



Wings

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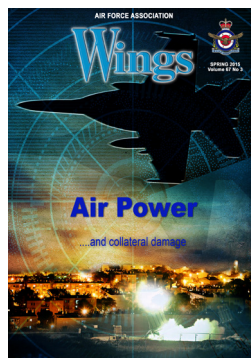
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COVER

Air Power and Collateral Damage



For many years after World War II, planning for air delivered weapons used complicated calculations involving single shot probability (SSP) and weapons circular error probable (CEP) to determine the aircraft required to damage a target and achieve a 'fire power kill'. Even then, there was only a 50% chance of hitting the target and many weapons fell so far from the target, that while the target incurred no damage, collateral damage to civilians and other structures resulted. The development and employment of precision guided munitions (PGM) reduced this markedly. In Vietnam, and more recently, Iraq, Kosovo and Libya, PGMs were used which achieved very high accuracy. Despite PGMs and the technological advances, war is ultimately high risk - humans design and build the aircraft, fly and maintain the aircraft and its weapons systems and provide the intelligence and target analysis. Most importantly, the weather and the high threat environments can result in errors in weapon delivery and incorrect judgments.

Cover: Phil Crowther. Photos: RAAF

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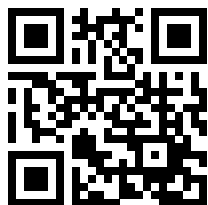
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President's Message

Going to Glenside

In what is a good insight into life in the South East of this country, consider the following exchanges as people meet for the first time in three different cities. In Sydney the question is asked; 'What line of business are you in?' In Melbourne the approach is; 'What School did you go to?'. In Adelaide the question is even more revealing; 'What was your grand-mother's maiden name?' Yes parochialism is alive and thrives in Colonel Light's city.

So it is with some risk that my article for this edition of the Air Force Association's national journal *Wings* paints a picture of an issue that is South Australian centric. Not so for the pictures canvass though - Post Traumatic Stress Disorder or PTSD –which warrants the most widespread attention.

Part of Australia's national identity is formed around the courage and sacrifice of those who have served our nation in times of conflict. The issue of unseen wounds and mental health consequences has been less clear.

A look at the World War I records of my wife's grandfather is instructive in this regard. He was a medic on the Western Front and gassed three times. The medical assessment annotation on his record of movement to Salisbury Plains Hospital in the United Kingdom simply reads 'Sick'. Years later I would have the rare opportunity to talk with him about those times and his medical condition while we shared a couple of drams (see post script below) of good malt whisky.

He had understood all too well that the term 'sick' referred to shell shock. But did it mean an organic injury from blast force? Or neurasthenia, a psychiatric disorder inflicted by the terrors of modern warfare? Unhappily, the single term 'shell shock' encompassed both conditions. From early in the 20th century, the assault of industrial technology upon age-old sensibilities had given rise to a variety of nervous afflictions. As the war dragged on, medical opinion increasingly came to reflect recent advances in psychiatry, and the majority of 'shell shock' cases were perceived as emotional collapse in the face of the unprecedented and hardly imaginable horrors of trench warfare.

By 1917, the time my wife's grandfather was being medically assessed, medical officers were instructed to avoid the term 'shell shock', and to designate probable cases as 'Not Yet Diagnosed (Nervous)'. Processed to a psychiatric unit, the soldier was assessed by a specialist as either 'shell shock (wound)' or 'shell shock (sick)', the latter diagnosis being given if the soldier had not been close to an explosion.

Less than thirty years later the situation as to the recognition and handling of the mental health of combatants had gone backwards. The Bomber Offensive of World War II brought its own horrors as witnessed in John Bede Cusack's under rated book *They Hosed Them Out*. Yet airmen who developed 'shell shock like' mental conditions were described as having LMF, or Lack of Moral Fibre, a punitive term that brought widespread approbation.

Over recent decades both the nature of our service community and our awareness and understanding of the effects of service-related mental health conditions have

changed. In addition, new demographics, such as younger contemporary veterans, female veterans and an ageing World War II, Korean War and Vietnam War cohort bring new health care challenges.

The Repatriation General Hospital (RGH) in Adelaide is the last Repatriation Hospital as such in Australia. This follows the decision taken more than twenty years ago by the Commonwealth to hand over responsibility for running repatriation hospitals to the States which saw only South Australia maintain a dedicated and identifiable capability for veteran health support.

The RGH occupies a special place in the hearts and minds of South Australians. It was built for soldiers returning from the Second World War to provide support and rehabilitation for physical and mental injuries of war. I have vivid memories of my own visits as a child to the RGH to see my father or even more poignantly to talk with the fathers of my friends who had been held Prisoners of War by the Japanese. They were particularly scarred and none were destined to live long.

Current veterans continue to require ongoing long-term medical care for mental health issues arising from their service. Many veterans from current and previous conflicts present with complex psychological problems including PTSD, depression, anxiety, anger, aggression, substance abuse, suicidality and relationship issues.

Ward 17 is a designated veteran mental health facility that has been located at the RGH site for over 50 years. It provides services to veterans and ex-serving members, war widows and ADF personnel over the age of 18 years. Services provided at Ward 17 include, but are not limited to, inpatient care, outpatient clinics, ambulatory programs such as counselling services and day programs and a research and teaching program.

