.'

And then there was another outburst at a State-level meeting by very senior ESO representative of the Vietnam era:

- Younger Veterans Representative: '*We've got a couple of young vets looking for help to get to the disabled games*.'
- Senior ESO Rep: '*They can get f@#ed. Tell'em to wait their turn like we had to*.'

[1] This article was prepared by R.N. (Dick) Kelloway, National VP AES, Member of the Strategic Governance Board, and practicing Advocate for RAAFA, APPVA and VCMNC.

RAAFA National Council has long been concerned to support contemporary RAAF personnel, veterans of the post-1990 era and their dependants. It has funded visits by small teams to east-coast RAAF bases to meet serving personnel and to facilitate mixed-rank/mixed-gender workshops to understand the perceptions and needs of the current cohort. It also tapped into the findings of a workshop conducted by TIP that also sought to gain insights into how the advocacy-needs of the cohort could be better met. Some of the comments that we've heard follow.

Younger Veterans' Community

Younger veterans and their families want to stay connected. Many ex-ADF members lose their way when they separate from the ADF - a community that *understands and doesn't judge*. So, keeping connected is very important within the cohort. How to do so varies. Most use social media (sms or Facebook) for initial contact, followed by ad hoc or organised get-togethers such as camping. Others prefer coffee groups and dinner every 3-4 months. Activities involving the whole family are, however, of primary importance.

It is also relevant to remember that, generally, the contemporary cohort is more highly educated than previous generations. Typically, they enter the ADF with at least Year 12 education and often with university degrees. Their values and ambitions are therefore significantly different to their predecessors'. In this respect, they are deeply critical of the beer and pokies focus of the Vietnam era veteran.

Younger Veterans Caring for Younger Veterans

Younger veterans are highly motivated to help their mates and use social media to great effect when are in crisis. The cohort sees three levels and timing of care as necessary. Typically, they *text before they talk* to provide immediate support (*crisis care and information sharing*), which they call *triage*. Then, in the *golden hour*, they seek referral to a more highly-trained person. And, finally, look for ongoing care by a professional. Throughout, face-to-face contact is *paramount - it could be the difference between life and death*.

Homelessness, alcoholism and suicide are the cohort's greatest concerns. They describe the plight of homeless veterans as *dire*. If a veteran is arrested for vagrancy, he/she can't be granted bail as they do not have an address. The plight of young widows is a special concern – and especially where they need mental health support if their spouse had suicided.

A typical support sequence (gives insight into the number of support groups) is: form a social (eg, coffee) group, transition into a network, start to help mates, then strengthen group cohesion and trust with social activities. Although the balance between social media and face-to-face contact is probably about 50-50, *a friendly face and a person right in front of you* is irreplaceable when you're in need.

They also acknowledge the key importance of dealing with mental health issues. Taking it slow, avoiding pressure, backing off when appropriate, *walking with the wounded* and identifying when the time is right to help are all critical skills.

Ex Service Organisations

Validating the ATDP concept, the cohort expects advocates to demonstrate a high level of professionalism. Advocates must be highly regarded and their support must be credible. Age difference is not, of itself, a deterrent. If an advocate is competent and approachable, younger veterans will rely on their support. An almost universal realisation is that the best way to find a good advocate is by word of mouth from mates.

In this respect, the experience of many young veterans is unsatisfactory. The poor culture evidenced by some advocates draws particularly harsh criticism. Many see traditional ESOs as being populated by *old men who don't care - they just don't* (*or won't*) '*get*' the tradition of mates caring for mates. Some are openly disinterested in helping younger veterans: *they don't do MRCA or multi-Act claims*.

There is room for significant reflection by older generations of veterans in the preceding comments. If there can be any doubt about the way forward it has to be dispelled by reality. The impression of too many in the contemporary cohort is that the Vietnam era is behaving no differently than the treatment it received from the veterans that preceded it. Which brings me back to the ATDP.

Conclusions

We, the older members of RAAFA – one of the traditional ESOs – are the beneficiaries of our predecessors' efforts. We are obligated to ensure that current and future veteran cohorts are no less well cared for than we were.

The traditional ESOs, which formed after WWI to fight for legislation that compensated those who had been disabled, initiated the tradition of mates helping mates. The compensation-focus of veterans legislation that they fought for was reinforced by their successor cohorts' experiences in WWII and through to Vietnam.

Compensation is, however, no longer the primary focus of veterans' legislation. MRCA (and, presumably, the forthcoming military-SRCA) provides for compensation where a disability is stable, but its primary focus is rehabilitation and getting the disabled back to work.

Notwithstanding that advocates are volunteers, their obligation necessitates a totally professional approach to advocacy. One unambiguous characteristic of a profession is continuous learning and skill development. It is this level of commitment that ATDP intends to call forth.

To fulfil our obligation we have no option but to rise to the ATDP challenge. Failure to do so would not only validate the impressions of us held by too many of the current cohort, but we would deserve the trenchant condemnation of future generations for taking but having given in return. As many unaffiliated ex-RAAF groups have young veterans as members, we hope you will help us rise to the challenge and join us in fighting to ensure legislation meets the needs of the future generations.

The wisdom and experience of ex-RAAF personnel is much needed to support serving personnel and their families. I encourage all interested in any of these issues to email me at richard.kelloway@bigpond.com

Further Support for ANZAC Centenary Projects

A further $19.65 million in funding from the Anzac Centenary Public Fund has been allocated to commemorative projects in Victoria, Queensland, South Australia and Tasmania, and to the Anzac Centenary John Monash Scholarship.

The previous Minister for Veterans' Affairs and Minister Assisting the Prime Minister for the Centenary of ANZAC, Stuart Robert, announced the new funding allocations on 11 December 2015.

