



Wings

SPRING 14

Volume 66 No. 3
Official Publication of the
RAAF Association

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COVER



Air Combat Operations: 2025 and Beyond

The Williams Foundation held a seminar on 11 March 2014 to discuss Air Combat Operations – 2025 and Beyond. It brought together a high calibre mix of current and recent past Defence leaders, industry, project managers, academia, defence scientists and current and future capability operators to discuss the emerging trends in air combat operations and

geopolitical influences. The presentations centred on future force structures and postures in Australia's region and how a 5th generation combat platform would operate with supporting Air Power and ADF Force Elements to project and protect Australia's interests. Cover: Phil Crowther Photos: RAAF

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CLOSING DATES FOR MATERIAL

Autumn Issue - 14 January Winter Issue - 14 April
Spring Issue - 14 July Summer Issue - 14 October

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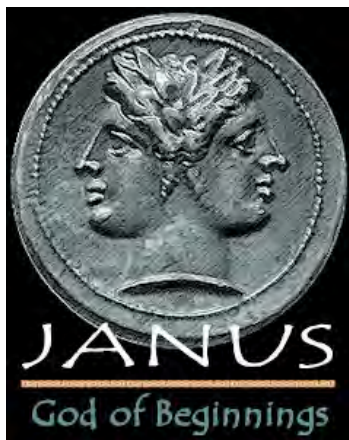
President's Message

The Temple of Janus

The day is the 12th of April 1861 and the President of the Confederacy, Jefferson Davis steps outside the Capitol Building in Montgomery, Alabama, looks up to the Flag Pole atop the Building at the Battle Flag of the Confederacy (one flies there to this day) and speaks to an aide.

The aide commences to walk down Dexter Avenue immediately passing the Church that is to be Martin Luther King's parish decades later. He pauses unknowingly in a shady spot that a century later is to be the bus stop where Rosa Parks refuses to go to the back of the bus sparking the Modern Civil Rights Movement. The aide then turns into the Western Union office and dispatches a telegram with Jefferson Davis' instructions for Confederate Forces to open fire on Fort Sumter held by Union troops. The American Civil War has begun.

In Roman times this would have been the signal for the doors of the Temple of the Roman god Janus to open. The two headed Janus looked back to the past and forward to the future. He was the god of war and peace and his temple was open in times of war but remained closed in peace, something that did not often occur in Roman times. Yet somehow it remained closed during the American Civil War in the sense that the War's' message about fundamental changes to the conduct of war were to be ignored.



Changes to weapons technology were a feature of the American Civil War and forged the ascendancy of defence over offence. Improvements to artillery and the rifling of bores, together with the use of the machine gun and other innovations provided the fire power to decimate a frontal attack - as the hundreds of thousands of casualties in the Civil War would attest to.

All of this was observed by the many European officers who accompanied the forces on both sides and carefully reported back to their respective general staffs. Yet nothing changed. Manoeuvre was persevered in circumstances where its use would render attrition.

Fifty years later this folly was to be played out in the most horrific of circumstances with the outbreak of the First World War on the 1st of August 1914. The ensuing struggle was epic and bloody with an appalling loss of life while the wounded suffered greatly. A generation of young men was deeply affected and the effect on families and nations would be felt for years to come.

The 4th of August 2014 marked the 100th anniversary of the outbreak of the First World War and heralded a series of events in Commemoration of significant battles and

movements that Australian and New Zealand Forces were involved in over the course of the War from 1914 to 1919 (It is often forgotten that many Australians – with three Victoria Cross winners among their numbers - served in the Northern War well after the November 1918 Armistice into 1919).

These will be Commemorations that reflect and capture the soul and spirit of how the Australian public views our military history and the men and women who shaped it. Our foremost thoughts will be for the sacrifice of the fallen and the suffering of the wounded, together with the grief of their families.

As we remember these things let us not forget the carnage was in part wrought by the folly of not heeding the warnings of how not to prosecute a war that had been clearly evident for years leading into the First World War and can be traced squarely back to the American Civil War. The profession of arms owes the societies it serves the highest standard of diligence. Beware the closed doors of the Temple of Janus when war is afoot.

Brent Espeland
National President

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RAAF Peak Wartime Strength

The RAAF attained its highest strength during World War II of almost 182,000 personnel (162,846 males and 19,031 females) on 31 AUG 44. The Service stayed at this level for the next six months and on 28 February 1945 still stood at 181,976 (163,336 males and 18,640 females). Among the males, 20,304 were officers and 143,032 were other ranks; 11,277 aircrew and 129,777 ground staff were serving in the South-West Pacific Area, including Australia, while 14,938 aircrew and 3499 ground staff were serving in other theatres - the remainder were missing or prisoners. Of the females, 495 were nursing sisters in the RAAF Nursing Service and 18,145 were members of the Women's Auxiliary Australian Air Force (including 629 officers). The Air Force declined in size from this point and by the Japanese surrender in August 1945 was down to 173 622.

Source: Office of Air Force History

Words by Arthur C Clarke, science fiction writer and futurologist

"In the struggle for freedom of information, technology, not politics, will be the ultimate decider"

A radar specialist in the RAF during World War II, he forecast in 1945 that radio and TV beams could be beamed off satellites at geo-synchronous orbits.

In the 'New Yorker' magazine, 9 August 1969, he said, "If an elderly but distinguished scientist says that something is possible he is almost certainly right, but if he says that it is impossible he is very probably wrong."

Quote

"The democracy will cease to exist when you take away from those who are willing to work and give to those who would not."

- Thomas Jefferson

Corrections to Winter 2014 Issue

Page 15

Caption on left bottom photo should read: Dakota in formation with a Mustang, Spitfire and a Kittyhawk.

Page 47

Caption on bottom photo should read: AAFC Tour Group with buglers, Menin Gate, Ieper, Belgium, November 2013.

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Air Combat Operations 2025 and Beyond

by Andrew McLaughlin April 2014

On Tuesday 11 March 2014, The Sir Richard Williams Foundation conducted its biannual seminar on 'Air Combat Operations – 2025 and Beyond.'

The seminar explored the challenges and opportunities afforded by the introduction of 5th generation air combat capabilities. Themes explored included:

- The future Asia/Pacific security environment
- Future technology advances and challenges
- How the US Marines are approaching the challenge of integration of 5th generation capabilities with the legacy force
- Consideration on how the RAAF will approach the transition to, and integration of, 5th generation airpower capabilities

Held on the sidelines of the RAAF 2014 Airpower Conference in Canberra, the seminar sought to identify the many opportunities and complex issues that '5th generation' air combat capabilities will bring to the Royal Australian Air Force and to those of Australia's allies and regional partners.



Intent

The seminar brought together a high calibre mix of current and recent past Defence leaders, industry, projects managers, academia, defence scientists, and current and future capability operators to discuss the emerging trends in air combat operations and geopolitical influences, and how these may inform future force structures and postures in our region and further afield, and the way a 5th generation platform will be operated.

Before introducing the speakers, seminar master of ceremonies AVM (ret) John Blackburn prefaced the day's proceedings by outlining the Williams Foundation's intent in hosting the event – these being to discuss future air combat operations concepts and CONOPS; joint effects; legacy 4th generation systems; enabling systems; capability upgrades; people & training; and our collective mindset and thinking.

In his opening statement, Williams Foundation Chairman AIRMSHL (ret) Errol McCormack challenged the speakers and the audience to consider two tasks – the seemingly impossible

task to "predict the future", and the slightly simpler but no less challenging task to "examine how to accommodate the step change in capability" a 5th generation air combat capability will bring.

AIRMSHL McCormack spoke of the historical context where the RAAF introduced successive generations of combat aircraft "from Mustang to Meteor to Sabre, to Mirage to Hornet," but "graduated the old methods" on to the new aircraft, "and not very well." He asked the audience to consider whether the "current education, training and logistics systems will be able to accommodate the introduction of a 5th generation capability."

To this end, a rollcall of distinguished speakers was assembled, and all of them ably articulated their views and understandings of the current and near future status of the RAAF and global air forces; of the threats starting to enter service in the region; of their professional experiences in operating 5th generation combat aircraft; and the comparisons of the capabilities offered by 5th gen platforms and systems compared to legacy systems. They also spoke about the current and near-future geopolitical situation in the Asia-Pacific region; about the rise of China and where its current and future ambitions may lie; and of the current status of the multi-national F-35 Lightning II Joint Strike Fighter program.

Keynote speaker, Chief of Air Force AIRMSHL Geoff Brown praised the Williams Foundation for being "forward looking" and for its efforts to "raise the level of the [air combat capability] debate" in Australia.



Generations

Before delving into these insights and the questions they raised, it is first important to baseline the conversation by categorising or defining what is meant by a '5th generation' air combat capability.

The origin of the generational categorisation of jet combat aircraft is debatable – long-time Aviation Week correspondent Bill Sweetman claims it originated from within Lockheed Martin's business development machine shortly after the

X-35 was declared the successful JSF solution in 2001. But others point to documentation used by Russian and Swedish marketeers from the 1990s when referring to the improvements in capability the US Air Force's Advanced Tactical Fighter (ATF) program and the resulting Lockheed Martin F-22A Raptor would bring to the fight when compared to in-service 'legacy' fighters.

Even earlier than that, a USAF Airpower Journal article published in 'Winter 1990' defines six generations of jet fighters up to the US teen-series, but presumably leaves room for a seventh generation as it does not include the then-developmental Lockheed YF-22/Northrop YF-23 ATF and the McDonnell Douglas/General Dynamics A-12 Avenger II in its listing. Russian and Chinese observers also categorise aircraft into generations, albeit with differing and broader definitions across fewer generations that relate more towards their own platforms and capabilities.

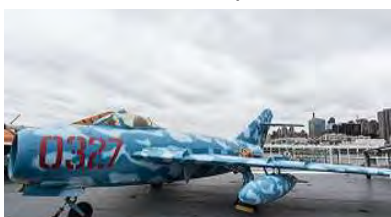
Regardless of their origins, the following generational categorisations have been widely adopted by most operators and informed Western observers, and were reinforced in their seminar presentations by AIRMSHL Brown and by ADF analyst, Mr Peter Hunter.

1st Generation – The first generation of jet fighters were those of the immediate post-WW2 and Korean War period. Despite introducing advances such as the turbojet engine and swept wings, these aircraft essentially retained the same or similar cannon or machine gun armament and gun sights of their piston-engined forebears.



Examples of first generation fighters included the NA F-86 Sabre, and the Soviet MiG-15 and MiG-17.

2nd Generation – In the heady days of the 1950s as the cold war gained momentum, the second generation of fighters evolved with the introduction of sustained transonic or supersonic dash capabilities, rudimentary fire control radars, and infra-red guided air-to-air missiles. Examples include the MiG-19, Hawker Hunter, North American F-100, and Dassault Mystere II.



3rd Generation – As technology rapidly improved and defence budgets exponentially increased, the late 1950s and 1960s saw the introduction of the third generation of fighters. These aircraft were capable of sustained supersonic flight, carried improved fire control radars and semi-active air-to-air missiles, the first generation of tactical electronic warfare systems, and introduced multi-role capabilities. Aircraft such as the McDonnell F-4, Vought F-8, Dassault Mirage III, the MiG-21 and MiG-23 are all examples of third generation fighters.



4th Generation – The lessons learned from the Vietnam conflict generally informed the fourth generation of fighters.

These aircraft introduced more efficient and powerful turbofan jet engines, 'look-down' doppler fire-control radars, fly-by-wire flight control systems providing high agility, integral and podded EO/IR targeting sensors, laser and GPS-guided precision weapons, active air-to-air missiles, heads-up displays, and improved electronic warfare systems. This generation is the longest lived of the five generations so far, and includes all the US 'teen-series' fighters, the Mirage 2000, Saab Gripen, the MiG-29 and Sukhoi Su-27/30, China's Chengdu J-10A, and the Dassault Rafale and Eurofighter Typhoon.



5th Generation – The general criteria for being categorised a fifth generation aircraft includes those systems advanced by later fourth generation aircraft, but adds the all-important designed-in low observable shaping and materials, internal weapons bays, and high degrees of situational awareness through integrated sensors and networking. So far, the only operational fifth generation aircraft is the F-22A Raptor, although the F-35 Lightning II also meets these criteria, and based on initial reports, the Sukhoi T-50 PAK-FA and Chengdu J-20 are expected to follow suit. Some commentators claim the ability to supercruise and the possession of all-aspect VLO stealth should also be used to categorise fifth generation aircraft, in which case only the F-22A need apply at this time.



But there are also some notable aircraft currently in production or development that have evolved to the point where some of their capabilities span the gap between the 4th and 5th generation categories. Aircraft such as the Block II Super Hornet, Boeing's Advanced Super Hornet and Advanced Eagle concepts, the Sukhoi Su-35 development of the Flanker, the Chengdu J-10B, and planned developments of the Typhoon, Rafale and Gripen all offer various features including advanced AESA radars and optical sensors with higher levels of integration, some built-in or added-on low observable features, conformal auxiliary tanks or shaped weapons pods, and advanced electronic warfare systems. These aircraft are generally referred to as 4.5 generation or 4+ generation fighters.



Mr Hunter also pointed towards a potential **6th generation** of air combat platforms when referring to the coming unmanned combat aircraft systems such as the joint French-Swedish nEUROn, the



UK's BAE Taranis, Northrop Grumman's X-47B and the US Navy's follow-on UCLASS program, and similar unmanned combat aircraft projects underway in Russia and China. But it is generally accepted that few if any of these will be available in operationally significant numbers before 2030.

Evolving Capability

The seminar's keynote address was delivered by AIRMSHL Geoff Brown who opened with a reminder that, while 2025 may sound like science fiction to many of us, it is only a decade away. He said because of the long lead times in developing complex systems such as modern air combat systems, decisions on what we will field in 2025 will have already been made or will soon need to be made.

Echoing AIRMSHL McCormack's opening remarks, CAF cautioned the audience to continue to reevaluate the way they think they will operate a 5th generation air combat capability. As an example, he related the experience of the mid-to-late 1930s when the first four-engined bombers were in development, and how the "way these platforms were deployed [during the war] bore little resemblance to concepts developed during their development process." The moral is, he said, that while "strategic thought and planning in peacetime are necessary and productive processes, the realisation is ever present that peacetime plans for the employment of new weapons in war will not work out with expectations."



That same lesson could be applied to many 3rd and 4th generation combat aircraft that grew into missions that were way beyond their original design remit – with notable examples such as the F-4, F-111, and F-16 coming to mind.

CAF also predicted that the way the F-35 will be employed will likely "evolve over time and will change with experience," and cautioned the audience to not be complacent in thinking that simply acquiring the F-35 will "deliver an airpower advantage." The F-35 must be employed not as a stand-alone capability but as an element in an integrated system-of-systems, a point that was echoed by several other speakers on the day.

US Marine Corps pilot LtCol 'Chip' Berke described 5th generation fighters like the F-22 and F-35 as an "ecosystem" which has been provided by Lockheed Martin and the Air Force, but one which offers little innovation without the operators. He said the best thing you can do with the ecosystem is to integrate it, "because the more people who can get inside that ecosystem, the more intelligent the communications become, the better everyone is."

He said that, "what makes the airplane special is not just that it can fly fast and is invisible, but that it makes everyone else in

the ecosystem more capable. A good analogy for a small force with limited funding such as the RAAF was the fact that the USAF only received some 180 F-22s out of a planned force of up to 750, and thus had to "come to grips" with integrating the F-22 into its force to make its legacy aircraft better "out of necessity."

And Mr Peter Hunter said the key thing in the success of the F-35 "will depend as much on how innovative we are in integrating and operating our 5th generation platforms and their enabling systems as on the technology itself."

Not a Replacement Aircraft

LtCol Berke cautioned the audience to not treat the F-35 just as a replacement aircraft. "The F-35 doesn't replace anything," he said. "Previous generations are merely chronology, time associated with airplanes. But if you look at the F-35 as a replacement to the Hornet or Super Hornet, you will undermine from Day One the real capability of the airplane. It does not replace anything, it is unique, it is revolutionary, and it is in a world never before defined by what tactical platforms can do."

This is a message that has failed to gain traction in the public arena where the debate has consistently been reduced to the lowest common denominator whenever the acquisition of a new combat aircraft is announced. The Super Hornet was erroneously touted as a replacement for the F-111, and more recently the potentially game-changing P-8 Poseidon and MQ-4C Triton UAS have merely been sold to the public as P-3 Orion replacements. While all of these aircraft will take over the missions performed by their predecessors, they will also bring many new capabilities to the entire ADF.

During its early development, the JSF was a marketers dream. It was touted as a replacement for nine different aircraft types currently operated by the partner nations, with all the associated operating cost efficiencies and commonality benefits that would bring. But when viewed in hindsight, a massive opportunity was missed to also explain the new capabilities the JSF would bring, not just in an air combat context but if exploited fully, to a nation's entire force structure.



Most recently we have seen the F-35 chosen as a "replacement" for the RAAF's ageing classic Hornets. In a climate of fiscal restraint and in the absence of any context about the long-term strategic capabilities it will bring, it was perhaps inevitable that the media would latch on to the high acquisition cost of the new aircraft.

So while the numbers of F-35s planned roughly equate to a one-for-one swap-out of legacy platforms, the 5th generation

paradigm and the capabilities it will bring to the ADF is so much more than just having 'X' number of airframes in the 'carports' at Williamtown or Tindal or Amberley, or listed on an order of battle somewhere. It should be incumbent upon the ADF with support from think tanks and the specialist media to better articulate this argument.

LtCol Berke summarised the potential of the F-35 best when he said, "Legacy airplanes are tactical platforms that make tactical decisions and fly tactical missions that impact the overall strategic objective. I believe there is a requirement to view the F-35 as a platform that can operate across the spectrum from tactical to strategic or anywhere in between as required."

Step Change

The step change in capability the F-35 will bring was a recurring theme throughout the seminar presentations. Speakers consistently pointed to the aircraft's advanced sensors, LPI communications, low observability, improved situational awareness, and other advanced systems as the key attributes that differentiate the F-35 from its predecessors.