Over its 50 year history, Ward 17 and its staff have developed considerable expertise and empathy in the management of veteran mental health disorders. Close relationships with the veteran community have enabled a deep trust and understanding of veteran experiences and military culture, which underpins the efficacy of the service. Existing services currently provided at the Repatriation General Hospital's Ward 17 are housed in buildings that are unsuitable for a leading service and do not meet the needs of contemporary mental health management.

Under the SA Government's Transforming Health Plan announced in March 2015, many of the current services at the RGH site will move to more appropriate locations. This has implications for the ongoing services provided by Ward 17; specifically the ongoing treatment of veteran mental health consumers within SA Health and the Plan included a new purpose built \$15 million Post-Traumatic Stress Disorder Centre for Excellence to provide high-quality facilities to match Ward 17's reputation as a leader in the delivery of mental health care to our veteran and service community.

An Expert Advisory Panel was established at this time to provide advice to the South Australian Minister for Health on current and future veterans mental health needs, the

model of care for PTSD services for the veteran community of South Australia, potential location for the Centre of Excellence and links to broader services for the Veteran community. Membership of the Expert Panel provided a broad experience base, bringing together clinical experts (including academics, allied health professionals and lead clinicians), experienced Veteran representatives (across a range of deployments including Vietnam, Peacekeeping, Middle East and contemporary operations), consumers, carers and senior Department of Health and Ageing staff.

It is the context and rationale of the Expert Panel's consideration that gives rise to the national value of this state based exercise. Given the emotional links to the RGH it was always going to be the case that the proposed site for the new PTSD Centre of Excellence would attract close public attention. The Panel considered each of the eight possible sites but only one – the Glenside Health Service precinct - was considered to offer both the necessary clinical and non- clinical co-dependencies.

Specifically in terms of clinical co-dependencies Glenside is an existing SA Health site, support to inpatient and outpatient care can be met and specialised electro convulsive therapy services exist, along with on site (inpatient and outpatient) drug and alcohol services. For non-clinical co-dependencies Glenside offers a centralised location for access for patients, families and workforce, it has easy access to the city, good public transport, cycle paths, there is available space for car parking and the level of amenity is high with gardens, well established trees, football fields, open space and gym facilities. In addition there are over 20 on site supported accommodation units (NGO supported) and a flexible footprint with access to land and buildings that enables creation of a purpose built, multi- use facility. Moreover, it is a low stimulus site with a high level of privacy and separate access can be made to reduce the contemporary and historical stigma associated with the main entry to the site. The fact that the site had served as an in your face detention centre for the mentally ill for decades is not lost on the local population.

The roll out of this PTSD Centre of Excellence at Glenside will be worth following. The rationale behind the arguments and recommendations of the Expert Panel are compelling and offer insights into the complexities of providing mental health services to veterans and their families. The challenge will be to set up governance, management and clinical arrangements that at all times go the interests of the Veteran Community in its broadest sense. In this modern world of ever present fiscal rectitude we should never underestimate this challenge.

Brent Espeland
National President
Australian Flying Corps and Royal Australian Air Force Association

Post Script: I could not sign off without asking and answering the question of what is a dram or indeed a wee dram of Whisky? In typical Scottish fashion it is defined as 'that measure that gives comfort to both the host and the guest'. A delightful observation.

The Trojan Horse

Classical Mythology: The Trojan Horse

- a gigantic hollow wooden horse, left by the Greeks on their pretended abandonment of the siege of Troy. The Trojans took it into Troy and at night Greek soldiers concealed in the horse opened the gates to the Greek Army and they conquered the city.

Cassandra -was the prophet of disaster who warned the Trojans against accepting the wooden horse as a gift from the Greeks.

In more recent years, the mythology has been used with different words - *beware of Greeks bearing gifts*. The metaphor applies to many situations today, but means much the same.



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Air Power and Collateral Damage

'...we use military force in order to achieve a military objective and minimise civilian casualties. If we are deciding not to hit a legitimate target because there may be a civilian casualty, now we have turned that on its head.'

Rep. Martha McSally, Retired USAF Colonel and A-10 Squadron Commander

Air forces of western nations have been involved in carrying out airstrikes in the Middle East for more than a decade. Starting from the US-led invasion of Iraq in 2003, air power has been used in myriad ways by the intervening forces, predominantly in the intelligence, surveillance and reconnaissance (ISR) and strike roles. Air forces have also utilised the inherent mobility of air power to position and support ground forces and, more recently, to provide humanitarian assistance to people who have been isolated by insurgent action. The operating air environment has so far been benign with the adversaries possessing only rudimentary air defence capabilities, thereby negating the need to mount a dedicated air superiority campaign.

The use of uninhabited aerial vehicles that carry out the dual roles of ISR and opportunistic aerial strikes have enhanced the effectiveness of air power. This is particularly so for focused attacks on enemy leadership, who are only vulnerable for targeting at fleeting opportunities. While the success of such strikes is undeniable, their impact on the overall

insurgency is a matter of intense debate in both academic and operational circles. Another aspect that has been contentious is the question of collateral damage—particularly civilian casualties—that is unavoidable in the application of lethal force when prosecuting a legitimate target.

There are two intangible factors that must be considered in any discussion of collateral damage caused by air strikes. First, there has to be an acceptance that even with the most stringent rules of engagement (ROE), 'zero' collateral damage can never be assured. Second, in modern warfare the application of lethal force from the air is the most effective way to minimise collateral damage. In popular belief, air strikes are considered to be more prone to excessive destruction, perhaps because of the widespread destruction that accompanied the bomber offensive in Europe during World War II in which entire cities were obliterated.