"I am very pleased to advise that the Government has today adopted the recommendations of the Anzac Centenary Public Fund Board to support several important Anzac Centenary projects that will help leave a lasting and unifying legacy for all Australians," Minister Robert said. "All monies gifted to the Public Fund is being spent on iconic state and territory Anzac Centenary projects within Australia. The Government appreciates the generous support of corporate donors and acknowledges their contribution to ensuring the legacy of our Anzacs is known to future generations."

Projects receiving funding support include:
- Melbourne's Shrine of Remembrance;
- Brisbane's Anzac Square Refurbishment;
- Adelaide's Memorial Garden Walk;
- Hobart's Pedestrian Bridge; and
- The Anzac Centenary John Monash Scholarship

The Anzac Centenary 2014 to 2018 is the most significant period of commemoration in our nation's history. It is a time for us to acknowledge the service and sacrifice of all those who have defended our freedoms over the last 100 years, and those who continue to represent us in wars, conflicts and peacekeeping operations today.

For more information on the Anzac Centenary national program please visit the Anzac Centenary website www.anzaccentenary.gov.au

Move to Improve Veterans' Affairs IT Systems

Driving information and communications technology (ICT) and systems improvements to help reduce claim processing times for veterans is a priority for the Australian Government.

The previous Minister for Veterans' Affairs and Minister Assisting the Prime Minister for the Centenary of ANZAC, Stuart Robert, said improving the Department of Veterans' Affairs (DVA) computer systems would have tangible benefits for veterans. "Ensuring DVA's ICT infrastructure is up to the task of supporting veterans is one of my key priorities," Mr Robert said in December 2015.

"DVA's computer systems are at the centre of everything we do and modern, more agile systems will significantly improve claim processing times and open up new avenues to interact with younger veterans." As part of DVA's ICT improvement program, the majority of Canberra-based DVA ICT staff will co-locate with Department of Human Services (DHS) ICT staff in Tuggeranong early in 2016.

The co-location will build on the ICT shared services arrangements that have been in place since 2010 and will allow the two departments' ICT teams to work more closely and collaboratively together. The existing agreement between DVA and DHS covers a wide range of ICT services including support for desktop, mid-range and mainframe infrastructure as well as storage.

"Co-locating DVA's ICT staff with DHS allows DVA staff to access the most modern and up to date ICT systems to provide the best possible support to veterans," Mr Robert said. "This is a sensible approach to driving systems improvements and ultimately improvements for veterans accessing DVA services. DVA will remain a standalone agency and there will be no job losses for either department associated with this move."

DVA ICT staff will move during the same time period as DVA relocates its head office from Woden to the Gnabra Building in Civic in January 2016.

Sir John Monash Centre Contract Awarded

A significant step in the construction of the Sir John Monash Centre at the Australian National Memorial site near Villers-Bretonneux in France was taken on 23 December 2015 with the finalisation of a construction contract with a leading French construction company, Bouygues Bâtiment Grand Ouest.

The previous Minister for Veterans' Affairs and Minister Assisting the Prime Minister for the Centenary of ANZAC, Stuart Robert, said the announcement heralded significant progress in the establishment of the Sir John Monash Centre, which will be a unique commemorative site on the Western Front when it is completed in 2018.

"The Sir John Monash Centre will educate a new audience about Australia's early role in international affairs, reshape visitors' knowledge of the battlefields, and provide a lasting international legacy for the Centenary of Anzac," Minister Robert said.

A regional subsidiary of Bouygues Construction, Bouygues Bâtiment Grand Ouest, which until June 2015 had been known as Keel Construction, is a successful company operating in the building trades, industry, the environment and real estate development in Normandy, Picardy, Brittany and Pays-de-Loire.

"The Sir John Monash Centre will provide a focal point for Australian visitors and those from other nations seeking knowledge of Australia's sacrifice on the Western Front battlefields during the Great War," Minister Robert said. "Australians have a strong, enduring relationship with this region of France, and not only will the new Centre be a world-class multimedia facility, the Bouygues Group's ability to resource the project locally will provide strong employment and investment in the local region."

For more information on the Anzac Centenary national program please visit the Anzac Centenary Website www.anzaccentenary.gov.au

ANZAC Day and The Western Front 100th Anniversaries In 2016

The Australian Government Department of Veterans' Affairs (DVA) will host four commemorations overseas in 2016:

ANZAC Day Turkey - Saturday, 25 April 2016

Event: Anzac Day Dawn Service
Venue: Anzac Commemorative Site, Turkey
Time: 18:00 (24 April): site opens
20:00 (24 April): pre-service program commences
05:30: Dawn Service commences

ANZAC Day France - Saturday, 25 April 2016

Event: Anzac Day Dawn Service
Venue: Australian National Memorial, Villers-Bretonneux
Time: 02:00: site opens
03:15: pre-service commemorative program commences
05:30: Dawn Service commences

Battle of Fromelles 100th Anniversary – Tuesday 19 July 2016

Event: Commemorative Service
Venue: Fromelles (Pheasant Wood) Military Cemetery
Time: 10:00: site opens
12:00: pre-service program commences
13:00: Service commences

Battle of Pozieres 100th Anniversary – Saturday 23 July 2016

Event: Commemorative Service
Venue: 1st Australian Division Memorial Pozieres
Time: 12:00: site opens
15:00: pre-service program commences
16:00: Commemoration commences

For further details on commemorations in Turkey and France in 2016 please visit www.dva.gov.au and follow our social media accounts for updates: twitter: @DVAAus and Facebook: DVAAus

Stills imagery
High resolution images from the commemorations will be available for download following the conclusion of each of the services from www.flickr.com/dvaaus

Further information
For information on commemorations in Turkey and France visit www.dva.gov.au. For historical background and other media materials visit the DVA media centre at www.dva.gov.au/media.