To emphasise the advances in sensors and other systems, AIRMSHL Brown explained how the classic Hornet which was developed in the 1970s is a very different aircraft today to the one the RAAF initially acquired. In the last decade the Hornet has undergone a massive mid-life upgrade program which has seen it equipped with a

more capable APG-73 radar, Link 16 and ARC-210 comms suite, enhanced cockpit displays, an advanced electronic warfare suite, a helmet mounted cueing system with new high PK active and high off-bore sight air-to-air missiles, and precision guided and stand-off air-to-surface weapons.

He related a recent experience he had when flying an upgraded Hornet in a training mission. Despite being in a dominant position against a relatively new Hornet pilot, he was 'killed' by an over the shoulder ASRAAM missile shot which had been 'spiked' and uncaged by the pilot's helmet mounted cueing system. He remembers that event as a "technological development that had fundamentally changed my mind as to what was offensive and what was defensive."

SQNLDR Matthew Harper offered a clear insight by comparing his experiences in flying the 4th generation classic Hornet and the 4.5 generation Super Hornet in the RAAF, and the 5th generation F-22 Raptor while on exchange with the USAF.

He told the audience that, despite the advances which have made the classic Hornet "one of the best 4th generation aircraft out there", the aircraft is still very limited. He spoke of the mechanically scanned radar which needs to be "driven by the pilot" and which is restricted in the number of targets it

can see and track, and of the limitations of the Link 16 network and the compromises that need to be made when "everyone wants to use it".

He also explained that the Hornet is "not low-observable in any way", that its mission computers are at 100 per cent capacity, and that sensor performance is very sensitive to the operator's skill levels. Sensor fusion for a Hornet pilot essentially means looking at multiple displays, each one displaying a different sensor picture which may not be up-to-date due to Link 16 limitations, and often means having to make a best-guess decision based on poor situational awareness. He said with the Hornet, in the decade ahead "it's increasingly obvious we don't have the systems capability to offer a meaningful contribution to the fight."

With the Super Hornet, SQNLDR Harper said the improvements brought by the AESA radar, integrated electronic warfare features, some low observable enhancements, the advanced mission computer, and better sensor fusion which provides greater ability to manage complex EW & targeting, have made a "fantastic jet" even better. He said the improvements were "designed to a sensible point which made financial sense", and would mean the Super Hornet is survivable and upgradeable into the 2020s.

But he said the Super Hornet was still limited by being confined to a Link 16 network which isn't LPI, and despite the better sensors the lack of real sensor fusion "adds a layer of complexity" which can result in task saturation. "It's still very challenging to determine what the best way is to track an adversary and maintain SA against advanced threats," he said

By comparison, SQNLDR Harper said the 5th generation F-22 was built from the ground up to optimise its capabilities, and that there is a real impression that the platform was "built in collaboration with engineers, scientists, fighter pilots, and warriors."

He said the most important feature of 5th generation is its integrated avionics, and that "all the sensors are built into the jet" and are all controlled by a central core processor, which means the pilot doesn't need to manipulate them. He explained that the cockpit displays promote an "evolved level of pilot interaction with the platform," and that the HMI is "incredibly intuitive – It wasn't long at all to go from the previous mindset, to looking at the displays and working with the picture to set up a work flow."

SQNLDR Harper said the fusion is the "key enabler" for 5th gen. He said because the sensors require little or no manipulation means it "frees up huge amount of brain space for the pilot." He said all the relevant information



is presented in sync “not just your own aircraft, but with the entire formation.”

LtCol Berke described the fusion offered by 5th gen platforms as “an overwhelming advancement in breadth and depth in terms of the spectrum in which it operates.” He said it’s unlikely we fully understand what that breadth and depth will allow pilots to do yet due to the vast differences to the capabilities offered by legacy platforms. “It’s not just a matter of being able to function in a wide array of information – if we can’t fight in a particular spectrum, whether it’s RF, IR, laser, EO, the F-35 has the ability with the agility on the platform to live in whatever spectrum it thinks it needs to be in.”

Stealth

The definition of stealth was described by the speakers as so much more than just the traditional view of using radical shaping and exotic materials to give a low radar crosssection. AIRMSHL Brown described “true LO” as being designed in from the ground up in every signature of the platform, including IR, RF and the visual spectrums. He said LO technology meant “minimising electronic emissions,” and that an equally important factor in stealth was networking and the superior situational awareness to give a pilot “decision superiority”.

LtCol Berke described stealth as “not about detection, it’s about access,” meaning true stealth is the pilot being able to choose how best to avoid threats, when to engage or disengage, or when to be seen or not be seen. SQNLDR Harper said stealth means “reducing your adversary’s situational awareness to almost zero,” and that if you “do a good job in managing” a 5th generation platform’s LPI comms, stealth will “provide increased survivability and improves mission success.”

Mr Hunter said stealth is preserved by having secure comms, and that its overall effect is greater than the sum of its parts. He explained that developing a full suite of stealth features is not straightforward and requires incredibly complex systems engineering, multiple disciplines, and “significant attention to detail.” Apart from shaping and materials, key design features also include propulsion, internal fuel and stores, and embedded or flush sensor apertures.



In discussions during a break at the seminar, Mr Hunter agreed that while it is one thing to construct a number of essentially hand-built prototypes or technology demonstrators, the real test comes in the ability to industrialise and mass produce low observable platforms with consistent quality and tolerances required to maintain signature management. To date, only one nation has demonstrated it has the industrial and technology base to mass produce, field and employ stealth combat aircraft.

Interoperability

A key message that was repeated by several speakers was the need to integrate the F-35 fully into the ADF’s force structure, and to not field it as a stand-alone 5th generation capability.



Mr Hunter articulated this when he said “our success will depend as much on how innovative we are in integrating and operating our 5th gen platforms and their enabling systems as on the technology itself. It doesn’t take a classified brief for us all to think about how we may need to adapt our CONOPS to maintain the capability edge we enjoy today into the future.”

The message that the F-35 and its 5th gen capabilities will make many of the ADF’s other capabilities better is a compelling one. In this context, we are reminded of LtCol Berke’s ‘ecosystem’ meme. “The only thing better than four Raptors, is four Raptors and four Hornets,” he said. “It’s better for the Raptors, and it’s better for the Hornets and for everyone else involved.”

The situational awareness the F-22 provides to its pilot, and that an operational F-35 will bring to the fight can be shared not only with other air combat aircraft, but with AEW&C, with Growler, with Aegis and LHD surface ships, with ground forces, and with the C2 network via Vigilare, and will help to provide a more complete and timely ‘big picture’ of the battlespace.

Mr Hunter says, “Battlespace awareness suggests a need to build a wide range of joint capabilities.” Fortunately for the ADF, many of those above-mentioned capabilities are already in place or on the way, but are yet to achieve the ‘joint’ part of the equation. He said “the achievement of battlespace awareness and information superiority is no straightforward undertaking. It depends heavily on substantial capabilities in information management and processing.”

There are substantial advancements needed in the way the ADF manages its people, its training, its doctrine and its governance.

USMC Col Mike Orr echoed Mr Hunter's views. He said it's "not just about bringing 5th gen to the rest of the force, it's about raising the level of everybody up to that level" through sharing information and situational awareness. "One plus one doesn't just equal two; one plus one plus one plus one equals a whole lot – it's truly revolutionary!" he said.

Col Orr related the USMC experience which in many ways mirrors that of the ADF. "We need to sell the F-35's capabilities to maritime, to SF, and to other joint forces," he said, adding that we need to be thinking now about how we are going to push information down from the F-35 to elements such as special forces or the maritime force to allow "smart decision making at the tactical level." He said "It's not just about the pilot in the cockpit; it's about what he brings to the joint and combined fight."

But Col Orr warned that integrating the 5th gen platform seamlessly into a force won't be easy, and that a degree of "backwards compatibility" may need to be put in place. To this end, the US is now using airborne 'gateways' such as BACN-equipped platforms in order to interface between disparate types of links and communications. He said while this allows mission commanders to take advantage of some of these 5th gen sensors, space may be denied in a future conflict so terrestrial systems will need to be established as well. "If you build a robust self-healing network with multiple points of failure, not single, that's your best defence."



Training

LtCol Berke debunked an age-old fighter pilot 'truism' when he said the mantra 'Speed is life, more is better' no longer applies, and instead proclaimed that 'Information is life, more is better.'

"Information is the commodity that is far more valuable than speed," he said, adding "Show me the fastest airplane in the world, I'll show you the guy who's going to die the quickest." He says information is now the most precious commodity a combat aircraft can provide, adding that it's still important to "wrap that information up in a tactical platform."

What this means for future generations of fighter pilots and how to train the new mantra is one of the biggest challenges facing the ADF. LtCol Berke said "the burden on the aviator as a result of the platform is going to change dramatically. What you expect them to do inside the F-35 cockpit is going to change dramatically."



He said the expectation of a 200 hour wingman in a 5th gen fighter will be "exponentially greater" than that of a 200 hour wingman in a legacy fighter, and that the training system will need to recognise this and adapt in order to "get pilots up to speed quicker."

SQNLDR Harper said the fundamentals of the ADF's current and planned training systems were sound, but that low-hour wingmen will need to be trained as tacticians from an earlier point in the training process than is currently done. "The legacy aircraft pilot-driven systems mean it takes time and practice to manage information and to upgrade from wingmen to flight leader, to flight commander, to instructor pilot due to system management and task saturation," he said.

But with much of the system management already taken care of in 5th gen aircraft, the new aircraft's systems are significantly less sensitive to the experience or lack thereof of the aircrew. "People grow up with a legacy wingman mindset as to how fighter operations are to be executed, and it can take 500 to 1,000 hours to be good at it," SQNLDR Harper said. "In 5th gen, when you remove those shackles and have the situational awareness, you can be trained from day one to be a flight lead."

In a post seminar follow-up, SQNLDR Harper said he believes the transition to the 5th gen aircraft will be no more difficult than the current transition aircrew make to the Hornet and Super Hornet. "The jet is electronically more complicated," he said, "but the information is assimilated and fused for the aircrew such that they can concentrate on fighting the enemy rather than controlling the systems and sensors in the aircraft to build situational awareness and make decisions." He said it was an "amazing feeling" for a pilot to be able to free himself from having to battle with the management of the sensors, and to be able to concentrate on the tactics and fight at hand.

"I expect that we will continue to train people in our own way, but observe and adjust as we learn more from our first aircrew to participate in JSF F-35 in the US," he added. I have no doubt that even now, any of our fast jet-identified aircrew would have no problems transitioning to JSF. I will say, however, that I do expect the RAAF will find ways to optimise the way we train our ab initio students for their JSF conversion."

Security

While the F-35 brings new and advanced capabilities to the ADF, it is understandably also encumbered with a greater burden of security and information assurance.

To this end, the ADF will need to re-think how it manages information in the future. Col Orr related the USMC experience,

explaining that, “advanced sensors come with some caveats on how or where we got the information, so we have to create the right security environment.” He said if we’re going to share high fidelity situational awareness, there will need to be greater emphasis on making sure all the people who need access to that information have the right security clearances to share it. “You need to spend money on secure facilities, and in vetting and clearing people so they can have ‘intelligent conversations’ about some of these advanced capabilities,” he said.



The RAAF has already taken its first tentative steps down this path when it acquired the Super Hornets in 2007. New compartmentalised headquarters facilities were required in order to deal with the security requirements associated with operating aircraft with the Super Hornet’s LO materials, advanced sensors, and other capabilities. In a sense, the Super Hornet has provided an insight into what the ADF will need to do in order to accommodate the security aspects of the F-35, albeit on a much larger scale.

Similar considerations have been applied to high-end capabilities such as JORN, Vigilare, and the E-7 Wedgetail AEW&C, and will no doubt be applied to the P-8 and MQ-4C Triton when they enter service.

Similarly, the capabilities provided by Navy’s new Aegis radar-equipped destroyers will require a greater emphasis on security and information assurance.

Threats

Mr Hunter gave the audience a good overview of possible threats that are likely to influence the way 5th gen combat aircraft are employed in the future.

He said the rapid progression in 4th generation capabilities globally has “led a 5th gen push” in recent years, but added that, despite several nations declaring a desire to join the 5th gen club, only China and Russia appear to have made any significant progress. He added that, despite these advances, it “should be remembered that these capabilities take time to develop and are difficult to achieve.”

Mr Hunter said that, while it was important to be aware of higher-end competitors, in the context of the wider operating

environment, the introduction of complex integrated air defence systems (IADS) with advanced multi-band radars and highly accurate long-range SAMs should also be considered. These systems have “increasingly effective search, acquisition, fire control and engagement radars, they operate in numerous bands and low frequencies to reduce the advantages of stealth, and they are widely dispersed and networked.”

He explained that stealth by itself will not always be able to counter high-end IADS threats, so it will need to be complemented by building on information superiority and electronic warfare to ensure future air campaigns can be conducted. He added that the “emphasis by competitors on stealth capability development drives home the point that stealth will remain an important component of air warfare.” He added that the stealth features that have been designed into 5th gen platforms will “enable them to respond to the threat of proliferating IADS and all enable them to get closer so they can use sensor fusion to track and kill threats.”

LtCol Berke explained that 5th gen capability goes way beyond the capability of the platform. “We learned very early on in the Hornet that we weren’t superior in every metric by which you measure an airplane,” he said. “I’m less concerned about the individual characteristics of the airplane, or whether

PAK-FA is more manoeuvrable than an F-35. That on its own doesn’t strike me as something that I should be concerned about at the expense of other things.” He said that everything from the training, to how the ‘ecosystem’ is integrated, to how they make the airplane functional “outside of traditional metrics” is what will give us a significant advantage. “When you incorporate all the elements into a 5th gen conflict, that’s much more profound than whether his airplane is faster than mine.”

Speakers Professor Michael L’Estrange and Dr John Lee gave informative presentations outlining the regional geo-political climate. Dr L’Estrange’s assessment gave a global overview of the elements of strategic continuity and the dimensions of strategic change currently underway or forecast to occur in the medium term. In particular he focussed on the changing strategic outlook in South-East Asia and the Pacific, and on current and future trends in shaping the security environment in the region.

Dr Lee’s presentation focussed in on China, and in particular how the Chinese viewed the region strategically. He looked at what China’s strategy may be in the region going forwards, on what its economic and political strengths and vulnerabilities were, and surmised what its political and strategic objectives may be in the future and how it might achieve these.

Key Messages

The key messages from the seminar were that 5th gen is here to stay, that it will mean a whole new way of doing business for the RAAF, that the F-35 will require a number of key enabler capabilities in order to maximise its potential, and that it has the potential to make not just the RAAF but key elements of the whole ADF better.

LtCol Berke rhetorically asked “what can I do in 5th gen that is different?” He then reversed the question by asking “what





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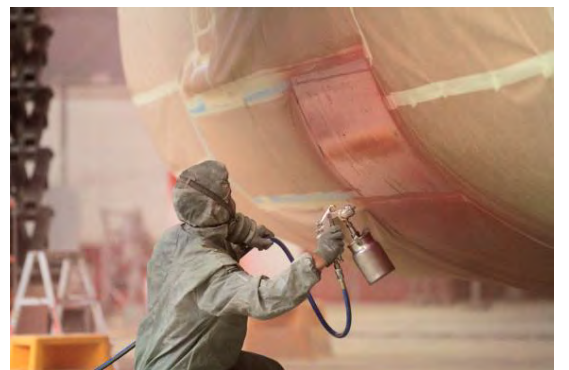
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do you want it to do?" He said if you want to limit the F-35 to a tactical role then that will be very easy to do. But if you want to "expand this ecosystem and encroach onto other mission sets that nobody ever thought it had the potential to do, the capacity is there to do it."

RAAF Air Commander AVM Mel Hupfeld, representing CAF in the closing Q&A session, wondered whether enough thought had gone into the key enablers. He said the RAAF was currently "trying to ask the right questions and then find the means of answering them."

Attending as a delegate, the RAAF's Director Air Combat Transition Office (DACTO), GPCAPT Phill Gordon offered that he thought the ADF's "capability development process is particularly stove-piped along platform lines, so we're trying to break down those barriers." To this end, he said the Chief of Air Force was currently writing an air combat capability intent "that will talk about how he wants the air combat force to work with everything else, and that will be a guiding document."

In a program update to the seminar, the JSF Program Executive Officer, LtGen Christopher Bogdan explained that, while the F-35 program was now moving in the right direction after two "significant emotional events", he still saw many risks ahead. LtGen Bogdan highlighted program cost as a continuing issue and said affordability was his number one priority, not just the aircraft acquisition cost, but the ongoing operation and support (O&S) costs of the aircraft. "It doesn't matter how good the F-35 will be, and it will be marvellous in the end game," he said, "But if people can't afford it, it won't be much good to us."

He also echoed other speakers' comments in that he thought many of the enabler capabilities would not be ready to maximise the F-35's capabilities. "Relative to some of the basic systems that will interact and operate with the F-35, we're starting to get a clearer picture of what has to happen," but he added "we've got a lot of work still to do."

One of the enablers he identified was the intelligence community. "This airplane sucks up a lot of information to precisely operate," he said, adding that he doesn't think "we've quite got a handle on that yet," and that there was the potential to "outstrip" the intelligence community's ability to gather sufficient information to "make the airplane what it can be." LtGen Bogdan's takeaway message was to "don't just make the airplane fit current systems, change some of the systems to fit the airplane."

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RAAF F-35 Rollout

With a rumble of loud rock music and a flashing light show, the curtain fell and Australia's first new Lightning jet fighter was revealed in a hangar at the Lockheed Martin plant in Fort Worth, Texas.



The Hollywood-style event, featuring didgeridoo music and delivery of an Aboriginal message stick to the RAAF, marked the official rollout of aircraft AU-1, a grey-painted shark of an aircraft — the RAAF's first Lockheed Martin F-35 Lightning.

As many as 99 more will follow, though Australia has so far committed to buying 72. At more than \$12 billion, this project to equip the RAAF with the world's most advanced combat aircraft is the biggest current procurement deal, though it will probably be dwarfed when the navy starts buying new submarines.