Air power has travelled a long way since then. Modern air power is capable of neutralising even a very small target with



Two F/A-18F Super Hornets 'rolling in' on a target in Iraq. Photo: RAAF



Two F/A-18A Hornet aircraft, releasing flares in Iraq
Photo: SGT Pete 28SQN AFID-EDN RAAF

precision, discrimination and proportionality. With timely and accurate intelligence, air power can and does carry out strikes with almost no collateral damage. This is a prime reason why air power has become Government's weapon of choice, when punitive action is being contemplated. Technological advances have made air power the most effective mode for the delivery of measured lethal force.

The question of collateral damage however does not end with the assertion that it has been minimised to 'acceptable' levels. A minimum level of unintended collateral damage may be tolerable in state-on-state conflicts in which the antagonists tend to operate within a broad spread of the Law of Armed Conflict (LOAC). This could also be because of the relative ease with which combatants and non-combatants can be differentiated in a conventional conflict.

Since the conclusion of the 2003 Gulf War, there has not been a single conventional conflict that has been fought—all wars have been irregular in their *modus operandi*.

There are two unique features of irregular wars that constrain the uninhibited use of air power. First, the fighting force of the irregular force is difficult to identify from the normal civilian population. Further, the insurgent combatants tend to use this diffusion to their advantage by functioning within the populated areas and being embedded within the general population. Second, while the insurgents do not adhere to any norms regarding LOAC, they are the first ones to complain when regular military forces make genuine mistakes in the application of force. They are also very adept at using social media to highlight any such shortcomings. The question of collateral damage, particularly 'civilian' casualties, falls within this broad ambit.

The political repercussions of unintended civilian casualties, notwithstanding the impossibility of distinguishing irregular combatants and civilians, have become a challenge for air forces to overcome. Recently the US and other coalition air forces have stated that they are aiming for 'zero' civilian casualties in carrying out air strikes against the Islamic State (IS) in Iraq and Syria. Since it is impossible to be absolutely certain regarding the identity of a targeted individual, the

coalition air forces have started to refrain from proceeding with the mission if there are chances of even one civilian casualty.

What this constraint means to the prosecution of an effective air campaign is that sudden developments on the ground can often force the cancellation of a strike, which could have been of enormous importance to achieving overall objectives. In the case of the current operations in Iraq and Syria against IS, this further degrades the effectiveness of the air campaign since the coalition is already constrained by not having their own troops on the ground which in turn means that there is no support in terms of 'spotters' on the ground to identify targets. The emphasis on 'zero' casualties has made the air campaign less effectual, with some estimates stating that as much as 75 per cent of combat missions are returning without dropping any weapons.

Avoiding civilian casualties is a desirable, noble and humanitarian concept. However, by not neutralising a legitimate target for fear of civilian casualties in a war zone, especially in the current context of the war against IS, they may be able to continue to commit extreme atrocities. The world at large must be made aware that 'zero' collateral damage and casualty campaigns are unachievable in practice and also that this level of accountability is not required under the LOAC. Laws governing the application of lethal force by the military require that all 'reasonable' measures be taken to avoid collateral damage and civilian casualties. However, Coalition air planners are cognisant of the fact that civilian casualties are antithesis to the need to win over the local population in counter-insurgency operations.

Accordingly, a very delicate balance is maintained between attempts to neutralise high-value targets and the need to minimise collateral damage and ensure, if possible, zero civilian casualties.

How an air campaign is conducted against an insurgent force that is mixing with the civilian population that it has infiltrated, will have direct and profound influence on the way in which the coalition nations are viewed by the civilian inhabitants of the region. The success of air power in combating irregular forces operating completely outside the norms and laws that govern conventional warfare, will depend on its ability to deliver precise, discriminatory and proportional air attacks while ensuring limited collateral damage and minimal civilian casualties.

Key Points

- The use of uninhabited combat aerial vehicles (UCAVs) to carry out opportunistic, precise air strikes has increased the effectiveness of air power.
- Unintended collateral damage and civilian casualties in the lethal application of military power have become politically unacceptable,
- Air forces are altering their concepts and tactics to ensure that air strikes do not create civilian casualties, moving closer to a 'zero' casualty *modus operandi*.

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First Growler EA-18G for the RAAF

Boeing rolled out the first EA-18 Growler airborne electronic attack aircraft for the Royal Australian Air Force (RAAF) in a ceremony at its St. Louis facility on July 29. The aircraft is the first of 12 for Australia under an AUS \$3 billion (US \$2.2 billion) acquisition program and is the 116th Growler to be delivered by Boeing. Resplendent in the markings of the RAAF's No 6 Squadron, the aircraft performed its first flight on July 13. The second Australian aircraft is due to be delivered in August.

Accepting the first aircraft on behalf of the Royal Australian Air Force, the recently retired Chief of Air Force, Air Marshal Geoff Brown, said that lessons had been learned from US Navy's Growler operations in Libya. As a result, Australia's Growlers will be equipped with the Raytheon ASQ-228 ATFLIR targeting pod, which can be cued by the aircraft's on-board sensors to designate ground targets. An additional air-to-air weapon, the Raytheon AIM-9X missile, will also be unique to the Australian aircraft.



"It is an extremely important milestone in the development of RAAF, the ability to shut down surface to air missiles or other electronic emissions across the battlespace is a truly unique capability," Air Marshal Brown said. "I predict it will have one of the biggest strategic effects on the RAAF since the introduction of the F-111 in the 1970's. With the Growler capability we really have a full-spectrum force. In many respects it's the final piece of the jigsaw puzzle for us."