Mr Dale Starr
Media Director – Australian Department of Veterans' Affairs
Tel: +61 (0)2 6289 4719 (in Australia until 15 April)
Email: dale.starr@dva.gov.au

Melbourne Hosts the Spirit of ANZAC Centenary Experience

The Spirit of Anzac Centenary Experience travelling exhibition officially opened in Melbourne 7 February 2016. Featuring more than 200 artefacts, usually housed at the Australian War Memorial, Melbourne residents are encouraged to visit this once-in-a-lifetime experience.

The previous Minister for Veterans' Affairs and Minister Assisting the Prime Minister for the Centenary of ANZAC, Stuart Robert, said the travelling exhibition has been widely embraced by audiences. "Melbourne is the first capital city in Australia to host this impressive exhibition and large numbers of people who visited the exhibition from regional New South Wales, Tasmania and Victoria have said it was one of the best exhibitions they had ever seen," Minister Robert said.

"Following the large number of people who attended Anzac Day services in Melbourne this year we are confident a great many Melbournians will visit the exhibition and honour our brave servicemen and women."

Melbourne is the seventh of 22 locations the Spirit of Anzac Centenary Experience will visit between September 2015 and April 2017, with the Melbourne Convention and Exhibition Centre hosting the experience from Monday, 8 February to Tuesday, 23 February 2016.

The Spirit of Anzac Centenary Experience includes a community zone that has been created with the assistance of local organisations. The community zone has been a consistently popular feature at all exhibition locations as it shares the stories of local servicemen and women who contributed to Australia's First World War efforts. "The Spirit of Anzac Centenary Experience is the flagship community event of the Anzac Centenary national programme. It provides an opportunity for people in cities and regional Australia to mark the most significant commemorative period in our nation's history," Minister Robert said.

The travelling exhibition is intended to improve understanding of Australia's wartime experience, its impacts, its lessons, and to carry forward the Anzac spirit and values. The Spirit of Anzac Centenary Experience is a free event but bookings are essential as places are limited. For more information, including the tour itinerary, and to book tickets for individuals or groups visit www.spiritofanzac.gov.au.

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Laura Carniel is a Year 9 student at Ipswich Girls' Grammar School and is a grateful scholarship recipient.

"I was awarded the Lylie Argus scholarship in 2015. Coming to Ipswich Girls' Grammar has given me access to a wider range of not only academic opportunities, but sport, arts and service opportunities as well.

"I have always wanted to be a Grammar girl; my mum is an Old Girl of the School. I've also just been told that I am a Middle School Captain in 2016, which I am very excited about.

"The Lylie Argus scholarship has made a huge difference to my schooling life."

Ipswich Girls' Grammar School offers a range of scholarships to talented young women. If your daughter excels in academia, the Arts, sport, music or is a school captain, then we would encourage her to apply for our 2017 scholarship program.

Ipswich Girls' Grammar offers the best of both country and city living, being located just 20 minutes from Brisbane. Come along and see the School for yourself at Open Day on 5 March. For more information visit www.girlsgrammar.com.au.

Below: Scholarship recipient, Laura Carniel, receiving her academic awards at the 2015 Speech Night.'

Investment Opportunities

Hangar / Aviation Industrial Sites at Warrnambool Regional Airport the Gateway to Victoria's Great Ocean Road

Warrnambool City Council has just completed its $5 million Warrnambool Regional Airport Aviation Park Project. This much anticipated upgrade encourages new aviation-related industries to locate on-site, facilitating private investment and helping to drive our region's expanding and diversifying economy.

Key components of the project included:

- Extra taxi-ways, hangar access roads, drainage and essential services to facilitate in excess of 20 additional hangars (subject to configuration) on top of the existing 16 hangars, more than doubling airport hangar capacity
- Upgrades to the airport's grass runway to facilitate year round aircraft access

This development is designed to suit a variety of aviation activities including general aviation, pilot training, health service flights, charter, aerial agriculture, manufacturing and food export and tourism.

Warrnambool

The City of Warrnambool is located in south west Victoria, 270 kms from Melbourne. It is Victoria's largest coastal city outside Port Phillip Bay and one of the state's fastest growing regional cities with a population of 34,000. Warrnambool is considered the economic, cultural, educational and social capital of Victoria's Great South Coast region and is a popular tourist destination attracting 2.7 million visitors annually.

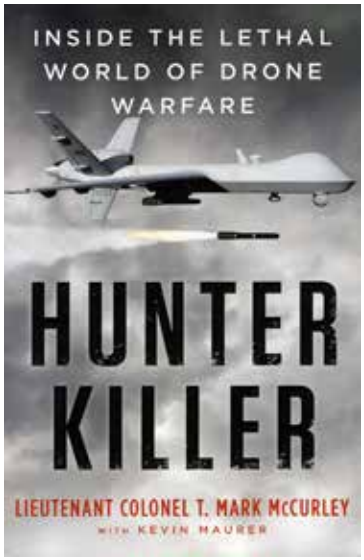
WARRNAMBOOL CITY COUNCIL

For details on how to become part of this exciting phase in the growth of Warrnambool and its regional airport, please contact:

Andrew Paton
Director City Growth

Warrnambool City Council, P.O. Box 198, WARRNAMBOOL Vic 3280
E: apaton@warrnambool.vic.gov.au
P: 03 5559 4800

www.warrnambool.vic.gov.au



Hunter Killer

Author: LTCOL T. Mark McCurley USAF (Retd)
Soft cover: 346 pages, no photos
Publisher: Allen and Unwin www.allenandunwin.com
Availability: Most book stores
Price: $32.99

Lieutenant Colonel T. Mark McCurley is an experienced Air Force pilot and former intelligence operator. In 2003, he volunteered for the secretive Predator program, deploying five times to Iraq, Afghanistan, and other locations, where he has flown the MQ-1 Predator and the MQ-9 Reaper, accruing more than 1,000 combat hours in flight.

Remotely piloted aircraft (RPA), commonly referred to by the media as drones, are a mysterious and headline-making tool in the military's counterterrorism arsenal. Previously, their story has been pieced together by technology reporters, major newspapers, and on-the-ground accounts from the Middle East, but it has never been fully told by an insider.