The Finance Minister, Mathias Cormann, and the Chief of Air Force, AIRMSHL Geoff Brown represented the Australian Government. Minister Cormann said that a decade ago the Australian government made the bold decision to join the project. "Australia became a partner in the F-35 program for many good reasons, reason which remain as valid today as they were a decade ago," he said. Neither AU-1 or the second aircraft AU-2 will be in Australia for a number of years. Both will remain in the US for initial training of RAAF pilots at the Luke AFB in Arizona.

The F-35 program has experienced its share of delays and technical problems, most recently an engine fire in a US Air Force F-35. The aircraft suffered considerable damage; the cause is under investigation. Flight operations were suspended, resulting in the F-35 failing to make its international debut at the Farnborough air show in Britain.

Chief of Air Force, AIRMSHL Geoff Brown wasn't too concerned, saying he would rather encounter problems during the test and evaluation. "In summary I am not particularly worried. It's an issue that we will work through," he said.

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Phoebe Lahey

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Another Vietnam Forward Air Controllers Story

Between 1966 and 1971, a total of 36 RAAF fighter pilots served as Forward Air Controllers (FACs) with the USAF in Vietnam. The early FACs flew the Cessna O-1 "Bird Dog," a single-engine, high-wing, tandem-seat aircraft, first used by the US Army in 1950. The twin-engine Cessna O-2, "Super Skymaster" was introduced as a FAC aircraft in early 1967 to replace the O-1. In 1968, the USAF introduced the twin-engine turboprop OV-10 "Bronco" to replace both Cessnas, but the O-2 continued on until the end of the war because it was more suited to two-crew night operations. The OV-10 suffered from internal canopy reflections at night, and the crew could not operate a starlight scope through an open window like in the O-2. The RAAF pilots flew in all of these aircraft.

These two stories are by USAF FAC Walter W. Want (WWW) who served in Vietnam as a FAC in 1968-69. His callsign was Nail 21 and he operated out of Nakhom Phanom (NKP) in northern Thailand flying Cessna O-2 FAC aircraft. His stories are quite different to the usual bombing-and-shooting FAC stories published in the past. The stories are 46 years old so I guess it is okay to tell them now.

The Trip That Never Was!

In early 1969 I was a SOG FAC (Studies and Observation Group FAC). I didn't really know that what I was doing was anything different to what the other Nail FACs of the 23 TASS at Nakhon Phanom (NKP) were doing. I kind of always thought that we all did the same thing day after day, except that the ground fire was of a different colors at night. Day Recce, Day Strike, Photo, Igloo White, Specials and SARs.



USAF FAC, Captain Walter Want and his trademark yellow scarf. Photo from Walter Want Collection

At night we were all in the same dark boat in an unlit black airplane with a FAN (Forward Air Navigator) to keep us right-side up, pointed in the right direction, to keep us from bouncing off of or crashing into trees and karsts. And of course...they manned the scope...which really made us a team.

I was alerted for a night "Special" and told to grab all the sleep I could get.

After reporting to the TUOC (Tactical Unit Operations Center) for the briefing, I was directed to Long Tieng in Northern Laos, just south of The Plain de Jars (PDJ), for further instructions.

Arriving at Long Tieng at 1900 I was met by a briefing team of mostly civilians and my O-2 was fully serviced, and the right seat was removed.

The briefing was fully prepared and very professionally presented. My mission, a solo night VFR flight into North Vietnam. North of "Thud Ridge" into North Vietnam, and then east-northeast to a small valley near, or just across the Chinese border for a personnel pickup.

I cannot begin to explain the knot in my gut, muscles and brain. This was insane and I was the chief nut in the mighty unarmed under-powered Cessna O-2!

When asked if I had any questions I must have had a Brain Dump. No sir, looks good to me! (BULLSHIT...this is CRAZY!!)

Charts were complete with strip maps, fully annotated time and distance marks, the high night time hidden obstructions which would rip the aluminum foil open, or mighty trees which suddenly stop first the front propeller and then the rear prop (with me in between) were well marked. Day, fast mover recce photos were also stripped in...and ready to go. I quickly realized that the only thing missing were landing lights, control tower and landing instructions at the destination.

No sweat, says I! I had adequate space in the lower frontal groin area of my unmarked camo flight suit!! But...perhaps...I was suffering from a total lack of imagination!!!

I also had observed that all markings on my aircraft had been removed.

Interesting...I was in this one by myself.

My mission was to recover an unnamed individual. Upon arrival at the destination I was to fly over the proposed landing site in the opposite direction at 500 feet, flash my landing light four times, and race the props twice.

Why not something secret like a pass word, and a Captain Midnight decoder ring!! Oh, and by the way...what about runway lights?

I was promised by these REMFs (Rear Echelon Mother Persons), that lights would appear. I was to be refueled by my host at the IRP (Improved Rice Paddy) while my passenger was loaded...and then I was to RTB to 20 Alternate (Long Tieng).

I was ready...with my little Sanyo flash light firmly clamped between my teeth...I was off!

The night sky left few clues, but the skills and mind of a very scared pilot were now somewhat under control over North Vietnam.

NOW...I had questions aplenty. However...radio silence was mandatory for mission success...so no answers were to be forthcoming!!

So far...the maps, photos and clock were all working and I was not yet totally lost and I was still flying.

The baby bottles of water carried in my flight suit pockets were but a momentary respite from the heat, humidity, and sweat running down my face. Besides that, the seat cushion seemed to still be in one piece, but I knew it was severely creased!!

I was becoming QUITE concerned. What the Hell was I doing here in NORTH VIETNAM in a slightly less than supersonic DUCK...IN THE DARK!

But...I felt my confidence growing as I started making out (in the smoke and haze) certain landmarks, river bends and then...voila!!...I WAS THERE!

I descended to 500 feet, flew the pattern, flashed the lights and pumped the props to announce my arrival.

I then started a 360-degree timed turn and as I rolled out on FINAL, (What a word...FINAL!!!) imagine my total surprise when...a couple of hundred cigarette lighters lit and outlined my landing patch!!!

It was indeed a VERY SMALL air patch...but I was a SKILLED (I thought!!!) military aviator...and I was pumped to the max!!!

Gear and flaps and a large dose of hope set the machine down very gently...feeling each blade of grass and pebble on the surface. I could imagine landing on land mines...tripping wired grenades or anything else BAD that would and could happen to a Yankee Air Pirate...in CHINA???

A quick short taxi to the end lights. They turned me around (who were THEY???) Beats the me! VERY quickly. Gas was poured...and...a tiny, very sick person with ribs exposed and facial cheeks shrunk into the skull...with a definite dead person smell...was loaded onto the floor beside me.

Lots of noise, excitement and adrenalin was flowing. I wanted out of there and back to the silent black skies that were waiting for us. I truly knew that stretching this flight into daylight meant certain death to both...one Nail FAC...and...his passenger. He MUST have been important!!! They NEVER would have sent humble little ole me AND a government issue airplane into God knows where for someone...well...NORMAL!!

I just hoped they wanted us back!

We scooted along on the reverse track on the strip map...with the back side of the charts presenting the mirror image of the mission I had just flown.

I will be the first to admit that it was professionally done and absolutely first class. Even the lighters worked as planned...on time and...with just enough illumination to get me down and us back into the air.

My passenger was delivered to Long Tieng as the sun rose

and illuminated the "Vertical Speed brake" at the end of the runway.



Long Tieng runway showing the vertical karst just off the runway end.

I was exhausted!! I spent time at the Raven bar, grabbed a bite to eat and refilled my water bottles. I then returned to NKP.

The sad thing was...I could not tell my tale. It never happened.

Triple Whiskey...Black and White, Day or Night

I stood down for crew rest one day in early 1968, and later in the day was interviewed (?) for a special mission. I was told it would be "a piece of cake"...but required extraordinary abilities as a Visual Recce Pilot at night (...hmmm..."Piece of Cake" and "extraordinary abilities required").

I would leave NKP with an aux fuel tank installed (I didn't know we had Aux Fuel Tanks for an Oscar Deuce!) and head up North to the PDJ to pick up a rider and top off the fuel. I was then to fly "way up north" and photo a bridge that was under construction. Remember, these were the days of look-out-the-window recce, there were very few real satellites with today's capabilities...severe restrictions on Rules of Engagement (ROE)...and a special no fly zone along the border of China and North Vietnam.

I had a quick introduction to the mission brief marked Top Secret, NO FORN, and for US eyes only. This allowed fear to develop...and adrenalin began to flow! I was provided with exceptional charts...route flight plan...time and distance marks...some recent black and white pictures of certain check points...and an additional compass and large clock with stop and elapsed time features (that was not GI issue!) to mount on my left thigh. It was my hope this planner knew the capabilities of the super subsonic O-2A !!!



Nail Night O2A, NKP 1968

A black Cessna O-2A fitted with a rocket pod and rockets.

Photo John Bollwerk

I was told that an early morning snack and breakfast for two would be provided at Long Tieng.

Huh...the Last Supper?

I showed up at the Tactical Unit Operations Center, (TUOC) "under escort" (maybe they thought I was going to run away... to where?) for the mission brief at midnight and had one of the best professional preflight briefs I had ever received. Every detail was covered including words to the effect that rescue or retrieval could only be accomplished on return to North Vietnam and Laos. Well now...that made it clear...."Triple Whiskey" (WWW)...was not going to Disneyland tonight... or was I?

My trusty neutered O-2 was ready and waiting. It was stripped of most of the radio boxes and was naked. No markings, and nothing under the wings. No racks or rockets, an FM, UHF and IFF-SIF was all that remained. There was a new and improved and...I am sure approved...mid body tank behind the seat with straps and very obvious temporary tubing to somewhere. This was to be "my aux gas can."

I was told at the briefing that more than adequate fuel was available to complete this mission. I was also aware that the only time one had too much fuel was when you were on fire!

Takeoff and flight to destination in Northern Laos was peaceful and uneventful. Just another mission into the war zone where pilots that were not there...were flying airplanes that were not there...doing things in places where we were not there and...I will tell you I was THERE!

My arrival and landing at "Alternate" (Long Tieng) about 0330 was easy and my passenger was ready to go. He was an older fellow, (older is a relative term...as I had turned 27 on my last birthday), with neutral clothing and no markings, just like me.

Maybe we were the Hardy Boys on a trip. (I do hope this will not be made into a book for kids.) Refueling and a quick water bottle refill...a bite of food...(because the gut was really jumping by now and the seat cushion was still intact and not stained). This was a good sign.

Time to go !

The photographer had a fairly simple set-up. He had two different cameras...but basically bare bones and a small bag. I knew we were to fly by, do a single pass as fraggged, (I really did not want to have to make a second pass!) Time over Target "TOT" was critical for light...angle of the sun ... shadow and shading. You know all that important photographer stuff. My job was simple...fly visual night VFR to the IP, clear all tall trees, use all canyons for cover, turn with the rivers, avoid all those pesky limestone peaks sticking up called karsts (useful for poking holes in the aux fuel tank and modifying the angle of the propeller that was used to keep this pilot cool in times of stress). You know all that non important pilot stuff.

The mission was simple, GET PHOTOS OF THAT BRIDGE AND RETURN SAFELY...so VERY important people can look at them. We were there...the selected highly skilled team to do that job...We hoped.

Airborne...on time...with no problems and very high hopes. We seldom spoke to each other, there really was no reason to make friends. We would do that back at the bar...presuming of course that we made it back to the bar! I frequently used his eyes to confirm check points...back me up on headings...help with the clock to maintain timing and most importantly...the accuracy on the selected flight path. My small rechargeable Sanyo flash light...complete with custom neck strap, and spare bulb...was clutched firmly in my mouth. (I still have it and I am not sure which teeth marks are from this mission... there are many!!) The flight almost got boring, but small changes to heading...numerous adjustments to throttle and prop settings...and frequent altitude changes kept us awake and on our toes.

Wow what a pilot I was!! There was the IP (Initial Point) where the run to target would begin. The sun was coming up and so far so good. Surely we can expect the unexpected soon.

We were at about 8,500 indicated but actually about 200 feet above the ground and climbing in a fairly deep but wide rocky canyon, still undetected by anyone, or so we thought. Rounding the final turn the suspension bridge appeared in front of us at just about our altitude.

Power added...props up...last fuel selector and instrument check...and we were now running pure visual on the target. We approached straight on with his camera clicking away. We popped over the bridge as he rotated in his seat...completely unattached to the airplane. You could tell he was a true professional. He was truly focused (no pun!) on his pictures. I was once again just the pilot in complete control of the world.

Coming out the other side the canyon narrowed and suddenly got VERY narrow. The seat cushion was gripped...the nose pulled up...and I headed for a canyon wall. Well...just...maybe we could drop the gear and go for a touch and go! Nope...at this rate of forward velocity (or lack thereof)...the opening of the gear doors would have caused us to tumble to terra firma in a country where we weren't!

Just before the stall horn rang I dropped the left wing, kicked full left rudder and held on tight for an abrupt impact with

mother earth. The photog was trying to strap back in as he fell across the cockpit towards me. This was good...for all the weight was now on my side of the airplane in a steep turning stalled dive to the little creek in the bottom of the canyon. The small rocks quickly became large boulders and the creek was really a turbulent raging river.

I pushed the throttles thru the fire wall...leveled the wings...got off the rudder...tucked the nose. The trusty Continentals spun those props and we clawed our way down river towards the bridge which was getting larger by the second. We were still under full control although my confidence was beginning to ebb a bit. The seat cushion had a permanent crease where my cheeks had a firm hold. Air speed was the cry and the most pressing need at the moment.

Both of us...at the same time...made a guttural utterance about what we were now observing with very large eyes in the wind screen. Large wooden spools were being tossed off the bridge and you didn't have to be a rocket scientist to figure these were wire rope cables with one end tied to the bridge. They were quite pretty as they twisted and turned in the early morning light. It was like an instant replay. In my mind's eye I could easily see what was going to happen to my Duck...my keen piloting skills were not going to get us through those dangling steel cables and get the camera man back with his photos. Next plan?

Ok buddy you used to fly crops...so use those skills you learned dodging telephone wires in the fields of southern New Mexico. Keep the air speed up...trim neutral so you can really feel the airplane and go over the bridge. Nose up, airspeed down...and now bullets!!! Those fools were not supposed to interfere with my air show. A chance of hope appeared in a wind gust that hit us and generated just enough lift to let me float the O-2 over the bridge. I rolled as we approached the top of our pull up and heard the camera clicking away. We floated over the bridge...inverted...at very low air speed...with 17 to 19 fellows shooting at us straight up from less than 10 feet.

Over the top...a roll and a tuck...with a seemingly brown contrail we dove (fell!) to the bottom of the canyon. I wondered...if...perhaps...we could row our way to freedom. We rounded the next bend in the canyon...and headed for "home."

As we passed the exit IP the photographer leaned towards me and grinned. Simply put, he said, "Nice bit of flying."

The rest of the trip down the river...across the Red River...across "Thud Ridge"...into northern Laos and Lima 85...would...under normal conditions...have been fraught with danger and concern...but all things are relative. After the "airshow" at the bridge...it was a walk in the park!

We arrived back at Alternate 20 where my passenger departed with a handshake.

A brief rest was had...a beer (or two?) was downed...some food was consumed...and a quiet...peaceful journey back to reality at NKP, Thailand was accomplished.

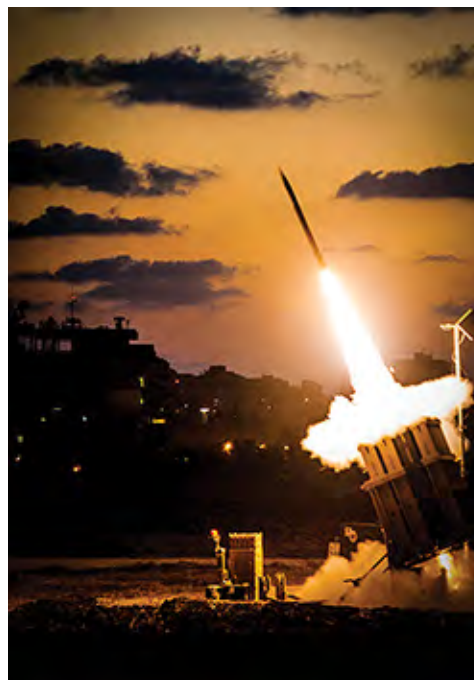
"NKP Tower, Nail 21, 'Triple Whiskey,' Short final for a full stop."

Editors Note: Rumor had it that the pictures taken were rushed to Paris where the US Negotiations Team put them to good use.

Iron Dome Success in Gaza

Out of the Israelis' conflict with Palestinians in the Gaza Strip, at least one success story has emerged: Israel's Iron Dome counter-rocket system. With 735 interceptions of rockets and mortar bombs, Iron Dome demonstrated improved performance, scoring an almost 90% success rate.

Of 4,594 rockets and mortars fired from the Gaza Strip in 50 days of conflict, Iron Dome failed to intercept only 70 rockets where the system was deployed. One Israeli civilian was killed by a rocket, three other civilians and nine servicemen were killed by mortars, but there were no fatalities in the areas protected by the Iron Dome. The operational results appear to contrast with an ongoing academic debate in the U.S. about the system's efficacy.



Iron Dome has intercepted more than 735 rockets and failed to catch 70 of them. Still, no casualties were reported in areas protected by the counter-rocket and mortar system.

Credit: Zeev Stein

Source: Aviation Week and Space Technology



Air Show - Royal Air Force Waddington, United Kingdom

One of the largest international air shows in Europe was held at RAF Waddington in the weekend of 5 -6 July 2014. The event was the largest of the Royal Air Force air shows for 2014 and has become very popular attracting crowds over 150,000 over two days to the Lincolnshire RAF station for the air display. The show celebrated the 50th Display Season of the Red Arrows as well as the 65th Anniversary of NATO.

As always there was also a theme on ISTAR (Intelligence, Surveillance, Target Acquisition and Reconnaissance) which represents the day-to-day work of RAF Waddington. Prominent amongst these assets was a newly delivered "RC135 Rivet Joint", a type only recently delivered to the RAF.



WGCDR Anthony O'Leary with RAF and USN crews of the P-8A aircraft. Photo: Ian Doyle

While the RAAF did not participate in the display, the event did attract the attentions of RAAF members. Assistant Air Force Adviser at the Australian High Commission, London, Wing Commander Anthony O'Leary OAM, discussed inter operability issues with the visiting crew of US Navy Boeing P-8A Poseidon from VX-1, based at Patuxent River, USA.