The first two aircraft will initially be used to certify Australian-specific software with the US Navy at Patuxent River, Maryland and China Lake, California. Some Australian crews have already completed Growler training with VAQ-



129 at Whidbey Island, Washington, and are currently flying operationally with the US Navy's three expeditionary Growler squadrons. Deliveries to Australia will begin in 2017 and Initial Operational Capability will follow in 2018.

Unless it wins further orders, Boeing's F/A-18 and EA-18G program manager, Dan Gillian, said that the Super Hornet/ Growler production line will close at the end of 2017 and is currently reducing the build rate from four aircraft to two per month.

He said the company was negotiating a contract with the US Navy for 15 additional EA-18Gs added in the FY15 budget and 15 Super Hornets in the FY16 budget

Defense News

Change of Command Ceremony

Air Marshal Leo Davies AO CSC was sworn in as Chief of Air Force at a change of command ceremony on 3 July 2015 at Russell Offices, Canberra. The ceremony was held to recognise the contribution of the outgoing CAF, Air Marshal Geoff Brown AO, since his appointment in July 2011 and to welcome the incoming CAF to his new appointment.



AIRMSHL Leo Davies AO CSC with outgoing CAF, AIRMSHL Geoff Brown AO, after the change of command ceremony.

Photo RAAF

Australian Air Task Group Achieves Major Milestones

The Australian Air Task Group's air combat operations against Daesh continue to deliver precise and effective attacks, with more than 400 weapons employed against targets to degrade Daesh capability and to support Iraqi Security Forces. This milestone was achieved with a combination of F/A-18A Hornets and F/A-18F Super Hornets flying a total of some 5000 hours, the E-7A Wedgetail completing 100 operational sorties, and the KC30A air-to-air refuelling team delivering 25 million pounds of fuel to Australian and Coalition aircraft.



A 1SQN F/A-18F Super Hornet and a 75SQN F/A-18A Hornet inflight over Iraq. Photo: SGT Shane Gidall 28SQN AFID RAAF

The then Chief of Air Force, Air Marshal Geoff Brown, said on 30 June 2015 that achieving these milestones represented both the hard work of deployed personnel and the quality of the equipment they operate. "Air Task Group milestones will continue to be achieved and they are testament to the dedication and commitment of our personnel," AIRMSHL Brown said. "Royal Australian Air Force aircraft are providing command and control, fuel, and precision strike effects that are empowering the Iraqi Army and ultimately enabling the Iraqi people to reclaim their country back from Daesh."

AIRMSHL Brown said the milestones achieved by the KC-30A Multi-Role Tanker Transport, E-7A Wedgetail, and F/A-18A Hornets were significant. "To provide some perspective to the enormity of the fuel volume that the KC-30A has offloaded, 25 million pounds equates to some 14 million litres of fuel. That is a complete refuel for more than 1500 F/A-18A Hornets, achieved over Iraq by a single RAAF KC-30A aircraft," he said.

"The E-7A Wedgetail routinely controls more than 60 aircraft in the battle space during a single mission, and when multiplied by 100 sorties it makes for a huge number of aircraft being controlled by the Australian command and control platform throughout the Operation.

"While the E-7A performs multiple functions, the singular goal of the strike aircraft is to destroy and degrade Daesh will and capacity to fight. "With more than 400 precision weapons released by Australian Strike aircraft onto Daesh targets, since Operation OKRA began, we are giving the Iraqi forces the best possible support against Daesh."

Operation OKRA is the Australian Defence Force's contribution to the international effort to combat the Daesh terrorist threat in Iraq. Australia's contribution is being closely coordinated with the Iraqi government, Gulf nations and a broad coalition of international partners



An avionics technician checks the cockpit of an F/A-18A Hornet aircraft on the flight line in the Middle East.

Photo: SGT Shane Gidall 28SQN AFID RAAF

C-27J Spartan Enters RAAF Service

The first C-27J Spartan for the RAAF departed Townsville for its new base at RAAF Base Richmond on 25 June 2015. The aircraft is the first of ten to enter the RAAF with No 35 Squadron and will be used in the tactical airlift role to deliver payloads and troops/personnel to airfields too short or unsuitable for the larger RAAF transport aircraft.



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Battle Of Britain – The Movie

The 75TH Anniversary of the Battle of Britain on Tuesday 15th September will be commemorated across the nation and the British Commonwealth with ceremonies at war memorials and with fly-pasts. No doubt a television channel will once more programme a repeat of the film, *Battle of Britain*. RAAFA Victorian Division has arranged for a screening of the film at the Sun Theatre, Yarraville at 12.30 pm on Thursday 17th and Sunday 20th September. It could well be the last time the battle is commemorated as memories of it and its participants faded into history.

I can remember, as an aeroplane-obsessed lad of sixteen, the jubilation at hearing on the BBC news broadcast that on that day in 1940 the RAF fighters had accounted for 185 (or was it 186?) German aircraft over southern England. This figure proved to be wildly optimistic as official records later revealed that the Luftwaffe lost 58 aircraft as against 31 for the Royal Air Force. It was the turning point in mastery of the English skies and two days later the German High Command announced that *Operation Sealion*, the proposed invasion of southern England, had been postponed indefinitely but the battle went on for a few more weeks. The final tally when it ended on 31st October was RAF losses of 186 against 379 aircraft by the Luftwaffe. The 'few' had triumphed over the many.