The term 'drones' is a misnomer, coined by the media and 'sci-fi' enthusiasts. An RPA generally requires two operators to 'fly' a mission - an aviator operator (AVO) to fly and navigate the RPA and a mission payload operator (MVO) to manage the sensors and acquire the target. The AVO retains release consent of the weapon. Aircrew are essential to control the flight as they possess the knowledge of combat operations and airspace management.

Hunter Killer is not a Hollywood style account of RPAs where facts are usually dramatised to suit media moguls and their audiences. It is technical account which uses many military terms and acronyms. One could become lost on the terms and phrases used, especially if the reader is not conversant with Middle East Area of Operations (MEAO). In 2011, USAF flew more than 500,000 hours in combat with the Predator alone, compared with 48,000 hours by all the fighters and bombers in the USAF worldwide, not just in combat. An impressive figure.

Some organisations and people, like Amnesty International and left wing 'politically correct' uninformed, cry foul when RPAs kill enemy operatives or help ground forces do the same. However, each strike is in full compliance with the Rules of Engagement and the Law of Armed Conflict, the same as that of manned missions. Air Forces who use RPAs in these roles have no dilemma in their employment.

In addition to 'kill' missions, Mark McCurley describes the launch and recovery by Ground Control Stations (GCS) on bases near the AO, controlled by line-of-site transmitters. After the RPA is at cruising altitude, control is transferred by satellite to Joint Operations Centre (JOC) in USA. The reverse occurs on recovery.

An interesting book that describes how RPAs are controlled, the network in place and what really happens, (well almost) in the 'hunter killer' world. A lengthy read, but worthwhile if the reader wants the facts on RPA operations.

Lance Halvorson

Correction to 'Books in Brief' - Summer 2015 Issue
Email address: see below

SPITFIRE ACE
Author: Gordon Olive DFC
Editor and author assisting: Dennis Newton
Hard cover: 287 pages, illustrated in colour with 40 unique paintings, B & W photos
Publisher: Amberley Publishing UK
Availability: Dennis Newton 02 4739 1951
Email: dne58484@bigpond.net.au

A MQ-4C Triton in RAAF markings. *Photo: RAAF*

Members of No 5 Flight monitor the Heron RPA approach at RAAF Base Woomera. *Photo: CPL David Gibbs RAAF*

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Jim Rudolph in Honiara during one of his many site visits.


Disconnecting Air Start Hose after successful engine start


Mobile Air Start Unit, ATS 8084 with Garrett Turbine

RP

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Air Power: Creating Precise Effects

Bombardment from the air is legitimate only when directed at a military objective, the destruction or injury of which would constitute a distinct military disadvantage to the belligerent.

The Hague Convention of Jurists, 1923

The US Air Force carried out three strike in the vicinity of the city of Kunduz Afghanistan, on 2 October 2015. The first two were on a warehouse and a mansion in two densely populated residential areas, according to local officials. No-one was killed in the attacks, but the targets were completely destroyed and the windows of nearby houses were shattered. The third attack on a hospital, staffed by Doctors Without Borders killed 30 medical staff and patients making it one of the deadliest civilian casualty incidents stemming from coalition air strikes in Afghanistan. It triggered an international outcry and investigations by the Pentagon and NATO.

There is conflicting information being selectively released that is meant to allocate blame for the 'mistake' that took place in striking the hospital, including reports that the Taliban were using the hospital as a base for attacking Afghan Government forces. Irrespective of the results of the investigation the destruction of the hospital is being labelled as a failure that highlights the fallibility of air power, particularly its employment in the strike role. This conclusion is biased and not based on any comprehensive analysis of air power capabilities and does not take into account myriad human inputs into the process of an air strike.

Targeting of land vehicles during Operation Unified Protector

It is no exaggeration to state that contemporary air power has the ability to strike any target with precision, discrimination and proportionality. All three of these characteristics were openly displayed in the strikes on the warehouse and the mansion where the 'accuracy' was exemplary. So what went wrong in the attack on the hospital? Even in this strike, air power delivered the necessary ordnance on the designated target without any other collateral damage. The failure here was that the intelligence provided to the air planners was incorrect or inaccurate. The fault lay not in the planning or execution of the strike, but in the intelligence on which the entire process was based.

A precision air strike has two elements to it. The first is the decision making process that permits the conduct of a strike and the second is the actual operation and tactical part, which is predominantly based on the technology of air power.

The decision to carry out a strike is never casually made - it is always considered one, made after ensuring that safeguards are in place and taking into account all possible repercussions that could emanate from the neutralisation of the selected target. Essentially, the effect that the strike will create - on the battlefield at the tactical level, in the theatre at the operational level, and at the highest levels of government at the strategic level - is carefully calculated and weighed against the probability of collateral damage and possible fallouts before authorising a strike. This process has been arrived at after a great deal of thought and consideration of the effects that may not always be aligned to the desired objectives.

The decision making process is almost completely reliant on the intelligence that is available. Such intelligence straddles the entire spectrum of conflict from the tactical to the strategic. The fundamental challenge to decision makers is the fact that intelligence is always fallible and can never be completely fool-proof and one-hundred per cent correct. The reason for this are many. At the tactical level, the heat and dust of battle could skew intelligence analysis and at the strategic level, the Clausewitzian fog of war could obscure critical information and create a situation where wrong decisions are made with all good intentions. In almost all cases of incorrect intelligence being made the basis for decisions that subsequently prove to be disastrous, there will be an element of human error. The quality and reliability of intelligence being made available is the foundation for the selection and targeting of the correct centres of gravity.