A RAF RC-135 Rivet Joint aircraft, just about to touchdown. Photo: Ian Doyle

By Ian Doyle

3-D Printing of Aircraft Parts

A team headed by Airbus head of systems integration manufacturing engineering Curtis Carson is determining the scope for 3D printing across the manufacturing giant as well as the skills and capabilities needed to introduce the technology.

"The ultimate goal in our business I would say is the potential we have in terms of flying parts," he said in Toulouse recently.

Mr Carson pointed to a printed metal part that was 30-35 per cent lighter, noting that "when you start to add up the parts and components like this for a large aircraft like an A380 or an A350, it can start to be quite significant".

"Spare parts is another avenue that also has a significant benefit that we've started to uncover," he said, pointing to the A300 example. "In the case here ... the part was produced due to the fact the original part for the A300, the original supplier went out of business, the tools to make the part were non-existent any more. The drawings we still had, but there was no standard way to produce the part any more.

"The teams, working in a collaborative mode across the business, were able to come up with a simple and fast way to take the printing technology, print the part, certify that the part meets the requirements that it needs to meet and bring it to the aircraft." Source: *The Australian*

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Spirit of ANZAC

Gallipoli! I have wanted to visit ever since reading, as a teenager, Alan Moorhead's 1956 book of that name. Since then I have studied books and maps to try and understand why and how the campaign was such a failure.

I was privileged, in April 2014, to finally visit this place, so engrained in the Australian lexicon, with the recipients of the Victorian Premier's Spirit of ANZAC Prize for 2013.

The Premier's Spirit of ANZAC, which was inaugurated in 2005 and enjoys bi-partisan support, is open to students in Years 9 and 10. Entrants are required to address a question that tests their understanding of Australia's involvement in World War I and asks them to consider the relevance of the ANZAC spirit. Students are free to choose the form of their entry and essays, short stories, poems, musical compositions, multi-media presentations, and works of art have all been submitted.

The Prize offers these talented young people a wonderful opportunity to learn more of Australia's World War I experience by participating in study tours of battlefields on which Australian troops have fought – Gallipoli, the Western Front, Singapore, the Thai-Burma Railway, Greece and Korea.

Entries are first judged by panels in each of the State's education regions, which recommend finalists to be interviewed by the State selection panel. I have had the honour and the privilege of serving on the State Selection Panel for the past five years. In that time, the panel has interviewed 132 finalists.

Over 2000 students have entered the competition, since 2005 and 92 recipients of the Prize have embarked upon the study tours. Many have come back and as a result of their experiences are ambassadors to their schools and communities, encouraging and promoting activities that convey to their generation the importance of understanding and commemorating the sacrifices made by the original ANZACS and those who have followed them in serving their country.

There is no definitive answer to the question of why the campaign failed. There were failures in leadership, almost certainly. But, now having seen the landscape at ANZAC, Helles and Suvla, it seems to me that the biggest failure was the failure to know the geography of the theatre.

Achi Baba is a relative pimple on the landscape and, had it been taken, the way to Maidos (now Eceabat) was still barred by the Kilid Bahr Plateau.

The Brits may have failed to seize the initiative at Suvla, but, given the terrain (see the photo taken from The Nek) the time allotted to Monash's 4th Brigade for the attack on Hill 971 was patently too short. And who knows, perhaps that should have been the main thrust, not the attack on Achi Baba.

One reads or has read about the ridges at ANZAC, but I doubt that anyone who has not been there can fully comprehend the challenge that they represent. I have studied the model at the Australian War Memorial many times, but did not

fully appreciate the difficulties presented by the height and steepness of the ridges, until we were standing in the valleys, looking up.

We climbed to Plugge's Plateau by a track, of sorts, wet and slippery, but a track none the less. The ANZACs, burdened by rifle and pack, had to haul themselves up the hillsides and about the only thing they could grab hold of was gorse, with sharp thorns two inches long and more. We had to fight with it going downhill. I would not like to have had to, of necessity, grab hold of it to pull myself up, under fire from Turkish machine guns and shrapnel.

We walked Artillery Road from Lone Pine to the beach and the ridge above Monash and Shrapnel Valleys from Johnston's Jolly to Shrapnel Valley Cemetery. We visited Quinn's Post, The Nek and Walker's Ridge and we saw from Chunuk Bair the Dardanelles, the domination of which was the whole point of the campaign.

Each of the Prize recipients was required to adopt and research a digger and these they commemorated at Ari Burnu, at Beach Cemetery, at Lone Pine (2), and at Embarkation Pier.

At the commemorative site on North Beach, the serenity of the area was despoiled by the erection of garish red temporary seating for the forthcoming ANZAC Day celebrations. Given the fragility of the landscape, quite frankly in my view, mass commemorations at the site ought to be discontinued. I suspect that for the majority it is more about theatre and "being there" than about sincere commemoration and, of course, our politicians (of all persuasions) need a stage.

One of the enduring memories of the trip came not at Gallipoli, but at Armentieres. There one of the students commemorated her great, great grandfather. After the group commemoration, when the rest of us were surveying the headstones, Charlotte stood silently, alone, contemplating his headstone. I don't believe that commemoration of that quality can occur in a crowd of thousands. There are 364 other, better days of the year on which to visit ANZAC, if you are serious about sincere commemoration.

We were the only visitors at most of the sites, until we went to the Turkish Memorials near Quinn's and at Chunuk Bair. At the 57th Regiment Memorial, opposite Quinn's Post, there must have been a dozen or more large coaches and at Chunuk Bair similar numbers or more, even though we were there towards the end of the day and many were already leaving.

But this in no way prepared us for the number of coaches that we saw at Helles. Admittedly, it was a Saturday, but there must have been close to one hundred coaches at, approaching or leaving the Turkish Memorial. I had never stopped to think that we aren't the only ones to regard Gallipoli as a site of significance. Adjacent to the ferry terminal at Eceabat, the Turks have constructed a replica of the trenches at Quinn's Post, complete with Australian and Turkish troops aiming at each other.

Before Gallipoli, we visited Lemnos, from which the campaign was launched and to which many of the wounded and those

on leave returned. Our hosts were exceedingly generous in their hospitality, although our hotel's hot water service could not meet the needs of nineteen people wanting to shower at the same time.

We were honoured to be invited to participate in the community's annual commemoration of ANZAC at East Mudros Military Cemetery. We were greeted by a military band and guard of honour, though they were there more for the Metropolitan of Lemnos and other dignitaries, than for us. Nevertheless, it was a real buzz for the students. Among the dignitaries were the Ambassadors of Australia, New Zealand and Canada and the Australian Deputy Chief of Navy. One of our students commemorated her digger as part of the service and the local press interviewed the students following the ceremony.

The next day we visited Portianou Military Cemetery, where another of the students commemorated two Canadian Nurses. There are no Australian nurses interred on Lemnos, but some 130 served there in 1915 at the two Australian hospitals. There were also two Canadian hospitals, a British hospital and a British convalescent depot the staff of which included nurses from those countries.

On the way from Lemnos to Gallipoli the party was treated to a day in Istanbul and after the rigours of a 30-hour trip to reach Lemnos and two action packed days there the break was welcome.

After Gallipoli we visited Cannakale and its Naval Museum, which features a serving replica of the minelayer *Nusret*, which sowed the mines that claimed *Ocean*, *Irresistible* and *Bouvet* on 18 March 1915.

Next stop Brussels and then by bus to Ypres (Ieper). Coincidentally, we passed through the Menin Gate almost precisely at midnight, the significance of which will not be lost on those familiar with Will Longstaff's painting in the Australian War Memorial. On the walls of the Menin Gate are inscribed the names of more than 54,000 of "the missing".

Next day, after visiting Rampart's Cemetery, inspecting Menin Gate and the In Flanders Fields Museum (in the rebuilt Cloth Hall), the party was invited to play a key role in the Last Post Ceremony at Menin Gate.

I was privileged to be asked to recite The Ode, following which our party laid the first two wreaths of the evening – one on behalf of the State Government and one for the Veterans' community. When all wreaths had been laid, the party took centre roadway and sang Advance Australia Fair. To cap off the occasion, the party was photographed with the five buglers who had performed the ceremony that evening.

We then embarked on five days of visiting the sites and sights of the Ypres salient and the Somme. The Buttes Cemetery at Polygon Wood was, for me, the most beautiful of those we visited (although Ari Burnu and Shrapnel Valley were not far behind). The cemetery is so named because it is on the site of a former rifle range. The memorial to the Australian 5th Division, in which my grandfather served, as a member of 57 Battalion, stands atop the mound.

Tyne Cot was an eye-opener; nearly 12,000 graves, but only 3,500 of them are identified. Another 35,000 of the missing

are commemorated on its walls. Ypres Reservoir Cemetery, Hill 60 and Essex Farm Cemetery followed. It was at Essex Farm, site of a Casualty Dressing Station, that Canadian Lt Col John McCrae wrote "In Flanders Fields", the day after officiating at the burial of a close friend.

The Canadian Memorial at Saint Julien, commonly referred to as "the Brooding Soldier", is an 11-metre statue of a Canadian soldier resting on arms reversed. It stands above the flat, surrounding countryside and is visible for miles.

The German cemetery at Langemark is sombre, almost depressing, with dark headstones, flat upon the ground, in contrast to the light and airy Commonwealth cemeteries, with their raised, white headstones.

At Poperinge, we saw the re-creation of the execution pole at the Town Hall (Stadhuis), at which 50 British and 20 French soldiers were executed for desertion. Within the Stadhuis, one can see the two condemned cells. In one, a hologram portrays the final minutes of a condemned prisoner before he is led out to the place of execution.

Leaving Ypres, we travelled via Armentieres to Fromelles, where we visited VC Corner, the Cobbers Memorial and the new Pheasant Wood Cemetery. Then, on to Lille Southern Cemetery, where Breanna commemorated Sister Edith Moorhouse. This was the only cemetery we visited, which contained the grave of a member of the Australian Flying Corps.

I had taken some Air Force medallions with me and with Claire, a member of 428 Squadron AAFC, placed one on the grave of Air Mechanic George Taylor from 2 Squadron.

At Vimy Ridge, the grounds of the Canadian Memorial are still honeycombed by wartime tunnels, trenches, craters and unexploded munitions and large areas are out-of-bounds to the public.

Via Bullecourt, we arrived at Amiens, our base for the exploration of the Somme battlefields. Villers-Bretonneux was our first port of call – Adelaide Cemetery, the Australian National Memorial and Victoria School and Museum. Eighteen members of the Australian Flying Corps are among the 10,000 missing recorded on the walls of the memorial at Villers-Bretonneux.

We visited the Australian Corps' Memorial at Le Hamel and on our way to Pozieres passed the field in Vaux-sur-Somme, in which The Red Baron crashed and died. At Pozieres we saw the 1st Australian Division Memorial, visited the British Cemetery, Gordon Dump Cemetery, the Windmill site and the Tank Memorial.

Thiepval is an imposing memorial, visible for miles around. It is not an attractive memorial, to my mind, but its walls bear the names of 72,191 names of the missing and in the grounds are buried 300 French and 300 Commonwealth dead, most unknown.

To the Newfoundland Memorial at Beaumont-Hamel, where, again, the original trench lines have been left undisturbed, and then back to Amiens, passing the prison which was the target for Operation Jericho in 1944. The repairs to the breach made in the southern wall by the Mosquitos of 21 Squadron RAF, 464 Squadron RAAF and 487 Squadron RNZAF on

Operation Jericho, in February 1944 are still visible, today.

And so to Paris, for a day of rest and relaxation after twelve long and action packed days that none of us will forget or regret.

Professor Bruce Scates' itinerary for the tour may have been demanding, but his knowledge and enthusiasm conveyed to us insights into details of the ANZACs' service, suffering and sacrifice that could not have been achieved by any other means.

Peter Colliver
30 May 2014



Ex – RAAF Pilot Retires after Long Flying Career

As provided to Editor by Jack Smith

After the award of an ATC Flying Scholarship in Nov 1959, Jack Smith trained to PPL standard with the Royal Aero Club of NSW, completing his training in JUN 1960. He then joined the RAAF in May 1963, graduating from 2FTS in August 1964. After extensive flying on Sabre and Mirage aircraft at Williamtown, Darwin and Butterworth, Jack achieved 2000 flying hours on Mirages in 1975. He was posted in May 1975 to his first ground job, as Command Flight Safety Officer at HQOC.



Jack (Rt) and Peter Dickens on Sabre flight line, 1965.



Jack in a Learjet cockpit, just before he retired.

Further postings on Mirages, during which time he achieved almost 2909 hours on Mirages before a posting to RAAF Staff College intervened. He then spent some time at AJWE before leaving the RAAF in 1986 to experience work in Defence marketing with Hawker de Havilland at Bankstown. Not satisfied with this role, Jack joined Lloyd Aviation Jet Charter at HMAS Albatross, Nowra in May 1988 to fly Learjets on the ADF Training Support contract. He flew with successive companies who held the contract until July 2004.

Emerging from retirement in Dec 2004, Jack flew with Raytheon Australia both in Australia and overseas before retiring, again, in Dec 2013. After 54 years of flying, his flying experience totalled 14912 hours. His favourite aircraft were the Chipmunk and the Mirage.

RAAF Dogs

On April 17 2014, Belgian Shepherd Malinois "Osha", part of the RAAF Canine Breeding Program at Amberley, gave birth to seventeen healthy puppies. The litter of eleven boys and six girls is the largest ever produced by the RAAF program.



Royal Australian Air Force Canine Breeding Manager Steve Cannon with brood bitch "Osha" and her record litter of seventeen puppies.

Photo: CPL Shannon McCarthy, 28SQN AFID -AMB

Changes to Steward Service



The Officers Mess at RAAF Base Darwin - one of many to come under the new rules.

MEAL orders will no longer be taken at the table as part of changes to steward service in officers and senior non-commissioned officer (SNCO) dining rooms, which came into effect on July 1.

Deputy Director Reform AFHQ WGCDR Richard Launder said the changes were part of a reform program to move towards a more affordable and uniform hospitality and catering model.

"The change to steward service means that in officers' and sergeants' messes stewards are no longer taking meal orders or delivering plated meals to mess patrons at dining room tables during scheduled meal sittings," he said.

"The service now consists of table set, clear and reset, where meals are selected by the member through buffet-style serving arrangements, with no orders taken at the table." Stewards will continue to set tables before, and clear them on completion of, the meal.

The changes to the standard of service for officers and sergeants messes have also resulted in a change to the costs

for individual meals and fortnightly meal charges.

There were no changes to airmen's mess standards.

Officers and SNCOs will now be charged at a rate consistent with those applied at the airmen's mess. The revised casual meal charges for all ranks and APS staff are: breakfast \$4, lunch \$6 and dinner \$6. For members paying the fortnightly meal charge the revised rate is \$148.90 a fortnight.

New Branch at AFHQ

Core functions

Directorate of Corporate and Community Relations - Air Force

- No. 28 Squadron
- Incident management, Air Force brand management, and online engagement
- Events Management
- Ministerial Liaison Office - Air Force
- Strategic Communication and Public Affairs

Deputy Chief of Staff - AFHQ

- No. 29 Squadron
- Committee Secretariat
- F111 Deseal Reseal Governance
- Heritage
- HQ Transformation Program
- Legal
- Sopers-AFHQ, including OCAF Registry
- Uniforms, Entitlements and Scaling

Directorate Air Force Improvement (AFI)

- AFI Operations, including and AFI Teams
- AFI Program Governance
- Reform Communication

AIR Force Headquarters has a new Chief of Staff (COSAFHQ) Branch, which came into effect on June 30.

Tasked with rationalising the responsibilities of the Directorate of Coordination – Air Force (DCOORD-AF), the new branch will focus on coordination, reputation management, reform, information and knowledge management, and communication responsibilities for AFHQ.

"The functions and responsibilities that resided within the DCOORD-AF have been redistributed to redress what was becoming an untenable workload for one person," COSAFHQ AIRCDRE Al Wright said.

"DCOORD has now been disbanded and the workload redistributed across two directorates: Directorate of Corporate and Community Relations – Air Force, and Deputy Chief of Staff.

"The Directorate of Air Force Improvement has been retained under the COS-AFHQ construct to enable ongoing centralised coordination of Air Force's continuous improvement journey." The creation of the COSAFHQ Branch was an initiative of the Headquarters Transformation Program, which followed a review in 2013 of AFHQ and Headquarters Air Command.

Further information on the structure and functional responsibilities, including contact details, of the directorates as well as the overall Headquarters Transformation Program is available on the COSAFHQ Branch intranet site.

Sir Jack Brabham 1926 - 2014

The motoring world was saddened to learn of the passing of three-time Formula One world champion **Sir Jack Brabham**, aged 88. Much has been written of his motor racing accomplishments, including 13 pole positions, 13 Grand Prix victories and three Formula One world championships - in 1959, 1960 and 1966. Sir Jack was the only Formula One driver to have won a championship in a car of he built himself.

Besides being an icon of motorsport, Sir Jack also had a lifelong interest in aviation and would often fly his own light aircraft to race meetings around the continent. As a young boy he had been a cadet of the **Australian Air League** before the war, and in 2002 he was a special guest the Australian Air League Review on the Gold Coast where he spoke of his love of flying.



Sir Jack Brabham with former Chief Commissioner Keith Bridge (left) and Commissioner Raymond Bell (right) at the 2002 Australian Air League Review - Gold Coast.

Photo: Australian Air League

"My first flight in an aeroplane was sitting on my Mother's lap in a Tiger Moth from a sand bank at Gunnamatta Bay near Cronulla when I was about 5 or 6 years of age. A few years later my Mother and I went with Sir Charles Kingsford Smith around Sydney Harbour in his Percival Gull only months before he disappeared. I think he was doing pleasure flights to finance his trip to England."

Sir Jack became a cadet in the Hurstville Squadron of the Australian Air League, meeting each Friday night at the local Primary School. He had set his sights on joining the Air Force as a pilot but unfortunately this wasn't to be.