Twenty eight years later I stood on the tarmac of one of the main RAF fighter stations of the battle, Duxford, with my wife and two small children watching Spitfires, Messerschmitts (Me 109s) and Heinkel bombers run up and then scramble for the shooting of an aerial sequence in making the film, *Battle of Britain*. I was on a two year exchange posting at the RAF School of Education at nearby RAF Upwood when in June 1968 I heard a fleet of aircraft fly overhead in the ever-present ground haze, with a distinctive uneven engine beat. RAF colleagues told me that the aircraft were based at Duxford for the filming. A few days later, not wishing to miss the rare opportunity to see one of my boyhood dreams come to life, we drove to Duxford. At the main gate a security guard barred our entry to the closed film set. When I told him that we had come 12,000 miles to see these aircraft he relented and told us that if we were challenged to say that we were the guests of the Australian doctor providing medical services.

The next three hours were worth every mile of that journey as we watched the entire fleet of WWII aircraft take off led by the photographic platform, a converted B25 North American Mitchell bomber. Before that we walked unhindered along the opposing flight lines where long-haired, scruffy Spanish Air Force pilots of the Me109s and Heinkels lounged in deck chairs outside a makeshift flight office, a far cry from the dashing tally-ho boys of RAF Fighter Command. I wished that I had an 8mm movie camera but had to be content with 35mm colour film which I soon ran out of.

Our children, bored once the aircraft had taken off, played 'chasings' through the slit trenches and over bomb craters where in the background an original WWI hangar had been blown up in an earlier sequence to represent a Luftwaffe

attack. The bombing of Duxford was one of the most memorable scenes in the film. I would not have been surprised to see the delectable Susannah York, who played the role of one of the most glamorous WAAF 'madams' ever to wear the uniform, dash across the tarmac into the arms of Michael Caine or was it Kenneth More?

The assembly of such an array of WWII aircraft for the film was a three year task and is a story in itself. That it was achieved at all was due to the efforts of retired RAF Group Captain Hamish Mahaddie. He scoured the world seeking out suitable numbers of British and German aircraft, finding the pilots qualified to fly them (eventually RAF Qualified Flying Instructors flew the Hurricanes and Spitfires) as well as raising money for the film and surveying former Battle of Britain airfields which would provide the essential authenticity. Duxford proved ideal requiring minimum modifications to represent it as it looked in 1940.

Eventually he had collected a full squadron of twelve flyable Spitfires from various sources in the UK: The Battle of Britain Flight, private collectors and even gate guardians. Some required considerable work to make them serviceable while others of later marks had to be modified by RAF technicians to look like early 1940 marks. Mahaddie rounded up six Hurricanes, the dominant fighter in the battle, of which only three were airworthy. Pinewood Film Studios made replicas of both fighters which could be taxied while others were destroyed in the air raids.



Heinkel 111

Finding Messerschmitts and Heinkels to represent the Luftwaffe was a much more difficult proposition. Acting on a tip-off he flew to Spain where he found that nearly thirty years after the battle the Spaniards were still flying RR Merlin-engined Heinkel 111s (CASA 2111s). As the Spanish Air Force was still using them as transports and target-towing tugs he negotiated with the government to 'borrow' them providing that he met the cost of repainting them in Luftwaffe colour schemes and back to Spanish after the filming!

Unfortunately the Spanish Messerschmitt 109s (Hispano-Suiza RR-engined HA 1112 Buchons) he needed to fly beside the Heinkels had been retired and only eight were serviceable. After some more discreet inquiries he found a cache of twenty-seven dismantled Me109s of which eighteen were

made serviceable while the rest would be used for taxiing and static duties. (After the filming the Buchons were bought by a collector and shipped to Texas where they remain in storage)

In mid-May 1968 the Spanish 'Luftwaffe', comprising seventeen Messerschmitts and two Heinkels arrived in the UK and filming began. Against all odds Mahaddie had assembled his fleet. Some 5,000 flying hours were clocked up for the aerial sequences of which only forty minutes made it into the final film.

We were at Duxford for just three but what memorable hours they were.

Les Sullivan, RAAFA

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Service Recognised - After 47 Years

After numerous requests and a long wait of 47 years, GPCAPT Arthur Skimin (Retd) received four medals he was missing, clasps to his Defence Force Service Medal and his Active Service Badge from outgoing CAF AIRMSHL Geoff Brown on 23 June 23. Arthur had served in Thailand with the USAF F-111 Combat Lancer Operation in Thailand and Vietnam, when F-111s were deployed to Takhli Air Base, Thailand in March 1968.

GPCAPT Skimin was an engineer officer and part of the RAAF 'team' to observe flying and maintenance activities during the operational deployment of the USAF F-111As. RAAF air and ground crews were already in USA training on the F-111A before its introduction into the RAAF and technical 'observations' could be beneficial to the RAAF's future F-111C operations. Although the USAF experience presented some unique challenges, GPCAPT Skimin said, 'there was much we learnt from the USAF crews that we brought back to RAAF Base Amberley'



AIRMSHL Geoff Brown and GPCAPT Arthur Skimin (Retd) after receiving his medals, 23 June 2015. Photo: RAAF

Towards the end of his time at Takhli AB, when he was the remaining RAAF man there, Arthur faced a few difficulties in gaining admin and financial support from the RAAF at Ubon; they were withdrawn in 1968, without advising one of their



CAF, AIRMSHL Geoff Brown, GPCAPT Arthur Skimin, grandson Jayden, Francesca Day and LCDR Danica Ellicott in CAF Office, 23 June 2015. Photo RAAF

men (Arthur) in the field. Defence staff (Army) in the Australian Embassy in Bangkok took some convincing and were not that helpful in addressing Arthur's predicament. He presented as a 'destitute Australian alongside other blokes in shorts and thongs' seeking assistance from the Australian Embassy.