The technology of air power that provides it with the ability to strike with pinpoint accuracy does not need elaboration since it has been demonstrated repeatedly. Into this combined equation is now introduced the consideration of the effect that is to be created. When air power came of age in World War II, the consideration of the effect of air strikes was very broad and almost always strategic in intent. The tactical application of air power in contributing to the surface conflict was in its infancy and close air support of advancing ground forces was a novel concept. The weapon systems did not have the technological competence to assure absolute precision. In these circumstances air power could not state with any assurance that it would be able to create the effects that were desired. Therefore, the reliance on air power to provide fire support was limited.

The assurance of accurate air strikes through the advent of precision-guided munitions in combination with small diameter bombs that ensure discrimination and proportionality altered the entire scenario. Air power could now neutralise targets with

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Wirrealpa Station was established in 1856, when the first lease was taken up by John and James Chambers. It is a family run property which combines a pastoral business with a tourism enterprise. Stay overnight, on the way to destinations such as Lake Eyre or stay for a couple of nights to see more of the hills, while seeing the different colours of the country at different times of the day.

Location

It is a 1500sq km, sheep and cattle property situated on the east side of the Flinders Ranges, 35km east of Blinman on the Blinman/ Arkaroola Road, approx. 400Km west of Broken Hill and 500 km North of Adelaide.

Accommodation

The Shearer's Quarters are the original stone buildings sleeping up to 22 people in 9 separate bedrooms.

The Cottage is a 50 year old "Overseers Cottage" sleeping 5 comfortably while "Mum and Dad's" house, which sleeps up to 6 people, offers a more "up-market" experience, with more up to date conveniences E.g. Internet access, TV and dishwasher.
Linen/bedding supplied, catering is available upon request.

Ground Transport

The airstrip is located 2km from the Shearers Quarters. Arrangements will need to be made in advance for collection from the airstrip. Hire car possible upon request.

Experience

"We will meet your plane and drive you to your accommodation in historic shearers' quarters, the "overseer's cottage", or "Mum and Dad's" house, whichever accommodation is your preference. We will do all your catering or you may prefer to cook your own meals.

We can take you out to "Lizard Rock" for drinks or billy tea at sunset or give you a map of 4WD tours around the property.

As the property is located between the hills and the plains, there is an abundant variety of birdlife, among which are several colonies of the rare Eastern Thick- billed Grass Wren. Wirrealpa is renowned as being a significant fossil location for Cambrian and pre Cambrian rock. We are involved with the "EMU™", (Ecosystem Management Understanding) which is a 'whole environment' approach to sustainable land management

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Contact Details:

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Wirrealpa Station, Blinman, South Australia, 5730.
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Joint Air-to-Surface Stand-off Missile (JASSM) about to be loaded onto a F/A-18 Hornet

an efficiency that had not been achieved by any other power projection capability. The result was that planners could now turn to fine tuning the effects that were required to be created to win the battle, campaign and war. It became possible to visualise and draw the connecting thread between tactical actions and strategic actions. There was also a downside to the arrival of such a capability. A strike, like the one on the Kunduz hospital, that could be tactically precise has the potential to create strategic repercussions that could have detrimental impact on the overall progress of the campaign. This is particularly visible in irregular wars where local public opinion is a critical element for success.

Contemporary, high-calibre air power is now capable of creating tailored and nuanced effects that can either be fully restricted to the tactical level or ones that have clear cascading effects that will ripple all the way to the strategic level. The selection of the appropriate centre of gravity and the decision-making process, both of which are reliant on intelligence as the primary input, will have to ensure that the cascading effects are not unwanted and/ or unanticipated. If there is a failure in this process, it is likely to be that of intelligence since the technological aspects of an air strike has now become almost fully infallible in its accuracy.

The optimum situation is where the intelligence, which has an assurance level that precludes the selection of a wrong target and is as near to real-time as possible, is combined with strike capabilities that have the ability to react rapidly. This combination will permit air power to create careful tailored precise effects at all levels of war, a capability that is unique to air power.

Key Points

- *Contemporary air power has the ability to strike any target with precision, discrimination and proportionality*
- *Intelligence, gathered from a number of sources, can never be infallible*
- *With adequate intelligence, air power can create carefully tailored and precise effects in the battlefield as well as the strategic level of decision-making*

Reproduced with permission of Air Power Development Centre (APDC) RAAF, Canberra.

AGM -154

Screen grabs of the AGM-154C Joint Standoff Weapon post-release and after impacting the target at Woomera Test Range. Sep 2010 *Photos: 82 Wing RAAF*

No 1 Squadron conducted their first live weapon trials at the Woomera Test Range, when five F/A-18F Super Hornets and 100 aircrew, maintenance and support personnel from No 1 Squadron operated from RAAF Edinburgh on the squadron's first deployment since the aircraft arrived in Australia.

Discover the beauty of living bayside

Bushland Beach, Townsville's only beachside master planned community, has unveiled an exciting new parkfront land release as the beautiful seaside community marks its 10th anniversary.

If location is the golden rule of property investment, then Bushland Beach has the market covered. Located in Townsville's thriving Northern Beaches, Bayside at Bushland Beach adjoins the pristine coastline of Halifax Bay and encompasses over 15 hectares of expansive parklands.

To celebrate the community's 10 year anniversary, Sunland Group has unveiled the Parkfront Collection at Bayside – 13 premium land lots, surrounding a proposed landscaped central parkland, within walking distance to local beaches.

A number of sloping sites with views of the magnificent Halifax Bay and Magnetic Island have also been released within the master plan.

Sunland Group Managing Director, Sahba Abedian, said the new Parkfront Collection features large level home sites, titled and ready to build, ranging in size from 486sqm to 667sqm. Prices start from $145,000.

"Our vision for Bushland Beach is to create a vibrant community environment that seamlessly integrates with the existing amenities, infrastructure and natural beauty of the area to create a singularly unique lifestyle," he said.

"These new home sites are perfectly located next to a one-hectare proposed central parkland, connecting to local walkways and nature trails, which will be delivered in 2017.