"I joined the RAAF to train as a pilot when I turned 18 but it was late in the war and they had too many pilots and so did 2 years as a flight mechanic in Beaufighters and Mosquitoes at Williamtown near Newcastle."

"After the war, I started my racing career in 1947 and it was not until 1959 that I had the chance and money to learn to fly. My instruction was in a Chipmunk and after four and a half hours had my first solo flight. I then bought my first aeroplane, a Cessna 180 to fly around the Continent to race meetings."

At the time he was a guest of the Air League, he still held a pilot's license but had not flown for a number of years. He had

accumulated over 5,500 flying hours and said the highlight for him had been flying a Beechcraft Queen Air from London to Sydney in 1969.

Sir Jack Brabham is survived by his wife, Lady Margaret and his sons Geoff, Gary and David.

For further information please contact:

Australian Air League

Phone: 1800 502 175

Email: info@airleague.com.au

Air League to Descend on Canberra in October

This October will see cadets from all around Australia descend on Canberra as they take part in the Australian Air League's 80th Anniversary Review.

Beginning on Saturday 4th October, the cadets will converge on the new Gungahlin Oval on Crinigan Circle and Warwick Street, Gungahlin where they will take part in a day of competition in a spirit of fun, goodwill and comradeship. Cadets have been preparing all year and will be keenly competing to find which units, or "Squadrons" from around Australia are the champions in areas such as precision marching, physical activities, marching bands and education displays.

The day will conclude with a March Past where cadets from around Australia will parade before the Reviewing Officer, The Honourable Sir Peter Cosgrove, AK MC (Retd), Governor General of the Commonwealth of Australia followed by presentation of awards from the days competitions.

Following this, the Australian Air League will take part in Wreath Laying Ceremony on Sunday morning, 5th October at the Australian War Memorial. Cadets will form up in the Commemorative Area of the Memorial alongside the Eternal Flame, whilst the 2014 Australian Cadets of the Year will lay a wreath in the Hall of Memory at the Tomb of the Unknown Soldier.

At the conclusion of this moving Ceremony the Cadets will have the opportunity to inspect the various displays in the Memorial – the Aircraft Hall and displays in the ANZAC Hall sure to be popular with the aviation enthusiasts amongst them.





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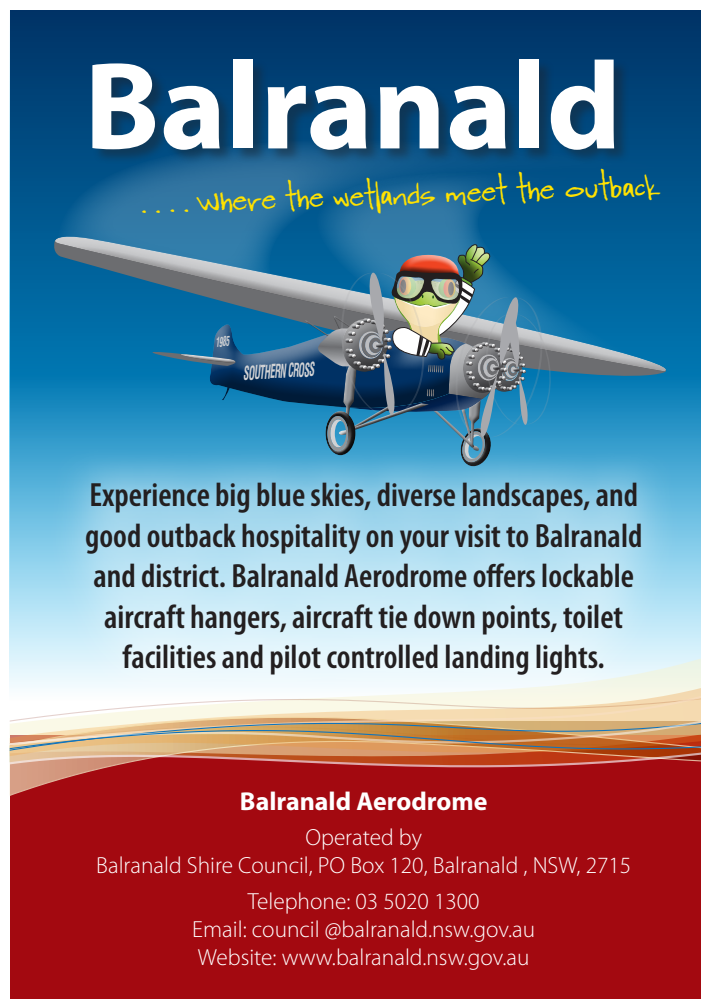


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Former RAAF Beaufort aircraft crew members 69th Commemoration

Former Beaufort bomber crew including pilots, wireless/ air gunners, navigators and ground crew and their families are preparing to celebrate and commemorate their RAAF service during WWII at the Bentleigh RSL on September 19th 2014.

Reunion spokesperson, Tony Clark, said "Beaufort aircraft and their crews were immensely important to the defence of Australia and the veterans attending are representative of those who played a critical role in the defence of Australia during WWII. These former crew members provide a unique insight into the Beaufort's contribution to Australia's wartime aviation history".

During the World War II, the Department of Aircraft Production (DAP) built 700 Beaufort aircraft at the Beaufort Division final assembly plant at Fisherman's Bend, Victoria and at Mascot, N.S.W. The construction of these aircraft was a huge undertaking employing 30,000 people, of whom 30% were women.

Beaufort aircraft served in ground and coastal reconnaissance, as anti-shipping torpedo bombers, transport aircraft and in close support to ground troops in New Guinea. These aircraft were operated by the RAAF in Nos. 1, 2, 6, 7, 8, 13, 14, 15, 32 and 100 Squadrons and a number of Operational Training Units (OTU) and Communication Units (CU).

505 personnel lost their lives serving in Beauforts during WWII and the last resting place of 53 of these deceased RAAF crew is not known.

Anyone with a connection to Beauforts is welcome to attend.

What: Reunion of WWII RAAF Beaufort aircraft air and ground crew celebrating and commemorating their service.

Where: Bentleigh RSL, 538-540 Centre Rd, Bentleigh. 3204

When: Friday 19th September 2014 11.30am to 2.30pm

Interviews: Former World War II Beaufort pilots, wireless air gunners, navigators, wartime factory personal and current RAAF officers.

Media pack: Containing background information, photographs and video available.

For more information contact

Tony Clark on 03 9817 5773
or 0417 98 0000

BEAUFORT SQUADRONS ORGANISING COMMITTEE

c/o Pam & Tony Clark

31 Belmont Ave Kew VIC 3101

Telephone 03 9817 5773

Mobile 0417 98 0000

Great Tiger Moth Air Race

The first Tiger Moth Air Race was run in 1977, in order to test the airmanship of the many pilots who took part. Since the first Tiger Moth Air Race there have been 13 air races; the last race was in 2003. The James Strong Memorial Great Tiger Moth Air Race will revive this tradition and bring pilots and machines from all over the country.

The race will run, primarily, along the East Coast of NSW on Saturday 4 Oct 14 to Camden, tracking down the coast to the Heads, up the harbor, arriving at the Bridge at 1030, and then to Camden. The return is scheduled to depart Camden at 1300, returning to Luskintyre (in the Hunter, near Greta) via Prospect, Patonga and Pelican. There will be many spectacular viewing points available along the route - the main spectacle will be at 1030 4 October when up to 50 Tiger Moth aircraft will fly over the Harbour Bridge.

This is possibly the last time so many Tiger Moths are expected to be in such a large flypast, unlikely to be seen elsewhere in the world. It promises to be a real spectacle and a great opportunity for the public witness such an event.

The Tiger Moth Air Race highlights the amazing aviation heritage of Australia. The Tiger Moth was used as an initial trainer and was the basis for initial pilot training from the 1930's to the 1950's. What was originally considered an expendable trainer expected to fly for three to four years, the Tiger has stood the test of time. A testament to a great aeroplane, a classic and a joy to those who are lucky to own, or fly, a Tiger. Still flying after 70 years.



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75th Anniversary of RAAF Flying Boat Base Rathmines

- Date:** Saturday 27th and Sunday 28th September 2014
- Time:** 10.00 am to 5.00 pm both days
- Venue:** Rathmines Community Hall (Main Hall) Stilling Street, Rathmines and surrounding grounds
- Entry Fee:** \$5 per person (Hall only) Children, 12 years and under, accompanied by an adult -free
- Refreshments:** Food and drink available throughout the day
- Entertainment:** Sassy Singers - Tribute to the Andrews Sister (Sunday)
Songs for the 70s, 80s and 90s (Sunday)
Ceddy McGrady (Saturday)
Local bands (Saturday and Sunday)
- Exhibition (Hall):** Memorabilia, photographs, static models and film clips relating to RAAF Rathmines and WW2 in Main Hall (Saturday and Sunday)

Book release - Rathmines ...revisited
- Other Activities:** Military Working Dogs (Saturday and Sunday)
41WG Air Defence Radar (Saturday and Sunday)

Marine Rescue NSW - Lake Macquarie (Sat & Sun)

Lake Macquarie Miniature Aircraft Club (Sat & Sun)

Oz Trikes (Saturday and Sunday)

All Shook Up Car Club (Sunday)

East Lake Macquarie Historical Society (Sun) and much more

Help us celebrate the 75th Anniversary of the RAAF Flying Boat Base - Rathmines and learn some of the local history, as we recognise and honour those who made the ultimate sacrifice and those who defended our shores during World War II



Rathmines during World War II

Vale - Ron Christie

Past President of the ACT Division, Wing Commander Ron Christie, passed away on 13 July 2014. He joined the RAAF in 1951 and trained as a radio technician before being commissioned in 1964 in the ENGRAD Branch. He had many postings in Australia, Vietnam and Malaysia before retiring in August 1986, a total of 35 years. Following retirement, he worked in the aerospace industry, before spending some years in the RAAF Association. Ron retired as President of ACT Division in 2003 after a number of years in the position.

His funeral was held in Canberra on 21 July 2014. In addition to his wife, Heather, and his family, many friends and former RAAF members attended. Former Presidents of ACT Division, Arthur Skimin and Lance Halvorson, attended the service as did the current President, Peter McDermott.



NSW Division Launches Reform

At the AGM in June 2014, members of the NSW Division passed a series of motions opening the way for some major reforms to improve the efficiency of the Division's operations and also creating more favourable conditions under which groups of ex-RAAF people, such as squadron or RAAF trade associations, may become part of the larger RAAF Association.

By virtue of the windfall from the sale of "The Landings", NSW Division is financially stable for the time being. Nevertheless, it has been operating at a substantial loss over the last several years. At the same time some Branches were seeking a greater proportion of capitation funding. The central plank of the reforms aimed at achieving greater efficiencies within the Division is to decentralise personnel administration by moving it to the Branches thereby reducing overheads associated with the Sydney office. Coupled with this is an initiative to reverse the capitation arrangement so that Branches will in future pay a set capitation amount to Division (and through Division to National) and retain the balance of membership subscriptions for their own operations.

The net result is, rather than members paying \$30 membership fee to Division per year, of which \$7.50 is returned to Branches in the form of capitation, Branches will set and collect membership subscriptions (to an overall maximum of \$30) and forward \$10 per financial member to Division. Of the \$10, \$8 will go to National and \$2 be retained by Division. While this may appear to be insufficient to run the Division, there is more than enough revenue generated by invested capital for the Sydney office to operate under the reduced administrative environment. In effect, membership subscriptions may be divided into two components - the RAAF Association membership component of \$10 and the remainder of the annual subscription, the Branch component, which Branches will set (between zero and \$20).

Allied with this, NSW Division is working towards establishment of an IT based support system to extend from Branches across Division to National enabling all three elements to operate on the one data base, thereby overcoming the necessity for double entries which currently plagues NSW operations. It will also result in a more transparent database that will have greater accuracy and responsiveness than the current system which relies on a mixture of limited IT data and filing cards held at the Sydney office. The vision is for the data base to be sufficiently user friendly for Branches to be able to input the necessary membership data, but able to merge with the system employed by National. Such an IT system will take some time to develop and should be done under the guidance of National Council.

On the membership front, the distribution within NSW is skewed, as is probably the case for other Divisions. About 57% of NSW members are over 80 and 80% are over 70. It is highly commendable to have retained the very senior members, many being WWII veterans; however, what is of concern is that only 7.3% of all members are under 60¹. Our future, for the next 20 years and beyond, urgently needs

addressing. Clearly there needs to be a stronger push to recruit members from within the RAAF as well as those leaving the Service. To this end a "Focus Group" program is being conducted on some major bases to learn more about what contemporary Service people view as being important, but also to create greater awareness of the RAAF Association and the services and benefits it can offer. It comes as a surprise that only a small percentage of serving people know anything about the Association.

Recruiting from within the RAAF is only part of the equation. By also welcoming other organisations of ex-RAAF people to become part of the NSW Division, as Branches, under similar terms and conditions to existing Branches, we are clearing the way for the fragmented RAAF community groups to join forces for the common good under the RAAF Association banner. Not only will this help to rebalance the age distribution within the Division, but also it will strengthen the ex-RAAF lobby in the interests of a better deal for all. Reducing cost of membership of the NSW Division to essentially \$10 means that RAAF Association subscriptions for potential new members will be at a marketable level. While containing the cost of membership is one factor, the overriding consideration is the benefits that will derive from aggregation of interested ex-RAAF people in the context of camaraderie, fellowship and forming an influential mass.

NSW Councillors are aware that attracting new Unit/Squadron Associations into the Division will be challenging. There must be a clear and unambiguous belief amongst potential new members that taking the step to become part of the RAAF Association will benefit not only the Association, but also their current organisations, and particularly themselves. However, the process by which new members can join must be aligned with the younger potential members, most of whom are computer 'savvy'. To achieve this, any online membership system must provide ready functions to join and pay online or via funds transfer and to correspond by email.

The June 2014 AGM has given the go-ahead for NSW Division to embark upon a reform program of greater significance than any other in memory, one that targets the high cost of operating the Division as well as its dwindling membership numbers. The NSW State Council has formed an implementation team to develop a strategy, in consultation with National Council and Branches that will enable changes to be made with the least amount of pain possible. The target is to have the reforms in place and operating by the end of 2015.



¹ From data held at NSW Division on 67% of membership for whom birth dates are recorded.

Defence Relocations and Housing Managers are there to assist you during your relocation

By Ken Parks, Acting Assistant Director Operations, Directorate of Relocations and Housing

Defence Support and Reform Group (DSRG) has a dedicated Defence Relocations and Housing Manager based in each region. At the local level the Defence Relocations and Housing Manager (DRHM) is the primary Defence representative with Defence Housing Australia (DHA) and Toll Transitions. DRHMs are employed to assist Defence personnel and their families by liaising with DHA, Toll Transitions and the Defence Community Organisation (DCO) in each region to make their relocation easier for them and their families. The DRHMs have considerable experience in all aspects of relocations and housing.

The ultimate aim of the DRHM is to ensure that you and your family experience high quality customer service as you undergo a removal or change to your housing situation.

The DRHM network seeks feedback from members on the complete

relocation service. This feedback is used to provide management in Defence and the service providers with information on how members feel about their removal experience but more importantly, the feedback is used to ensure that all removals and future removals are as stress-free as possible. A DRHM may visit you during an uplift or delivery to discuss and assess the standard of service being provided. In some instances the DRHM will contact you after a relocation to discuss whether the relocation met your expectations. In the past, these discussions have revealed region-wide trends or issues which have been addressed with contractors.

If you have an inquiry regarding your housing maintenance/allocation or relocation services, do not hesitate to contact your local DRHM. If you are dissatisfied with the service provided or decision made by DHA or Toll Transitions your local DRHM will assist you to address and resolve your concerns.

DRHM Location	First Name	Surname	Phone	Mobile
Adelaide	Bill	Griggs	(08) 7389 3225	0407 211 389
	Leo	Pope	(08) 7389 3226	0418 801 981
Bandiana	Lea	Gayfer	(02) 6055 2187	0439 452 291
Brisbane	Brian	Grear	(07) 3332 6975	0402 824 035
	Phyllis	Gore	(07) 3332 6992	
Cairns	Merv	Dicton	(07) 4411 7922	0408 457 468
Canberra	Anton	Pecovnic	(02) 6265 8808	0404 823 765
	Treena	Stone	(02) 6265 8809	0404 823 765
Darwin	Alan	Purude	(08) 8935 4346	0408 970 557
	James	Muir	(08) 8935 4224	0458 241 867
Hobart	Tracey	Pannell	(03) 6237 7277	0418 651 744
Hunter	Roger	Lamothe	(02) 4034 6964	0413 728 512
	Neysha	Johnston	(02) 4034 9565	0429 127 082
Liverpool	Carey	Byrne	(02) 8782 4100	0409 125 687
Nowra	Steve	Daley	(02) 4421 3855	0428 441 808
Perth	Allan	Purdue	(08) 9311 2376	0408 970 557
	Cam	Druitt	(08) 9311 2076	0408 978 979
Richmond	Sara	Sullivan	(02) 4587 2314	0408 481 880
Southern Victoria	John	Gaffney	(03) 9282 3667	0407 462 437
Sydney	Greg	Richardson	(02) 9393 2146	0420 308 387
	Carmen	Azzopardi	(02) 9377 2148	0408 972 933
Tindal	Kylie	Henderson	(08) 8973 6594	0429 780 211
Toowoomba/Ipswich	Chris	Gordon	(07) 4631 4414	0419 103 415
Townsville	Merv	Dickson	(07) 4411 7922	0408 457 468
Wagga	Lea	Gayfer	(02) 6055 2187	0439 452 291

Change to Relocation Model

Defence and Toll have developed, and will implement a new model for the sourcing of removals and associated dates for Uplift of a member's furniture and effects.

The new model is called the Whole of Relocation Cost model (WORC)

The WORC model is based on the premise that substantial savings in relocation costs can be achieved under the following circumstances:

- taking advantage of cost differences in services arising from the day the service is supplied (e.g. generally midweek hotel rates are less than a Friday);

- Sourcing quotes for services within a date range as opposed to a specific date (e.g. a relocation price for an uplift for each individual day in the date range of Monday to Friday);
- Considering all relocation costs across each day of the requested uplift week when making the procurement decision (e.g. removal, accommodation, flights and allowances); and
- Choosing the day of the week which provides the most cost effective combination of costs, unless operational considerations or extenuating personal circumstances dictate otherwise.