Arthur Skimin said the recognition of his service in Thailand with the USAF was an honour and that the medals he received would take pride of place next to medals awarded to his late father, FLTLT Ernest Skimin, who served in the RAAF from 1926-1954. "I wanted this recognition for my grandson, Jayden. He is an avid war memorial visitor and it gives him something to identify me with," Arthur said.

LCDR Danica Ellicott, a family friend who was instrumental in providing guidance and support to Arthur, said, "He is a phenomenal man who devotes his life to looking after the veterans. This is a special day to honour him."

The Directorates of Honours and Awards and Corporate and Community Relations AFHQ, worked together on gathering the documentation to enable awarding the medals to GPCAPT

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Skimin. "I am most grateful for the team that took it on," he said. Continuing, he said, "Without the ADF, Australians would not have the safety they enjoy or the quality of life."

GPCAPT Skimin was recognised at a national level, with the Medal of the Order of Australia in the general division on Australia Day in 2013 for service to the community and his support to veterans and their families.

Combat Lancer Operations

Combat Lancer F-111A operations were carried out at low level and high speed against high value, heavily defended targets in North Vietnam. However, after three aircraft were lost, with the loss of two crews, operations were halted. Despite the superior safety record of the F-111 vis-a-vis other combat aircraft in Vietnam, the media and US Congress 'bagged' the aircraft with no justification, only to recant four years later.

The cause of the first F-111 loss was undetermined - the aircraft was not discovered until years later in Phu Phan Mountains. Although it was the first F-111 loss and the 813th USAF loss in Vietnam, the media (and Congress) treated it as the only loss. The 2nd and 3rd losses were technical malfunctions, caused by the failure of a faulty weld in an actuating valve in the stabilator (elevons). Although combat operations into North Vietnam were halted in May 1968, the F-111s continued to fly in Thailand and elsewhere until withdrawn to USA in November 1968.

The F-111s went on to prove themselves in combat in Linebacker II Vietnam, Libya and the Gulf War. However, there were few words heard from the earlier critics.

Lance Halvorson



F-111A and F-4C aircraft at Takhli AB, Thailand, 1968.
Photo: US DoD



Vietnam Veterans Remembrance

Vietnam veterans held remembrance services throughout Australia on 18 August 2015, 53 years after ADF members deployed to South Vietnam.

The Remembrance Service held at the National Memorial, Canberra was attended by the Prime Minister, Chief of Defence Force, Chief of Army, representative of Chief of Air Force, recently retired Chief of Air Force, local politicians, ex-service organisations and veterans and their families. The Prime Minister, CDF, Service Chiefs, politicians, diplomats, Service Attaches/Advisors and Ex-service Organisations laid wreaths to honour and remember those who served, suffered and died from the conflict.



40 Years On

Stephen J. Morris has written a book 'Why Vietnam Invaded Cambodia' (Stanford University Press) and is writing another book on the Vietnam War.

'The fall of South Vietnam, Laos and Cambodia 40 years ago was a moral disaster for the people of Indochina and a strategic setback for the West. In place of corrupt and semi-authoritarian regimes, the peoples of the three countries were forced to live under corrupt and totalitarian dictatorships, where no organisation could exist independently of the state. The nightmare lasted for more than 15 years'. Stephen J. Morris

As many know, the 'new' governments in Vietnam and Cambodia implemented 're-education' of political parties and religious leaders who didn't agree with their political views; nor were the victims charged with any crime. Many hundreds of former senior military officers and political leaders were executed. Cambodia's harsh treatment of their citizens was inhumane, barbaric and without reason; 100,000 + were executed and millions died from starvation and disease. So bad was the conflict between the communist 'victors' that Vietnam occupied Cambodia for 10 years.

Author, Stephen J. Morris, writes in an article published in The Australian (2 May 2015), that despite the seriousness of the disastrous end to the Vietnam War, analysis of the war's history is deeply flawed. The article describes five common assumptions about the Vietnam War that are held as axioms by most academics, journalists and pundits regarding one of the most tragic foreign policy episodes in modern US and Australian history. He maintains these assumptions are unsustainable; they are stated in his article and probably will be further examined in his forthcoming book.

Southern Cross - Crux

Since time immemorial, seafarers recognised the four bright stars in the shape of a cross as a dependable signpost. Two of the stars of Crux, Acrux and Gacrux, are commonly used to mark south. The Southern Cross lies in the heavens about one third of the way between the Southern Celestial Pole and the Equator.

This tiny constellation once formed the foot of the Centaur as part of Centaurus, but became a constellation in its own right in the sixteenth century.

There are five main stars in the Crux: Alpha Crux, Beta Crux, Gamma Crux, Delta Crux and Epsilon Crux. Three of these are of the brightest stars visible to the naked eye. Four main stars form the points of the cross - the fifth, Epsilon Crux, although slightly redundant in the 'big picture', figures strongly to some depictions of the cross.

Acrux, or Alpha Crucis, the bottom of the cross, is the 14th brightest star in the southern skies, 370 light-years from earth. It is actually a binary system (2 stars), both stars roughly of the same size. They are huge B-type stars of between 15 to 20 times the mass of our Sun.