"Every home site enjoys cool ocean breezes and is superbly positioned within walking distance of Halifax Bay and its magnificent island views – nature's playground at its absolute finest.

"Best of all, you can choose from an extensive range of home designs from Townsville's leading builders to bring your dream home to life."

Mr Abedian said the arrival of new local infrastructure and amenities, and several new land releases, is continuing to drive the evolution of Bushland Beach into a vibrant, thriving seaside community.

Designed for connecting you

In addition to its premium seaside location, Bushland Beach offers all the advantages of living in a master planned, connected community. The Townsville CBD, airport and RAAF Base are less than 20 minutes by car, and all major employment, retail and leisure centres are within easy reach.

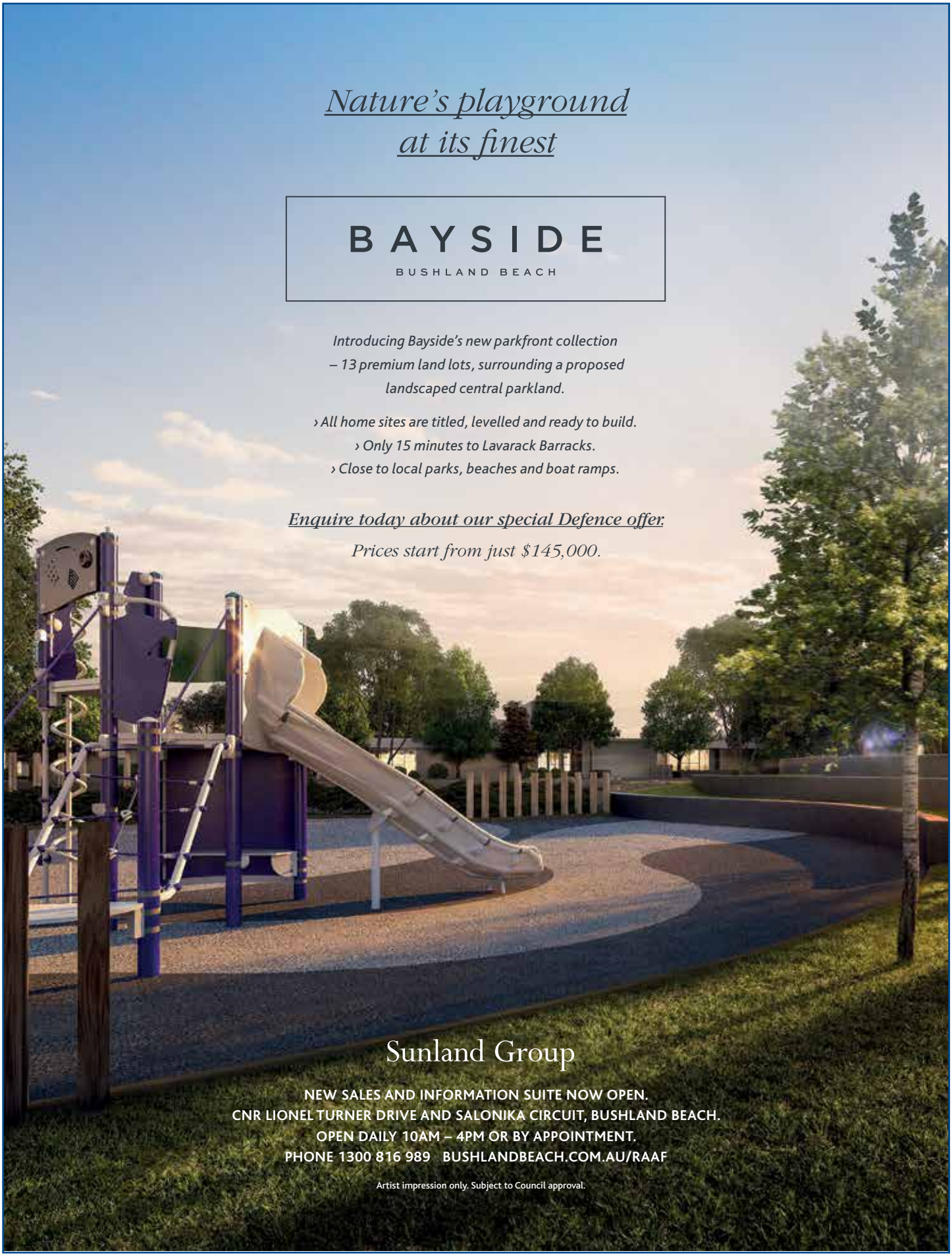
Amenities at your doorstep

Bushland Beach Plaza is located at the heart of the community, complete with a local supermarket, health precinct and specialty stores. Stockland Shopping Centre, Woodlands Shopping Centre, Deeragun Village and Bunnings are all less than 10 minutes by car, bringing together all the essentials.

A leisure lifestyle

Every home at Bushland Beach is within walking distance to Halifax Bay. The popular Bushland Beach Tavern is a perfect spot for local dining and relaxed entertainment, perfectly positioned on the beachfront. The Stoney Creek boat ramp provides direct ocean access via the Bohle River.

Enquire about Bayside's special Defence offer today. For more information visit www.bushlandbeach.com.au, phone 1300 816 989, or call in to the on-site Sales and Information Centre located on the corner of Lionel Turner Drive and Salonika Circuit in Bushland Beach, open daily from 10am to 4pm or by appointment.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University of Southern Queensland (USQ) ranked in top 5 for MBA

The University of Southern Queensland has ranked in the top five MBA programs in Australia, verifying the University's dedication to professionally-relevant degrees.

USQ Masters of Business student, David Mysliwy, says that, "USQ blends theoretical knowledge with real world application."

"Whatever the goal, it must start with that first step," he said.

"Make that decision to begin study, and USQ can provide the support you need to succeed."

USQ was also ranked number one in Queensland for graduates in full-time work, and received the top national rating of 5 stars for graduates getting a full-time job.