The WORC model was successfully trialled in South Queensland from 30 July 2013 -30 Oct 2013.

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Advocacy from Warrnambool City Council has helped secure Victorian Government support for an upgrade of the Warrnambool Regional Airport.

In June Victorian Premier Denis Napthine announced the government would contribute \$4.072 million towards the \$4.92 million project with additional support coming from Warrnambool City Council (\$750,000) and Moyne Shire (\$100,000).

The upgrade includes improvements to a grass runway and the addition of more hangars from 16 to 36.

Additional taxiing areas, hangar access roads, drainage and other services are part of the project.

The project is expected to create 20 direct jobs, 19 indirect jobs and 11 during the construction phase.

Among the companies to express interest in using Warrnambool Regional Airport is Origin Energy, which could base helicopters

in Warrnambool – instead of Gippsland - to access its drilling platform off Port Campbell.

Improvements to the grass runway, which runs north-south, will make it available all year which Air Warrnambool Chief Pilot Tony Franc said would have a positive impact on his business.

"Sealing and upgrading the runway allows us to continue our flight training and scenic flights in all weather, given that the prevailing wind at Warrnambool is a south westerly, the upgrade of the runway will improve safety and increase usage of the Warrnambool Airport," Mr Franc said.

"The upgrade for the hangar precinct and facilities will allow us to expand our already outgrown facilities and expand our classrooms, it will also allow us to expand our East Coast Evektor aircraft importing business as we will have more room to hold these aircraft."



Warrnambool City Council T: (03) 5559 4800 F: (03) 5559 4900 24 Hour: 0417 145 781
Email: wbool_city@warrnambool.vic.gov.au
Airport Service Manager / Reporting Officer Phone: (03) 5559 4970 Mobile: 0417 338 162

Battle For Australia Day 2014

Media release from the Minister for Veterans' Affairs, Senator the Hon. Michael Ronaldson, 3 SEP 14

Each year, on the first Wednesday in September, we commemorate Battle for Australia Day, marking the defeat of Japanese forces in the Battle of Milne Bay. We remember those who fought and died defending our nation during the Second World War.

This day of remembrance recognises the sacrifice of those who served on the home front in Australia, and of those who fought on land, air and sea in battles in the Coral Sea, Papua and New Guinea between 1942 and 1945.

This time of great peril for Australia is now formally commemorated on Battle for Australia Day, a day when we honour the service and sacrifice of Australian servicemen and women who took part in the defence of our homeland in 1942.

This year is especially poignant as it also marks 70 years since the Australian Army began its campaign against the Japanese on the island of Bougainville in the South Pacific. The campaign lasted from November 1944 until the Japanese surrendered in August 1945.

The Bougainville campaign was one of the largest and most difficult fought by Australian forces during the Second World War. Some 500 Australians were killed on Bougainville. Two infantrymen were awarded the Victoria Cross.

During the Second World War, Australia was defended by hundreds of thousands of servicemen and women, while Australia's civilian population provided critical support to the war effort. Battle for Australia Day is a time to reflect on this grim but significant period in Australia's history.

During the Centenary of Anzac, we mark a century of service and sacrifice, encompassing all wars, conflicts and peacekeeping operations in which Australians have been involved. The Centenary will be the most significant period of commemoration in our nation's history and the Government is committed to providing opportunities for all Australians to participate.

Battle for Australia Commemoration 2014

The 2014 Battle for Australia Commemoration was held at the Australian War Memorial (AWM) on Wednesday 3 September. The ceremony was attended by the Chief of the Defence Force, Air Chief Marshal Mark Binskin and Senator Michael Ronaldson, the Minister for Veterans' Affairs who represented the Prime Minister. The Director of the AWM, Brendan Nelson welcomed all to the ceremony and noted the presence of the PNG High Commissioner and representatives of the British and of the NZ High Commissions. A representative of the US Embassy was also present.

The theme of this year's ceremony was 'Air Battles to Australia's North'. It was therefore very fitting that the Host Officer who delivered the main commemorative address was Air Vice- Marshal Roxley McLennan (Retd). He made the observation that although the Battle of the Coral Sea was fought at sea, it was a battle between aircraft from opposing

aircraft carriers as well as involving allied aircraft flying from the mainland. He said that the ships themselves did not come within range of ship-borne guns. Similarly, the Battle of the Bismarck Sea which resulted in a stunning victory for the allies was fought by aircraft from the RAAF and the US Army Air Force, not between opposing ships.



National President of the RSL, RADM Ken Doolan (Retd) and Past National President of the RAAF Association, AVM Roxley McLennan (Retd), after laying wreaths at the Western Courtyard, Australian War Memorial. Canberra Sep 2014

Once again, a feature of the ceremony was the construction of a wreath made by school students using Australia's floral emblem, the Golden Wattle. Two of the students placed the completed wreath on top of the Inauguration Stone which records the dedication of the AWM. Colonel John Jackson, the Chair of the Battle for Australia (ACT Committee), thanked those who attended and in particular noted that the wattle wreath is a unique and central part of the national ceremony, an idea originated by Mrs Jan Usher. He thanked Jan for the original concept and for providing the sprigs of wattle from which the wreath was constructed for the recent ceremony.



Schoolgirls after laying the Schools 'wattle wreath' at the Inaugural Stone at the Western Courtyard, Australian War Memorial, Canberra Sep 2014.

Sutherland Squadrons Branch

ANZAC Day 2014 is now in the past, thank heaven. The new programme for the day was not the success we had hoped, and to make matters worse – it rained!! However, there was the biggest turnup of onlookers that I have ever experienced, even Bathurst Street, where the march fades away to the finish, was full of people, the area between the barricades and the shop windows was crowded, and most of them had no shelter from the rain, the opinions I heard from them was that the march was a great success!! – Just goes to show! – Maybe I was a little miffed at the change made to the line-up, as we Sunderlanders, who since the war have led the Air Force contingent, were confined to the rear, behind the Bombers, fighters, and other lesser Commands. However, we lodged no complaint as that is our last Anzac Day in Sydney. In the future we will spend Anzac Day in Rathmines where we now have our own hallowed area where we can be with our mates who didn't come back, and those who did and have passed on since. We now have our own beautiful area where once flying boats came and went, and we can quietly remember the past, Anzac Day will have more meaning to us.

The Memorial Wall now has 32 individual plaques on it as you can see in the photo below.



Please note the cost of a plaque is now \$250 plus a donation would be appreciated to cover ongoing costs. Applications can be made via the Secretary and take about 12 weeks from receipt of the official request to being placed on the wall at which time we send you a photo of The Plaque, The Wall and The Cenotaph.

You will be pleased to know that Harry Dews was awarded a Certificate of Appreciation at the AGM for RAAFA held in June. Our congratulations go to Harry.

Also at the AGM our Sunderland Branch was awarded the annual trophy for the greatest % increase in members for the year, well done to all of us for attracting new members. From acorns do mighty Oaks grow.

A major happening at the AGM was the vote to change our structure and give more control back to the branches and in time have every member of a branch will be a member of RAAFA as well. We will keep you informed of the details and the changes as they happen.

It is intended to arrange a visit to Rathmines in September, possibly Sunday 14th. We will keep you advised but please

put the date in your diary. Also please diarise the annual dinner to be held on Saturday 8th November.

Please find enclosed our annual membership form and we would appreciate an update to our records so we can have all the information put into a database to better handle mailings, membership etc.

Naturally we would appreciate any feedback .

A safe landing to all.

Peter and Peter.

RAAF Crews Lost in Holland

In Wings Autumn 2012, an article described how pilot Bruce Williams RAAF was killed in action on the last day of the battle of Arnhem. His Mitchell crashed near the John Frost bridge at Arnhem. Ten minutes after this crash another Mitchell was shot down; both Mitchells were from No 98 Squadron RAF, who were flying in formation with the Dutch No 320 Squadron.

Last June, the town citizens found out the exact location of the 2nd Mitchell crash; it was Hees/ Nijmegen. The Mitchell tail number was FW-211 (Y - Yankee). An RAAF member, Harold Nottle (Wop), was a crewmember of the aircraft. The towns people are still searching for his relatives. They plan to hold new ceremony at Hees/ Nijmegen on 25 Sep 14. An eyewitness of the crash, now 95, will be in attendance at the ceremony. She remembers the loss like it was yesterday.

The First ceremony can be viewed on <https://www.youtube.com/watch?v=5XTz0Q3II70> see 1.10 min. This is the FW-211; the Y of Yankee of the 98th.

Unveiling plaque 2011: <https://www.youtube.com/watch?v=z3um-7OF-s4>

Location: Petruskerk hees. Schependomlaan 85 Nijmegen.

Time: Will end at 18.20 with a last post, and a flyby of a Spitfire (from the Dutch Air Force). Timed for the moment of the crash exactly 70 years ago. The organisers are still searching for the relatives of Thomas Lennie, co-pilot of the FW-194, and Carter. See also the blog of Steve Dyke. 'He was a hero'. <http://hewasahero.wordpress.com/>

Everard Bakker
Schootvork 11
3755 WX Eemnes
Nederland



ANZ Bank makes first major ANZAC Centenary Public Fund Contribution

The Minister Assisting the Prime Minister for the Centenary of the ANZAC, Senator the Hon. Michael Ronaldson, welcomed the first \$2 million contribution from the ANZ Bank of Australia on 17 June 2014, part of their \$10 million commitment to the Centenary of ANZAC.

"The ANZ's contribution is the largest corporate donation to date and will help to support appropriate and respectful ANZAC Centenary commemorations", Senator Ronaldson said. "I welcome the commitment by the ANZ Bank toward the Centenary of ANZAC. The ANZ Bank is almost 180 years old. During the First World War, 40 per cent of its male workforce enlisted to serve, with the names of those who did not return listed on the bank's Roll of Honour at their branch on Queen Street in Melbourne", Senator Ronaldson said.

"I am expecting similar significant contributions from other large corporate donors. I will similarly release details of those contributions with appropriate and much deserved recognition." "On 12 December 2013, the Prime Minister and I officially launched the ANZAC Centenary Public Fund with Mr Lindsay Fox AC who has been tireless in his efforts to seek corporate donations to the Fund."

The ANZAC Centenary Public Fund was established primarily to receive donations from the corporate sector to donate towards ANZAC Centenary commemorations that will take place between 2014 and 2018. These commemorations will encompass all wars, conflicts and peacekeeping operations in which Australians have been involved.

Contributions to the ANZAC Centenary Public Fund will support the national programme for the ANZAC Centenary in raising awareness of our military history and those Australians who continue to serve our nation. It will do this by focusing on the key themes of education and research, commemorations, arts and culture.

ANZAC Centenary Public Fund

*Media Release by Minister for Veterans' Affairs
– 4 Sep 14*

I extend my gratitude to the Commonwealth Bank of Australia for their very generous \$2 million contribution to the ANZAC Centenary Public Fund.

The Centenary of ANZAC will mark a century of service and sacrifice, encompassing all wars, conflicts and peacekeeping operations in which Australians have been involved. It will be the most significant period of commemoration in our nation's history and the Government is committed to providing opportunities for all Australians to participate.

Money raised through the fund will provide essential support for the ANZAC Centenary programme and commemorations. It is particularly pleasing to see large corporations like the Commonwealth Bank making significant contributions to the fund.

The Commonwealth Bank has a proud history of military service and contribution to Australia's war effort during

the First World War. The Bank financed and managed the purchase of 15 merchant vessels urgently required to maintain overseas trade and supplies to our troops in Europe, floating war loans raising over £257 million in public subscriptions, and working with other Australian banks to finance primary producers who had been organised into war-time production pools.

After the War, the Commonwealth Bank was commissioned to direct and fund the building of homes under *The War Service Home Act* of 1918 to address Australia's post-war housing situation. This involved the Commonwealth Bank building close to 2,000 homes and purchasing over 5,000 houses to rent out to families in their time of need.

The Commonwealth Bank was there ready to support our servicemen and their families throughout some of Australia's darkest times, and now their generous donation will see continuous support to the community and the ANZAC legacy.

I would like to again acknowledge the significant contribution of Mr Lindsay Fox AC for all donations gifted to the Public Fund will be spent on approved ANZAC Centenary initiatives or commemorative projects across Australia.

For more information on the ANZAC Centenary Public Fund, including how to make a donation, please visit the ANZAC Centenary website www.anzaccentenary.gov.au

France Honours Australian World War II Veterans

The year 2014 marks the 70th anniversary of the Allied invasion of Normandy, a military offensive which included the D-Day landings. To commemorate this occasion, The French Republic would like to honour all eligible Australian veterans of the campaign by awarding them with the rank of Chevalier in the Legion of Honor. Paying tribute to those who served is one way France can express gratitude toward those who risked their lives defending liberty.

The French Legion of Honor is an order of distinction first established by Napoleon Bonaparte in May of 1802. It is the highest decoration bestowed in France and is divided into five categories: Chevalier (Knight), Officier (Officer), Commandeur (Commander), Grand Officier (Grand Officer) and Grand Croix (Grand Cross). The highest degree of the Order of the Legion of Honor is that of Grand Master, which is held by the sitting President of the Republic.

We ask all Australian veterans, who served in France in Allied forces or with French forces during the campaign for the liberation of France in the Second World War, and wish to be awarded the Legion of Honor to email or send us:

1. A copy of their current valid identification (such as driver license, passport). This document must contain the veteran's photo, full name, date and place of Birth as well as veteran's current nationality. Please advise if veteran's nationality during the military service was different.
2. A copy of their military record relating to the operations for liberation of France. This document must contain the rank and the unit in which Australian veteran served.

In order to facilitate administrative processes, an application Form for award proposal that can be downloaded http://www.ambafrance-au.org/IMG/pdf/Veteran_nomination_form.pdf.

Please note the following:

- The medal cannot be granted posthumously.
- The French Legion of Honor is not the same as the Normandy Commemorative medal.
- The Chevalier in the Legion of Honor may only be awarded once to any individual. Those who have already received this medal need not apply.

To inquire about eligibility for the decoration of an Australian veteran having served in France, please contact:

Ms Lisa SEGOVIA defence@ambafrance-au.org or (02) 6216 0161 Embassy of France - 6 Perth Avenue, Yarralumla. ACT 2600

DVA Claims for ADF Personnel

Current serving ADF members including Reservists who hold a purple ADF ID card will benefit from a new DVA and Defence move to reduce red tape in the claims application process.

From 1 September 2014, ADF members can use their purple ADF ID Card to prove their identity for the purposes of making a DVA claim at any OnBase Advisory Service (OBAS), DVA Veteran's Access Network (VAN) Office or one of DVA's co-located Centrelink Veterans' Information Service (VIS) offices.

Streamlining the current 100 point identity verification process, the new arrangement means that, when dealing with DVA for the first time, a current serving member will no longer have to provide documents which may not readily be at hand, such as a birth certificate or passport. This will speed up the process for accessing any entitlements from DVA.

While this streamlined arrangement has commenced, there may be exceptional circumstances where further information from a new client is required to establish proof of identity. This is one of many actions DVA is taking to reduce the time taken to process claims. More information on new proof of identity arrangements is available on the DVA website at www.dva.gov.au.

Vietnam Veterans National Commemoration

Vietnam Veterans and their families attended ceremonies across the country on Monday 18 August 2014 to mark Vietnam Veterans' Remembrance Day. A Commemoration Service was held in Canberra at the Australian Vietnam Forces National Memorial.

Three Air Force squadrons deployed to Vietnam; RAAF Transport Flight Vietnam in 1964, (renamed No 35 Squadron in 1966), No 9 Squadron in June 1966, at the same time as the formation of No 1 Australian Task Force (ATF) at Nui Dat; both squadrons operated from Vung Tau. No 2 Squadron deployed in April 1967 from RAAF Butterworth and operated at Phan Rang AB with the 35TFW of the USAF. A number of RAAF pilots also flew with USAF units as Forward Air Controllers and with USAF Phantom squadrons.

As Australians paused to honour and remember those who lost their lives, they also paid tribute to those who returned home, many of whom were injured. The physical and mental scars left by the war are still evident for many of those who served and their families



Three No 2 Squadron Vietnam Veterans, (L-R) Lance Halvorson MBE, AIRMSHL David Evans AC DSO AFC (Retd) and Jules Wills, Vietnam Veterans Association, following the wreath laying.

The President of the RAAF Association (ACT Division), AIRCDRE Peter McDermott AM CSC and Lance Halvorson, representing the RAAF Association National President, laid wreaths from the RAAF Association National Council and No 2 Squadron Association.