Beta Crux (Mimosa), the brightest star of the group, is a blue-white giant with a mass of about 20 times that of our Sun. It is a pulsating star and lies 490 light-years from Earth. Gamma Crux (Gacrux), forms the top of the cross and is orange rather than white which relates to its cooler surface. It is a red giant star of about the same size as Alpha and Beta Crux and is the 25th brightest star in the sky. It lies out at a distance of about 220 light years.

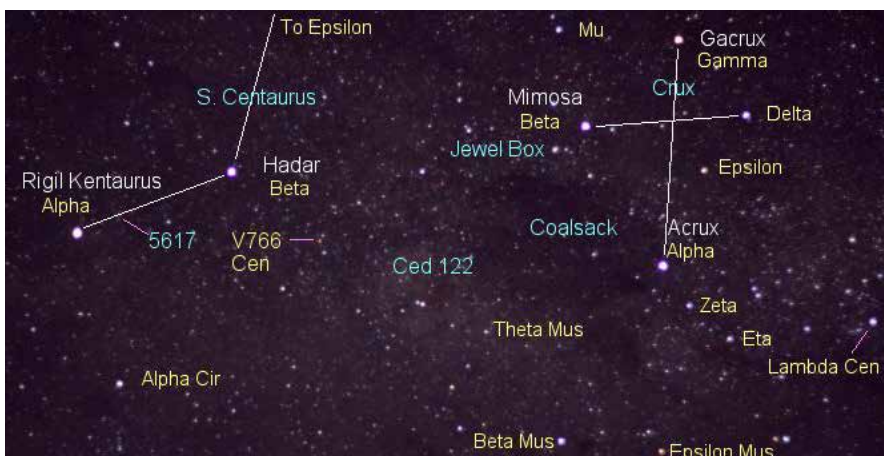
Delta Crux, the western arm, is another star like Alpha and Beta, weighing the same as about 15 Suns at a distance of 570 light years.

Two thousand years ago they were just visible at the horizon in the northern hemisphere and were well known to the Greek astronomers. Over time, however, precession has brought the cross far to the south and is not visible above 26°N latitude, except during April and May when it is visible up to 30°N.

Many Australians claim ownership of Crux. While it is depicted on the Coat of Arms of Australia, the five brightest stars of Crux appear on the flags of Australia, Brazil, New Guinea, Papua and Samoa, while the New Zealand flag shows four, omitting Epsilon.

The Southern Cross contains several deep sky objects of which the best known are The Jewel Box and just to the south of this brilliant pouch of light lies one of the darkest and nearly starless areas of the galaxy, the Coal Sack Nebula.

A periscopic sextant view of the southern stars used in air navigation, with Crux and Centauri stars prominent.



The Alpha Centauri system

Commonly called the pointers to the Southern Cross, Centauri is part of a double star system. Alpha Centauri is circumpolar (ie, it never sets) and is known as Rigel Kentaurus (or Rigel Kent) and Beta Centauri is known as Hadar. Alpha Centauri is the closest star to the solar system and is about 4.22 light-years distant from earth.

Navigation by the Stars

Navigators are very familiar with the stars of Crux and Centauri as four of the stars, Acrux, Gacrux, Rigel Kent and Hadar, have been the 'stars of choice' when taking star sights on many flights for years - and for mariners. They are no longer used in aviation as astro (or celestial) navigation has been superseded by other celestial bodies far more accurate, the Navstar or GPS.

Star recognition was an art navigators learnt - and which some may have forgotten. However, most navigators do not fail to recognise the Southern Cross and the two pointers, Rigel Kent and Hadar.

By Lance Halvorson - with thanks to the Astronomical Society.



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SUPER VISCOUNT MK.II JETLINER The Viscount was Australia's first jet-powered aircraft, and TAA was the first airline outside Europe to order them. Built by Vickers, U.K. Powered by four Rolls-Royce prop-jet engines totalling 8,420 horsepower. Radar-equipped, pressurised, air-conditioned. Wing span 94', length 85' 8", height 26' 9". Maximum cruising speed 365 m.p.h. Normal range 1,150 miles. Normal operating altitude 15,000' to 25,000'. Carries 56 to 66 passengers. Crew: Captain, First Officer and two Hostesses.



FRIENDSHIP JETLINER Features a high wing, affording a perfect view from every window. Built by Fokker, Holland. Powered by two Rolls-Royce prop-jet engines, totalling 4,210 horsepower. Pressurised, radar-equipped. Wing span 95' 2", length 75' 9", height 27' 6". Maximum cruising speed 300 m.p.h. Normal range 1,250 miles. Normal operating altitude 15,000' to 20,000'. Carries 24 to 40 passengers. Crew: Captain, First Officer and 2 Hostesses. TAA was one of the first airlines in the world to order the Friendship Jetliner.

The TAA Fleet in the 1960s.

From the TAA in-flight schedule.



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Keep Your Computer Secure

The problem of computer security and threats from cyber space is high in today's digital world and is getting worse by the day. It is a major problem in high security defence networks and 'cyber weapons' have changed the face of modern warfare. They are the vital (and viral) frontiers of the current world 'scene' and will be critical in any conflict of interest or future war. USA has formed the Cyber Command (USCYBERCOM) in Maryland to provide vital functions to combat these threats; Australia has done similar.



Some computer users may have heard of Stuxnet, a computer virus that caused major sabotage of Iran's power networks, and probably other unknown networks. The virus was thought to have been hidden in a driver file built into a standard Microsoft Windows program. However, the big issues of Stuxnet and cyber weapons are outside the scope of this article.