USQ received the top ratings due to its combination of flexible study options, career-orientated degrees and personalised support for professionals seeking to further their qualifications or take their career in a new direction. This unique offering extends to USQ's suite of postgraduate programs, including over 700 professional development courses.

Recent USQ graduate Shannon Breckon is one success story of USQ's student-focused approach. Ms Breckon completed a Postgraduate Certificate in Advanced Nursing Practice (Rural and Remote) whilst working as a nurse in South West Queensland.

"I knew USQ had a really good reputation for distance education and that's what I needed while I was in Roma," she said.

"My lecturers were absolutely brilliant – I think the recipe for success is having teaching staff that are in touch with what's happening in the industry," she said.

With its flexible study options including online, on-campus, part-time and full-time; USQ makes it possible for students to upskill, re-skill or change career direction without giving up their jobs.

USQ has recently released new postgraduate degrees in the areas of Health and Community, Business and Commerce, Creative Arts and Media, Education and Information Technology.

For more information about postgraduate study at USQ, visit **usq.edu.au/postgrad**.

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TOP 5

USQ MBA ranked #5 in Australia.
Financial Review Boss magazine (2015)

Find out more: usq.edu.au/postgrad

Planning a move to civi-street?

STEPHANIE MCNEILL

Jo Payne has a unique perspective on the transition process: she's been an Air Force member, her husband separated from the ADF last year, and she works in ADF transitions.

Jo points out that families are a key part of transition and that partners in particular can be of real help to members as they work their way back into the civilian world.

"Transition affects the whole family," explained Jo.

"The member has been part of the ADF for such a long time and to some extent they're stepping into the unknown.

"We encourage partners to come along to our ADF Transition Seminars because they've been part of the member's career, so it's great to continue the support through the transition process."

Jo advises that ADF members should contact their nearest ADF Transition Centre as soon as they start thinking about separating.

"This will maximise your time to plan and it gives you more time to use any benefits."

At a transition centre, staff conduct interviews with military personnel to provide practical guidance and information to help them plan their separation and complete administrative obligations.

"Partners are a great asset during these transition interviews as they can provide real-world advice, particularly in the medical and financial areas," said Jo.

"An interview is much easier when the partner is there to expand on the advice we're giving the member."

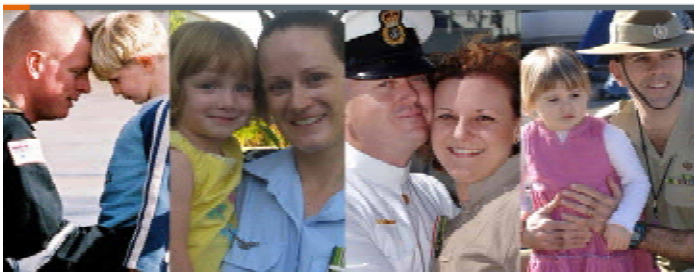
Jo has another practical tip for members and partners.

"Download the ADF Transition Handbook before your first appointment and have a look. That way you get an overview of what you need to do.

"An officer said the other day that it was easier to join the ADF than it is to get out, and we're here to support and guide you through what can seem a daunting process."

Defence is committed to providing ADF personnel with comprehensive and effective support services, not only throughout their military service, but also during their transition from the ADF.

Visit www.defence.gov.au/dco to download the ADF Transition Handbook, check out the Transition Seminar calendar, and get detailed information on the transition process.



2016 ADF Transition Seminar Calendar

ADF Transition Seminars have been designed to assist with preparing your transition from Defence, by providing impartial information and directing you to additional sources of information.

The following topics are addressed during the seminars:

- Your Career and You
- Your Money and You
- Transition Support Benefits
- Transition Support & Administration
- Reserves
- Superannuation
- Health Insurance
- Department of Veterans' Affairs
- Veterans and Veterans Families Counselling Services

To find out more about the ADF Transition Seminars contact your nearest ADF Transition Centre:

http://www.defence.gov.au/transitions/my_nearest _adf_ transition_centre.htm

http://www.defence.gov.au/dco/Moving_back_into _civilian_ life.htm

Date	Location
9 - 10 March	Sydney
15 - 16 March	Brisbane
22 - 23 March	Townsville
13 - 14 April	Adelaide
19 - 20 April	Canberra
18 - 19 May	Melbourne
25 - 26 May	Darwin
1 - 2 June	Perth
15 - 16 June	Newcaslte
21 - 22 June	Wagga
12 - 13 July	Brisbane
20 - 21 July	Sydney
26 - 27 July	Cairns
2 - 4 August	Shoalhaven
10 - 11 August	Hobart
7 - 8 September	Canberra
14 - 15 September	Adelaide
21 - 22 September	Darwin
12 -13 October	Melbourne
18 - 19 October	Brisbane
25 - 26 October	Townsville
2 - 3 November	Liverpool
16 - 17 November	Perth

St Peter Claver College
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www.spcc.qld.edu.au

St Peter Claver College Riverview

St Peter Claver College is committed to the on-going development of an educational environment where students receive a quality contemporary education in the Catholic Tradition.

St Peter Claver students are nurtured and encouraged to develop their diverse gifts and talents through a balanced involvement in the academic, spiritual, cultural, social and sporting opportunities provided by the College.