Wreaths from No 2 Squadron Association and the RAAF Association National Council

Veterans Information

VETERAN AND COMMUNITY **GRANTS 2014-15 FUNDING** **ROUND ONE**

NEW SOUTH WALES				
Recipient	Location	Electorate	Funding description	Amount \$
Australian National Servicemen's Association NSW Branch Incorporated	Coffs Harbour	Cowper	To purchase computer equipment for the production of a newsletter.	\$1,777
Ballina Ex-Army Association Incorporated	East Ballina	Page	To purchase computer equipment for the production of a newsletter.	\$2,636
Diggers Military Motorcycle Club	Lidcombe	Reid	To purchase new equipment to enhance the programs provided by the Motorcycle Club.	\$22,319
Harrington Crowdy Head RSL Sub-branch	Harrington	Lyne	To undertake a series of bus trips to reduce social isolation.	\$3,900
Kurri Kurri Sub-branch of The RSL of Australia NSW Branch	Kurri Kurri	Hunter	To purchase a notebook computer and digital projector to facilitate presentations for the veteran community.	\$1,700
Nambucca Heads RSL Sub-branch	Nambucca Heads	Cowper	To purchase tools and equipment for the Men's Shed to expand the programs provided to members.	\$15,750
National Service & Combined Forces Association - Nelson Bay	Nelson Bay	Paterson	To undertake a series of bus trips to reduce social isolation.	\$14,670
Rooty Hill Sub-section of the NAA Incorporated	Whalan	Chifley	To undertake a series of overnight and single-day bus trips to reduce social isolation.	\$8,950
Terrigal Wamberal RSL	Wamberal	Dobell	To purchase gardening equipment to help establish a community garden at the RSL.	\$15,000
The Link RSL Day Club	Albury	Farrer	To purchase new equipment to enhance the programs provided by the Day Club.	\$1,953
Total Grants - NSW - 10			Total \$88,655	

QUEENSLAND				
Recipient	Location	Electorate	Funding description	Amount \$
Buderim Men's Shed	Buderim	Fairfax	To purchase dust extraction equipment to facilitate activities provided by the Men's Shed.	\$8,084
Bundaberg and District Ex-Servicewomen's Association Incorporated	Bundaberg	Hinkler	To undertake a series of bus trips to reduce social isolation.	\$4,530
Hervey Bay Sub-branch Returned Services League of Australia	Pialba	Hinkler	To purchase a photocopier / scanner to expand the Sub-branch's newsletter project.	\$5,858
The Returned & Services League of Australia (Queensland Branch) Greenbank Sub-branch Incorporated	Hillcrest	Rankin	To purchase laptop computers, printers and a digital single lens reflex camera to support a series of computer and photography courses.	\$9,724
Vietnam Veteran's Association of Australia Bundaberg and District Sub-branch Incorporated	Bundaberg	Hinkler	To undertake a series of bus trips to reduce social isolation.	\$6,535
Total Grants - QLD - 5			Total \$34,731	

Veterans Information

SOUTH AUSTRALIA				
Recipient	Location	Electorate	Funding description	Amount \$
Hilton RSL Sub-branch Incorporated	Hilton	Hindmarsh	To upgrade kitchen facilities and to purchase computer equipment for the production of a newsletter.	\$18,274
Korea and South East Asia Forces Association of Australia Riverland Sub-branch	Waikerie	Barker	To undertake a series of bus trips to reduce social isolation.	\$4,565
Legacy Club of Adelaide Incorporated	Adelaide	Adelaide	To upgrade the kitchen facilities of Legacy House to enhance activities provided for the veteran community.	\$6,928
Legacy Club of Adelaide Incorporated	Adelaide	Adelaide	To purchase audio-visual equipment to enhance presentations at Legacy meetings.	\$3,900
Legacy Club of Adelaide Incorporated	Adelaide	Adelaide	To undertake a series of bus trips to reduce social isolation.	\$40,000
McLaren Vale & District RSL Sub-branch Incorporated	McLaren Vale	Mayo	To upgrade kitchen facilities and install air-conditioning for the benefit of the veteran community.	\$38,309
Mount Barker RSL Sub-branch Incorporated	Mount Barker	Mayo	To upgrade the kitchen and toilet facilities for the benefit of the veteran community.	\$58,935
Naval Association of Australia Mt Gambier and District Sub-section Incorporated	Mt Gambier	Barker	To upgrade the emergency exit of the Naval Association clubrooms to meet current Fire Safety standards.	\$5,480
Riverland Vietnam Veterans	Berri	Barker	To purchase a computer, printing and office equipment to produce a newsletter for the veteran community.	\$3,761
Riverland Vietnam Veterans	Berri	Barker	To undertake a series of bus trips to reduce social isolation.	\$9,790
RSL Marion Sub-branch Incorporated	Marion	Boothby	To upgrade the front entrance of the RSL Hall to improve disabled access.	\$13,920
RSL Waikerie Sub-branch	Waikerie	Barker	To create an outdoor function area and install noise reduction panels to enhance activities provided for the veteran community.	\$33,050
The Waikerie Men's Shed Incorporated	Waikerie	Barker	To purchase tools and equipment to enhance activities provided for the veteran community.	\$30,000
Total Grants - SA - 13			Total \$266,912	

TASMANIA				
Recipient	Location	Electorate	Funding description	Amount \$
Claremont Gardens Social Committee	Glenorchy	Denison	To purchase a bowls carpet handling unit to enhance activities provided for the veteran community.	\$924
RAAF Association Tasmanian Division Hobart Branch	Hobart	Denison	To undertake a series of bus trips to reduce social isolation.	\$3,555
RAAF Association Tasmanian Division North West Branch	Sulphur Creek	Braddon	To undertake a series of bus trips to reduce social isolation.	\$1,180
Total Grants - TAS - 3			Total \$5,659	

VICTORIA				
Recipient	Location	Electorate	Funding description	Amount \$
1066 Hastings Day Club	Hastings	Flinders	To purchase computer equipment for the production of a newsletter.	\$798
Bacchus Marsh Sub-branch RSL	Bacchus Marsh	Ballarat	To upgrade existing toilet facilities for the wellbeing of the veteran community undertake a series of bus trips to reduce social isolation.	\$25,702

Veterans Information

Benalla RSL Sub-branch	Benalla	Indi	To purchase a public address system to enhance activities provided for the veteran community.	\$3,904
Bluebird Day Club	Clayton	Chisholm	To undertake a series of bus trips to reduce social isolation.	\$5,510
Darebin RSL Over 50's Club	Preston	Batman	To undertake a series of bus trips to reduce social isolation.	\$7,590
Drumcondra Bowling Club Incorporated	Drumcondra	Corio	To construct a toilet for the disabled and upgrade existing toilet facilities for the benefit of the veteran community.	\$26,600
Essendon Legacy Widows Club	Torquay	Corangamite	To purchase computer equipment for the production of a newsletter.	\$2,048
Geelong & District Vietnam Veterans Association of Australia Incorporated	North Geelong	Corio	To purchase a marquee to enhance the activities provided for the veteran community.	\$2,307
Gippsland Gate Way Day Club	Moe	McMillan	To purchase audio-visual equipment to enhance activities provided for members and to undertake a series of bus trips to reduce social isolation.	\$5,426
Golden Wattle Day Club	Malvern East	Higgins	To purchase a device to record activities for members and to undertake a series of bus trips to reduce social isolation.	\$4,523
Islanders Day Club	Cowes	Flinders	To undertake a series of bus trips to reduce social isolation.	\$3,980
Lions Club of Mildura Incorporated	Mildura	Mallee	To purchase two defibrillators and provide cardiac response training to support activities provided to the veteran community.	\$6,269
Melton City Council	Melton	Gorton	To purchase tools and equipment for the Men's Shed to expand the programs provided to members.	\$4,780
Merri Day Club	Preston	Batman	To undertake a series of bus trips to reduce social isolation.	\$4,040
Nhill RSL Sub-branch	Nhill	Mallee	To install air-conditioning and upgrade the wiring in the Sub-branch for the wellbeing of the local veteran community.	\$9,230
Norlane RSL Sub-branch Building Patriotic Fund	Norlane	Corio	To upgrade the Sub-branch entrance for the benefit of the veteran community.	\$7,425
Red Cliffs / Irymple RSL Sub-branch	Red Cliffs	Mallee	To purchase new equipment and carpeting to enhance the programs provided by the Sub-branch.	\$9,770
Seagull Day Club	Seaford	Dunkley	To undertake a series of bus trips to reduce social isolation.	\$2,100
The Totally and Permanently Disabled Soldiers Association of Victoria – Frankston and District TPI Social Club Incorporated	Frankston South	Dunkley	To undertake a series of bus trips to reduce social isolation.	\$10,365
Vietnam Veterans Association of Australia Victorian Branch – Melton Sub-branch	Melton	Gorton	To undertake a series of bus trips to reduce social isolation.	\$7,298
Whitehorse Day Club	Box Hill	Chisholm	To undertake a series of bus trips to reduce social isolation.	\$9,999
Yarra Glen and District Men's Shed Incorporated	Yarra Glen	Casey	To purchase tools and equipment for the Men's Shed to expand the programs provided to members.	\$9,832
Total Grants - VIC - 22				Total \$169,496

WESTERN AUSTRALIA				
Recipient	Location	Electorate	Funding description	Amount \$
Australian Army Training Team Vietnam WA Incorporated	Fremantle	Fremantle	To purchase computer equipment for the production of a newsletter.	\$2,295
Legacy Fund of Perth Incorporated	Busselton	Forrest	To upgrade the kitchen facilities at the Legacy on Geographe Camp at Busselton.	\$100,000
The Returned and Services League of Australia WA Branch Incorporated Scarborough Sub-branch	Doubleview	Curtin	To purchase a public address system amplifier to enhance activities provided for the veteran community.	\$1,104
The Totally and Partially Disabled Veterans of WA Incorporated	Baldivis	Brand	To install air-conditioning in the Association's clubrooms to enhance activities provided for the veteran community.	\$13,199
Total Grants - WA - 4			Total \$116,598	

Other States and Territories : NIL		
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National Total: 57	National Total	\$682,051
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Funding Boost for States and Territories ANZAC Centenary Projects

The Minister for Veterans' Affairs and the Minister Assisting the Prime Minister for the Centenary of ANZAC, Senator the Hon. Michael Ronaldson, announced on 4th August \$4 million in funding from the ANZAC Centenary Public Fund to support the commemoration of the Centenary of ANZAC in Tasmania, the Northern Territory and South Australia.

"The Australian Government is proud to support state and territory governments, local communities and Australians across the nation through the ANZAC Centenary programme.

Through donations to the ANZAC Centenary Public Fund, we are able to provide funding for projects across the country and ensure they receive the recognition they truly deserve," Senator Ronaldson said.

"The Centenary of ANZAC will be one of Australia's most important periods of national commemoration, providing all Australians the opportunity to reflect, remember and commemorate the service and sacrifice of more than two million Australians who have served in the Australian Defence Force and those on the home front who have cared for and supported them."

Senator Ronaldson said that the Government has adopted the recommendations of the ANZAC Centenary Public Fund Board to support the following projects:

- \$300,000 to install a Flame of Remembrance at Hobart's Cenotaph. Hobart is the only state capital currently without a flame of remembrance;
- \$1.7 million to support the Albert Borella Ride in the Northern Territory. The Ride commemorates the journey of Albert Borella VC to enlist and serve in the First AIF; and
- \$2 million to begin work on the Memorial Garden Walk project in Adelaide. This funding will be contingent

upon matching contributions from the South Australian Government and the City of Adelaide. This is a \$9.7 million project of which the Commonwealth will fund up to \$5 million.

Other projects with priority funding status from the ANZAC Centenary Public Fund include:

- Redevelopment of the Shrine of Remembrance in Melbourne (up to \$22.5 million to be reimbursed to the Victorian Government);
- Redevelopment of the Hyde Park Memorial in Sydney (up to \$19.6 million);
- Redevelopment of ANZAC Square in Brisbane (\$5.9 million); and
- Fulfilment of the Commonwealth's contribution to the Memorial Walk project in South Australia (\$3 million).

Further projects to be supported by the Fund will be announced in due course and subject to available funds. The Government is continuing to scope arrangements for a travelling exhibition, in conjunction with the Australian War Memorial and the corporate sector.

"From today, the public can make contributions to the ANZAC Centenary Public Fund by visiting www.anzaccentenary.gov.au. Donations over \$2 are tax deductible and will be used to support projects associated with the Centenary of ANZAC, such as those listed above.

"The Fund will contribute to a range of significant projects associated with the ANZAC Centenary and will help leave an enduring and unifying legacy for current and future generations of Australians. All monies gifted to the Public Fund will be spent on Commonwealth Government approved ANZAC Centenary initiatives or projects in Australia.

"I would also like to thank Mr Lindsay Fox AC for his efforts to raise funds from corporate Australia for the Public Fund, and those Australian companies which have donated so far. It is at the local level where commemoration must live on,

Veterans Information

Australians young and old must ensure we never forget our brave servicemen and women,” Senator Ronaldson said.

Further information on the ANZAC Centenary Programme can be found at the ANZAC Centenary Website www.anzaccentenary.gov.au and the ANZAC Centenary Facebook page at www.facebook.com/anzaccentenary. To join the conversation use #AnzacCentenary.

Veterans' Disability Pension Budget Disaster

The National spokesman for the Alliance of Defence Service Organisations (ADSO), David Jamison, stated today that the leaders of the national veterans' organisations are bewildered by the Government's budget proposal to wind back the level of indexing the Veteran Disability Pension to the pre 2007 formula of CPI only. This proposal to apply from 2017 and which we utterly condemn is at odds with the statements made by parliamentarians from all side of politics acknowledging that CPI is simply not the right index to keep pace with the cost of living.

This proposal to exclude the Pensioner and Beneficiary Living Cost Index (PBLCI) and the Male Total Average Weekly Earnings (MTAWE) from the indexation formula for Veteran Disability Pensions, means that the incomes of our most disabled will no longer keep pace with community income standards.

Speaking on behalf of the ADSO Alliance, David Jamison said that, “while most in the ex-service community understood the Government's need to bring budget spending under control, there was no justification for this unfair proposal because after all, the Veteran Disability Pension is a long-recognised compensation entitlement not a social security payment”.

The national ex-service organizations' leadership has written to the PM asking for this proposal to be dropped and calls on all parliamentarians to reject it in the name of fairness for our disabled veterans.

Widows Pension and The Gold Card

A wish that most of us will cherish is that on our death our widow should be awarded a DVA health card for all conditions, otherwise known as the Gold Card. As Ron Usher's article in the winter edition 2014 of Wings pointed out, there are a number of categories of Gold Card (GC), one of which is for war widows. There are many ex-servicemen, and some doctors, who delude themselves into the 'comfortable' belief that a widow will receive a GC if the deceased possessed a GC and that the card will be inherited by or bequeathed to the widow. Not so!

In the majority of cases, the Gold Card is not awarded automatically, but must be applied for. Its award is not based on the merit of service of the deceased, his age or the financial status of the widow, but whether the veteran's death can be linked in any way with the conditions of service. In most cases, such a link is indirect and may be remote by many years from the dates of his service. It may even follow a veteran's death at 90 years, a fact that surprises many. There must be some causal link if the claim is to succeed.

Section 8 of the *Veterans' Entitlements Act 1986* (VEA) describes the causation provisions under which a veteran's death may be related to service. The newer *Military Rehabilitation and Compensation Act 2004* (MRCA) has similar provisions, but it uses different terminology. Under the MRCA, a service caused disease or a death related to service are simply called a service disease or service death and widows/ widowers, become “wholly dependent partners”. The comparatively few death claims under MRCA have been more straightforward in terms of finding a causal nexus. But on occasions there have been problems demonstrating financial dependency.

The widow or her representative (RAAF Assn., RSL, or more likely Legacy, Pensions Officer) will apply however, not for the GC, but for the “Widows” Pension, which, unlike the Service Pension, is not subject to a means or income test. Should the claim succeed the applicant will automatically receive the GC; the widow or representative does not have to prove the link between service and death. There is no burden or onus of proof.

The beneficial nature of Veterans' Legislation requires that the Repatriation (or MRC) Commission delegate (or Veterans' Review Board, or Administrative Appeals Tribunal, or indeed any Higher Court) must grant a Pension if such a benefit is payable under the provisions of the Act. However there are two standards of proof, the “reasonable hypothesis”, and the balance of probability standard.

For almost any disease or cause of death there are two legal Instruments or Statements of Principles, one for the reasonable hypothesis standard, and one for the balance of probabilities. The former is for operational (qualifying, war or war like etc.) service and means that a link must be found unless such a link can be disproved beyond reasonable doubt. The latter standard is for peace time or eligible war service, and is the normal civil standard of proof, and means more probable than not. Each will contain factors that are causative of the particular disease, one or more of which must refer to the conditions of service that provide the necessary link with the disease or cause of death.

In most cases, the process described above is normally how a widow will obtain her War Widow Pension and GC. Some, however, will receive them automatically, as the Commission in its benevolence, presumes that the veteran's service related conditions were of such a nature or magnitude that they would have contributed to his death. Widows of ex Prisoners of War, or of those on Special Rate of Disability Pension (TPI), Intermediate Rate or with the Extreme Disablement Adjustment will gain the Pension and GC without the need to claim.

If you belong to one of the categories just described, your death will not present the same hurdles that your widow must clear in her quest for the GC. If the above do not apply however, you should ensure that all possible medical conditions that might be service related, and might possibly shorten your life, have been claimed and accepted during your lifetime. And if they are accepted you should ensure that your doctor knows, as he is not routinely informed by the Commission. And if he does know he might remember to add that accepted condition to your Death Certificate!

That will certainly make it easier for your widow, and for her representative, when the time comes to submit the claim.

The information above relates to provisions of the *Veterans' Entitlements Act 1986* (VEA), and that provisions for widows also apply to widowers (and partners); provisions for veterans may apply also to ex-service members without operational (qualifying) service. The views expressed are personal and based on current legislation, and thus subject to change.

Robert Black

President and Pensions Officer, RAAF Association,
Mitcham, SA
Past President, Legacy Club of Adelaide.

2015 Scholarship/ Bursary Application Guide



Introduction:

The Australian Veterans' Children Assistance Trust (AVCAT) is a national independent charity administering tertiary scholarships and bursaries for children and grandchildren of ex-service men and women. AVCAT seeks to assist those selected to obtain the qualification they need to enter their chosen career. The most deserving candidates are those who are selected on merit and who without our help, would be unable to start or complete their tertiary studies without financial difficulties.

AVCAT scholarships and bursaries are funded by the Australian Government, various ex-service organisations, the general community and private donors. They share common features and general eligibility rules, with some variations. They are means tested and support full-time university, TAFE and approved colleges. Studies outside Australia are not supported.

Most scholarships are for veterans' children; some include grandchildren who are direct descendants of a veteran of the Australian armed forces ONLY. The Long Tan Bursary Scheme will consider applicants who require a second degree to complete their course of study to enable them to enter the workforce.

Masters or Doctorate will also be considered but are treated as a lower priority.

We thank the donors for their support with the following scholarships and bursaries.