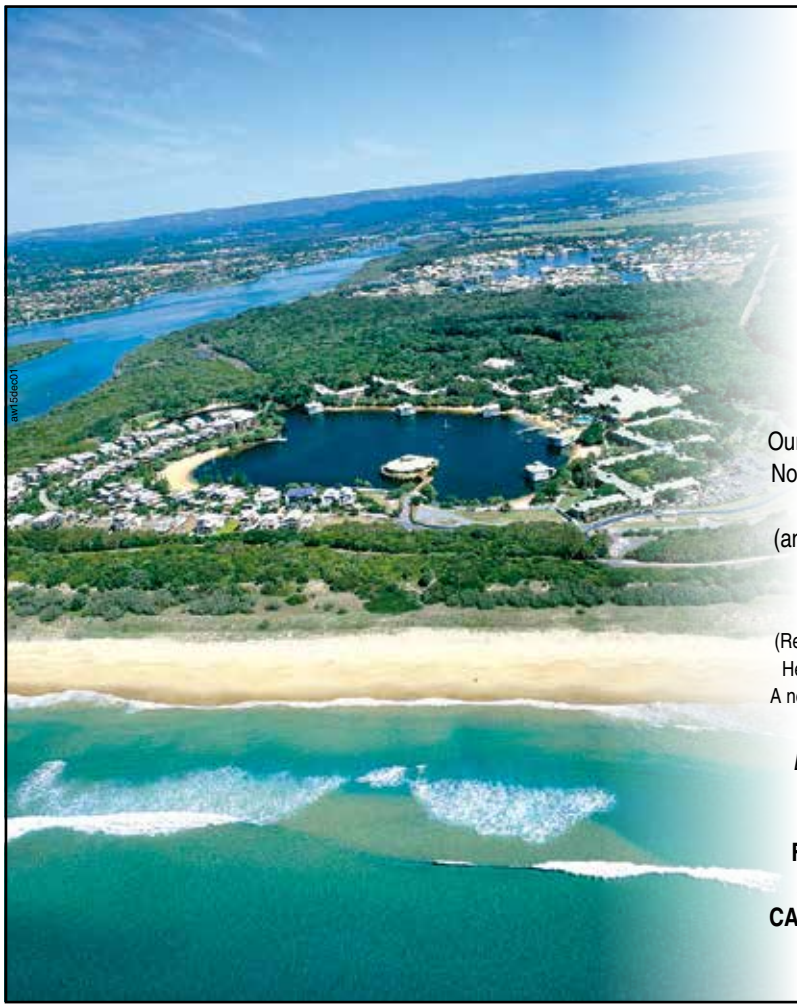
Recent completion of a $14 million development plan ensures that students and their teachers have quality facilities and all the benefits of the latest technology, career pathways and contemporary and challenging curriculum.

The members of the St Peter Claver College community are challenged to practise by word and example the Gospel values of Concern, Love and Justice. In doing so, the College aims to produce young women and men of integrity who are capable of being responsible, caring, thinking, acting and loving members of our society. This reflects the Marist traditions of St Peter Claver College in its commitment to educate the whole person.

The College will celebrate its 40th anniversary next year. This will give us the opportunity to reflect on the humble and visionary origins, and the dreams of the people of Ipswich for a co-educational Catholic College that is open to all our young people so that they can embrace life fully.

To arrange your personalised campus tour or to obtain an enrolment pack please contact Marion our Enrolment Secretary today on 3810 5907.

Applications are now open for enrolment for Year 7, 2017 and 2018.



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An interesting conference programme will be offered to delegates. (Registration fees apply). This will complement our 50 exhibition hall booth holders. Helicopter owners are offered complimentary parking within the resort's grounds. A new commercial helicopter display area holding 60 helicopters will be provided for those needing to promote their products.

Expressions of interest are requested from potential conference speakers or those wishing be conference sponsors.

For more information – call Rob Rich, AHIA Events Organiser, PO Box 462, CARINA QLD 4152. Tel: +61 (0)415 641 774 or robsrich@bigpond.com

AHIA

Rotortech 2016 – Set to break a record?

Rotortech 2016 is being held from Friday 27 to Sunday 29 May 2016. This will be the second Australian Helicopter Industry Association's Rotortech event. Exhibitors have asked the programme be extended from two to three days. The venue is at the Novotel Twin Waters Resort, Sunshine Coast, Qld. The event is only a short taxi trip from Sunshine Coast Airport (and about one hour's drive from the Brisbane International Airport). The inaugural event in 2014 was sold out three months prior and feedback from exhibitors indicated it was very successful.

The 2016 event will be almost double in size and has an extra day to accommodate those needing more trade related activities. Trade areas and displays are open to the general public and admission is complimentary. Helicopter OEM representatives are excited about the new 10,000 sqm, partly grassed area, just a short walk across the road from the Wandiny Room venue. This area can hold 50 or more display helicopters.

In addition, helicopter private owners will be offered complimentary parking in the grass covered area adjacent to the beachside road, within the resort's grounds. (Same as last event). We already have most of our 50 booths booked. Expressions of interest are requested from speakers, folks needing booths or those able to sponsorship some of the services. More access to trade areas and conference free time is being inserted into the programme.

Rotortech 2014 was held in May 2014 as the inaugural event of Australian Helicopter Industry Association. Exhibitors later commented about how popular the event had been and was considered a great success. It was very popular with international visitors who liked the sub-tropical beachside setting and casual atmosphere surrounding the Rotortech event. Kangaroos visited many of the units looking for a breakfast treat. International visitors with children were very excited about seeing some Australian wildlife.

A significant number of Australian and overseas VIPs came to evaluate Rotortech 2014 to see if the future events could be used to promote their businesses in areas to our north. It is widely believed Australia is on the doorstep of the Asian aviation boom, and corporations see merit in settling-up or expanding agencies in Australia, to be closer to the emerging markets.

The increasing Asian opportunities for Australia are contained within a new geographical area best described as the Indo-Pacific Region. As the name suggests it is an area running from India, across Asia to the Pacific Ocean's western boundary. Hampering the pending airline growth is a lack of training facilities to provide qualified human resources.

Helicopter deliveries for the region's operators are steadily increasing. Onshore aerial work activities such as aeromedical and SAR; and offshore gas and oil activities now exceed the capability of most regional nations to provide aircrew and maintenance technicians. As a result, some Indo-Pacific nations see Australia as a source of logistical support and a source of trained manpower in the short-term.