Scholarships and Bursaries:

National Scholarships available include:

- Long Tan Bursary
- AVCAT Bursary
- John Gough Memorial Scholarship
- Legacy Australia Council Scholarship
- National RSL Scholarship
- Royal Australian Regiment (RAR) Foundation Scholarship
- Vietnam Veterans and Peace-Keepers/Peace-Makers Association Scholarship

State / Regional Scholarships include:

- Brisbane Water Legacy Scholarship
- Chatswood RSL Club/Sub-Branch Scholarship
- Dee Why RSL Scholarship
- Newtown RSL Sub-branch Scholarship
- NSW Nurses and Midwives Association Scholarship
- TLC Scholarship
- TLC Grant (for Disability Support)
- TPI Association (NSW) Scholarship
- Vietnam Veterans' Association of South Australia Scholarship
- War Widows Guild of Australia (NSW) Ltd Scholarship

New Veterans Website Link

The Minister for Veterans' Affairs, Senator the Hon. Michael Ronaldson has officially launched a new dedicated website for the Veterans and Veterans Families Counselling Service (VVCS) at the South Australian RSL Congress in Adelaide in July 2014.

VVCS is a free and confidential service that offers eligible veterans counselling, group programs, and after-hours crisis support 24 hours a day.

"Tackling the mental health challenges facing veterans and their families is a key pillar of the Government's plan for veterans' affairs. The Government's priority is to ensure that we have in place the mental health services and supports that are needed for veterans and their families."

"VVCS is at the frontline of mental health and wellbeing support for the Australian veteran and ex-service community. The services provided by VVCS are particularly important as they also support the families, who significantly support veterans."

The launch of a new dedicated website for VVCS builds on the Minister's recent announcements to improve access to mental health treatment, including access to counselling and support.

From 1 July 2014, former serving members who have border protection service, served in a disaster zone either in Australia or overseas, served as a submariner, were involved in training accidents resulting in serious injury or were medically discharged can access VVCS services.

VVCS services are also available to partners and their dependent children, up to the age of 26, of these newly eligible service men and women. Along with the partners, dependent children, aged up to 26, and parents of members killed in service-related incidents.

"The Government spends around \$166 million a year on meeting the mental health needs of Veterans and their families. The funding for treatment is demand driven, and it is not capped - if treatment is needed, it is funded."

"This Government is determined not to repeat the mistakes of the past. This means we need to develop a strong understanding of the issues and challenges faced by veteran and defence communities including their families, and to have a robust evidence base to inform efforts to reduce stigma around mental illness and to keep improving our services." Senator Ronaldson said.

A mobile version of the new VVCS website has also been developed to ensure that veterans and their families can access information and support details when they need to.

The new VVCS dedicated website can be accessed at: www.vvcs.gov.au



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LIA Booking and Allocation system rollout

The new Living In Accommodation (LIA) Booking and Allocation system rollout is nearing its final stages. Defence Housing Australia (DHA) has already transitioned Queensland, Northern NSW, Victoria, Northern Territory, South Australia, the Shoalhaven and Canberra to the new system. The remaining regions will transition by the end of June 2014.

Instead of booking on-base accommodation through the respective garrison service providers, DHA's Online Services will be the primary go-to place for managing the booking and allocation of all permanent, course and transit LIA requirements. Online Services is already used extensively for other housing solutions including Rent Allowance and Service Residences. The booking tool will automatically allocate rooms according to the request criteria entered and provide immediate confirmation of the room. The auto-allocation of rooms is done in accordance with the local rules defined by each base and where a room can't be allocated and confirmed, Online Services will continue to look for a room and provide confirmation when rooms become available.

Online Services will provide Defence members, Base Management staff, Course and Group booking Co-ordinators, Movement Clerks, Housing Administrators and Defence contractors with access to real-time information on LIA availability and options—regardless of their location or device they will be able to access the same, easy-to-use online tool.

LIA booking arrangements summarised:

Permanent LIA (PLIA)

- PLIA can be booked up to 12 months in advance.
- Indicating LIA on your TOLL relocation paperwork will automatically generate the request for PLIA within Online Services.
- Once a room is allocated, you will be sent confirmation of the room and contribution details and details of how to opt in for rations on arrival.
- DHA will automatically commence and cease LIA and LIM contributions as required by PACMAN.

Course, Exercises and other group bookings

- Group LIA bookings can be made up to 12 months in

advance.

- Group booking coordinators can only make bookings for their own base.
- Access to other bases can be provided with approval from the base concerned.
- The LIA Contact Centre will make bookings for people that don't have direct access to make group bookings themselves.

Transit

- Can be booked up to 3 months in advance.
- Is available for Defence business, duty and non-duty-related travel.
- If a room is not available you will be notified and advised to source alternate accommodation.
- Transit on-base accommodation related to a Defence relocation via Toll Transitions, will be requested by Toll Transitions on your behalf.

For more information go to dha.gov.au/lia



Permanent, Course and Transit Living In Accommodation

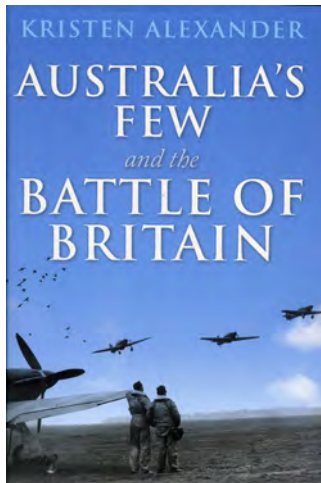
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Australia's Few and the Battle of Britain

Author: Kristen Alexander

Hard cover: 358 pages, with B&W photos

Publisher: New South

Availability: All good bookstores

RRP: \$49.99

The Battle of Britain was fought in the skies over Britain 74 years ago and is still commemorated every year in UK and participating allied countries, including Australia. It was one of the most significant battles of the World War II and is recognized for the bravery of the pilots who defeated the Luftwaffe as well as the technology of the time. Radar was in its infancy, but without it, interception of the enemy aircraft would have been much more difficult. The fighter controllers and plotters provided the directions for the fighter pilots to engage the enemy. Support on the ground was critical and ground crews worked long hours and in poor conditions to keep the aircraft serviceable. Drivers, clerks, kitchen staff and the many other support staff provided the essential services for the RAF 'system'.

Industry played a vital part in building the aircraft and repairing the battle damage. The Hurricane and the Spitfire are legendary in the annals of air combat history. Contrary to popular belief, the Spitfire did not win the Battle of Britain, but it is well known that the Hurricane could not have won the Battle without the Spitfire.

Of course, there would have been no victory without the pilots of Fighter Command.

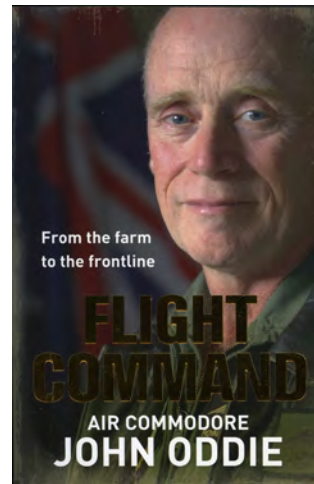
In Kristen's introduction, she discusses Sir Winston Churchill's naming of 'The Few' when he acknowledged the gratitude to all "British airmen" when he addressed the House of Commons on 20 August 1940 following the defeat of the Luftwaffe in the skies over Britain. He did not exclude the valiant airmen of Bomber and Coastal Commands, but despite this, 'The Few' came to stand collectively for the men of Fighter Command.

About 30 Australians served with RAF during the Battle of Britain. Kristen tells the story of eight Australian pilots who fought in the Battle with Fighter Command – only one of whom came home. It is a fascinating insight into the pilots lives,

their pre-war days in Australia, how they came to serve in the RAF and their aerial battles against the Luftwaffe.

A worthwhile and enlightening read.

Lance Halvorson



Flight Command

Author: John Oddie

Soft cover: 311 pages, with colour photos

Publisher: Allen and Unwin

Availability: All good bookstores

Cost: \$32.99

John Oddie's RAAF service of thirty five years flying helicopters, transport aircraft and command positions in the first Gulf War, Bougainville, Timor, Cambodia, Aceh Tsunami relief and Afghanistan has provided him with considerable military experience in operations involving personnel from Australia and Allied nations. This experience provides him with great knowledge and insight into combat air lift operations and command during war, peacekeeping and disaster relief operations in many countries. However, John says that his military experience is not unique.

In recounting his experiences, John discusses the Australian people's views on the Australian military forces and believes that general public want to show support, but do not know how to, beyond waving a flag at Anzac Day marches. He mentions the heightened tensions in some areas of Australian society and acknowledges that there are people who hate the military, based on movies they see and he mentions issues with Australian politics, especially recent views on funding in the budget for the F-35 aircraft, supposedly in lieu of more social welfare, education and hospitals. In addition, he considers there are those who pretend to preach peace, usually knowing nothing about what it takes to achieve it or who has made a sacrifice to secure it for them. He and many ADF members know they serve so that people without such commitments don't have to.

In his last chapter, *Reflections*, John writes on Leadership, Diversity, Adventure, People, Family and the Future. He says families are extremely important to ADF members. As most serving and ex-service members know, without them it would

be impossible to operate in the effective way they do and have done. It is difficult to explain to those who have not served how important this vital factor is. All ex-service members know how essential support is from wife/ partner and family.

Lance Halvorson



Australia's Secret War

Author: Hal Colebatch

Cost: \$44.95

Availability: All good bookstores

Hal Colebatch's new book, *Australia's Secret War*, tells the shocking, true, but until now, largely suppressed and hidden story of the war waged from 1939 to 1945 by a number of key Australian trade unions against their own society and against the men and women of their own country's fighting forces at the time of its gravest peril.

His conclusions are based on a broad range of sources, from letters and first-person interviews between the author and ex-servicemen to official and unofficial documents from the archives of World War II.

Between 1939 and 1945 virtually every major Australian warship, including at different times its entire force of cruisers, was targeted by strikes, go-slows and sabotage. Australian soldiers operating in New Guinea and the Pacific Islands went without food, radio equipment and munitions, and Australian warships sailed to and from combat zones without ammunition, because of strikes at home.

Almost every major Australian warship was targeted throughout the war, with little intervention from an enfeebled Prime Minister Curtin. There was the deliberate destruction by wharfies of vehicles and equipment, theft of food being loaded for soldiers, snap strikes, go-slows, demands for "danger money" for loading biscuits.

Planned rescue missions for Australian prisoners-of-war in Borneo were abandoned because wharf strikes left rescuers without heavy weapons. Officers had to restrain Australian and American troops from killing striking trade unionists.

Whatever the reasons for the defective morality of those unionists who sabotaged our war effort, the traitors have never been brought to account. This story has been largely suppressed for 70 years because Labor and the Left have successfully controlled the narrative of history. But no more, thanks to Colebatch.

From a review published in Daily Telegraph

The Decisive Campaigns of the Desert Air Force 1942-45

Australian author Bryn Evans, an RAAFA member, has donated to RAAFA ten copies of his most recent book published in March 2014 - *The Decisive Campaigns of the Desert Air Force 1942 – 1945* (Pen & Sword Books Ltd, UK, March 2014).

The book offer by Bryn, first editions and personally signed by Bryn, were a great success and the RAAF Association is happy to acknowledge receipt of \$300 from Bryn for the sale of the first ten copies. For those who missed out and still wish to purchase copies, please contact Bryn direct at:

8 Nicholson Street, Wollstonecraft, Sydney, NSW 2065, Australia

Tel 612 94381939

Mob 61 (0)428 108 081

Email: bryn.evans@ozemail.com.au

Brief summary: The Decisive Campaigns of the Desert Air Force 1942 - 1945

The North African and Italian campaigns are shown from the perspective of Allied air power, particularly the Desert Air Force, in which Australian airmen and squadrons made a significant contribution. The winning of air superiority and the ensuing air - ground support for Allied armies, made the crucial difference to bring the Allies victory, acknowledged by commanders of both sides.

Compared with the RAF's Fighter and Bomber Commands, the Desert Air Force (DAF) is far less well known, yet its achievements are spectacular. By first winning the air war, DAF then led the way in North Africa and Italy in pioneering new tactics in close Army-Air Force co-operation on the battlefield. DAF and Allied air forces gave Allied armies in North Africa and Italy a decisive cutting edge.

While the Axis forces used the many rivers and mountains of Tunisia and Italy to slow the Allies' advance, DAF was there to provide that extra mobile firepower – the artillery from the sky. They were the first multi-national air force, and the first to introduce air controllers in the front lines of the battlefield.

With first-hand accounts by veteran airmen from Britain, Australia, Canada, New Zealand, South Africa and the USA, this book reveals the decisive victories with which DAF won the air war over North Africa, the Mediterranean and Italy in 1942-45.

Defence Relocations and Housing Managers are there to assist you during your relocation

By Ken Parks, Acting Assistant Director Operations, Directorate of Relocations and Housing, Department of Defence.

Defence Support and Reform Group (DSRG) has a dedicated Defence Relocations and Housing Manager based in each region. At the local level the Defence Relocations and Housing Manager (DRHM) is the primary Defence representative with Defence Housing Australia (DHA) and Toll Transitions. DRHMs are employed to assist Defence personnel and their families by liaising with DHA, Toll Transitions and the Defence Community Organisation (DCO) in each region to make their relocation easier for them and their families. The DRHMs have considerable experience in all aspects of relocations and housing.

The DRHM network seeks feedback from members on the complete relocation service. This feedback is used to provide management in Defence and the service providers with information on how members feel about their removal experience but more importantly, the feedback is used to

ensure that all removals and future removals are as stress-free as possible. A DHRM may visit you during an uplift or delivery to discuss and assess the standard of service being provided. In some instances the DRHM will contact you after a relocation to discuss whether the relocation met your expectations. In the past, these discussions can reveal region-wide trends or issues which are then addressed with contractors.

If you have an inquiry regarding your housing maintenance/ allocation or relocation services, do not hesitate to contact your local DRHM. If you are dissatisfied with the service provided or decision made by DHA or Toll Transitions your local DRHM will assist you to address and resolve your concerns.

You can assist in ensuring a smooth relocation by submitting your paperwork early. Don't leave it to the last minute. Once your posting is issued, please contact Toll as soon as possible to start the process.

DRHM Location	First Name	Surname	Phone	Mobile
Adelaide	Bill	Griggs	(08) 7389 3225	0407 211 389
	Leo	Pope	(08) 7389 3226	0418 801 981
Bandiana	Lea	Gayfer	(02) 6055 2187	0439 452 291
Brisbane	Brian	Grear	(07) 3332 6975	0402 824 035
	Phyllis	Gore	(07) 3332 6992	
Cairns	Merv	Dicton	(07) 4411 7922	0408 457 468
Canberra	Anton	Pecovnic	(02) 6265 8808	0404 823 765
	Treena	Stone	(02) 6265 8809	0404 823 765
Darwin	James	Muir	(08) 8935 4224	0458 241 867
Hobart	Tracey	Pannell	(03) 6237 7277	0418 651 744
Hunter	Roger	Lamothe	(02) 4034 6964	0413 728 512
	Neysha	Johnston	(02) 4034 9565	0429 127 082
Liverpool	Lyn	Holding	(02) 8782 4100	0409 125 687
Nowra	Steve	Daley	(02) 4421 3855	0428 441 808
Perth	Allan	Purdue	(08) 9311 2376	0408 970 557
	Cam	Druitt	(08) 9311 2076	0408 978 979
Richmond	Sara	Sullivan	(02) 4587 2314	0408 481 880
Southern Victoria	John	Gaffney	(03) 9282 3667	0407 462 437
Sydney	Greg	Richardson	(02) 9393 2146	0420 308 387
	Carmen	Azzopardi	(02) 9377 2148	0408 972 933
Tindal	Kylie	Henderson	(08) 8973 6594	0429 780 211
Toowoomba/Ipswich	Chris	Gordon	(07) 4631 4414	0419 103 415
Townsville	Merv	Dickson	(07) 4411 7922	0408 457 468
Wagga	Lea	Gayfer	(02) 6055 2187	0439 452 291

Thinking of leaving the military?

Defence has launched a new manual that brings together all you need to know about leaving Defence, including planning and preparation, administration requirements, and support services for you and your family.

Eventually there comes a time when you start to think about life out of uniform, whether it be a permanent separation or a shift to Reserve service. Either way, planning makes the move smoother and simpler for both you and your family.

The ADF Transition Manual is a single document that describes all the policy and administrative requirements associated with your transition to civilian life or the Reserves.

Tracie Stevens, who runs Defence Community Organisation's transition support services, says it's important to start planning your transition early.

"Policies associated with separating from Defence are contained in a range of instructions, manuals and documents," she explains. "The ADF Transition Manual brings all this information into one place, effectively streamlining the process for transitioning members."

"We're pleased to launch this new manual, as it means members and their families can now plan their transition early, know their administration responsibilities, and find out what support services they can access."

Developed in close collaboration with the three Services,

Month	Date	Location
March	4 - 5	Canberra
	12 - 13	Sydney
April	8 - 9	Brisbane
	29 - 30	Adelaide
May	6 - 7	Townsville
	13 - 14	Darwin
	21 - 22	Melbourne
June	4 - 5	Perth
	11 - 12	Wagga
	18 - 19	Newcastle
July	1 - 2	Brisbane
	16 - 17	Sydney
	22 - 23	Cairns
August	5 - 6	Shoalhaven
	12 - 13	Hobart
September	17 - 18	Adelaide
	24 - 25	Darwin
October	1 - 2	Canberra
	14 - 15	Melbourne
	21 - 22	Townsville
	28 - 29	Brisbane
November	12 - 13	Liverpool
	18 - 19	Perth



the Manual provides an easy to follow process to help you access entitlements and conduct administration processes correctly.

You and your family can also talk to advisory staff at our ADF Transition Centres or attend an ADF Transition Seminar at any stage in your career, not only when planning an imminent separation.

ADF Transition Centres are located on or near military establishments and staff can provide referrals, help you with administration, and can provide information about training and employment.

ADF Transition Seminars are held throughout the year and are for military personnel and their families to get information, advice, and resources to help them plan their transition to civilian life.

"To start planning your transition, get your hands on the new ADF Transition Manual. Then, speak to your unit staff early and request an appointment with your local ADF Transition Centre," says Tracie.

"The Manual is available for download from the defence intranet. You can also visit the transitions website, call the Defence Family Helpline anytime, contact your local ADF Transition Centre, or talk to your unit staff about the pros and cons of leaving Defence and the support available if you do."

Transitions intranet site (DRN only)
www.defence.gov.au/transitions
 1800 624 608 Defence Family Helpline