As with any threat, understanding what you are facing is beneficial in keeping you and your system safe.

Malware - short for "malicious software," malware refers to software programs designed to damage or do other unwanted actions on a computer system. In Spanish, "mal" is a prefix that means "bad," making the term "badware," which is a good way to remember it (even if you're not Spanish).

Common examples of malware include:

- **Virus** is simply a small program that, when executed, replicates by inserting copies of itself into other areas of your computer hard drive, such as software packages, data files and the boot sector of your drive.
- Trojan horse is a program in which malicious or harmful code is contained inside apparently harmless programming or data in such a way that it can get control and do its damage, such as ruining the file allocation table on your hard disk.
- A worm is similar in nature, but with one key difference - worms exist as standalone programs, working to spread itself to other computers, usually via email or throughout a physical network, taking advantage of security holes in operating systems.

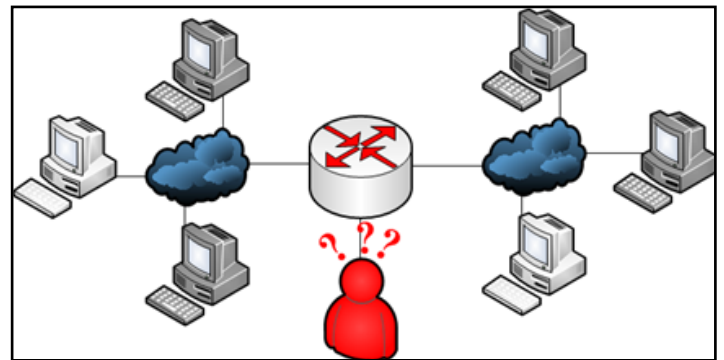
- Spyware is software that sits silently on a host computer, quietly intercepting and gathering information from that computer, which can then be either retrieved by the attacker or sent automatically. This can include anything from the Web pages a user visits to personal information, such as credit card numbers

A Bot - short for "Web Robot" - usually a standalone software program, designed to perform automated tasks over the internet. When many bots are operating on a large number of computers, it's referred to as a "botnet", which can lead to all sorts of issues, such as DDoS attacks and spam emailing.

DDoS stands for Distributed Denial of Service. A DDoS attack is when multiple computer systems flood a particular target site with traffic, causing the target servers to crash. DDoS attacks are particularly effective when performed by a botnet.

Ransomware (or Cryptoware) is software that takes control of the data on the host computer, then demands money from the user to unlock the data. Modern examples will encrypt the data on a user's hard drive, and then display a demand screen. The 'fee' for the code to decrypt the data can be hundreds or thousands of dollars - and failure to pay can result in complete loss of the data on that drive.

Adware, considered by some to be more irritating than dangerous, is software that automatically displays unwanted and unsolicited advertising on the host computer.



What Is Cyber Security?

Cyber security, also referred to as information technology security, focuses on protecting computers, networks, programs and data from unintended or unauthorized access, change or destruction.

There are many (genuine) web sites that describe the 'hazards' in cyberspace.

A good example is: <http://www.umuc.edu/cybersecurity/about/cybersecurity-basics.cfm>

What Can You Do?

It is unfortunate that there are software programmers out there with malicious intent, but it is good to be aware of the fact. You can install anti-virus and anti-spyware utilities on your

computer that will seek and destroy the malicious programs they find on your computer. So join the fight against badware and install some protective utilities on your hard drive and minimise the risk of threats upsetting your computer day:

- The first step is to make sure that your computer is secure - install reliable virus software (eg, Trend Micro).
- Educate yourself and family about these threats.
- Don't open suspicious emails - look at the contents in the pre-open window first.
- Do not open any attachments from suspicious emails. Don't open attachments that don't look right.
- Don't browse and jump to 'dodgy' web sites from the email you have opened - there are many web sites. The right anti-virus software will 'flag' the dodgy sites.
- Set up a Guest Wi-Fi capability on your internet connection, which offers very basic connectivity for grandchildren who love browsing - in many cases, they will know more than you - but some are not aware of the extent of viruses.
- Keep your data and important family files on a second,

preferably external, hard disk drive - ie, off the C:/ system drive - so that if you are 'caught', you don't lose valuable family data.

- If you're in any doubt, get help from a specialist.

By Lance Halvorson
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'Allies of War' - Clarence Valley's Centenary of ANZAC Commemoration Concert



Grafton, Northern NSW came alive with a century of music and song for the Clarence Valley's Centenary of ANZAC Commemoration Concert with the Clarence Valley Orchestra & Chorus. Their conductor and artistic director Ex RAAF FSGT Musician and RAAFA Member Greg Butcher produced the concert and had a full orchestra & chorus, small marching band, and a swing big band all made up from local musicians performing to two packed houses at Grafton's magnificent Saraton Theatre in April 2015.

A special 40 minute WW1 War Requiem 'Allies of War' was composed by Greg as the focal point of the concert, written in memory and in honour of all Clarence Valley volunteers who left the Valley for service overseas all those years ago. Greg, a 20 year serving RAAF Musician, Represented Australian Composer and 2015 Clarence Valley Citizen of the Year was inspired to write the piece after reading the book 'Clarence Valley World War 1 Volunteers' published

by Grafton local identity Tony Morley, which was full of the volunteer diary entries.

As the performance also coincided with 70 years since the end of WWII, it included a tribute to the entertainers and radio legends of the 'Concert Parties' who performed during WWII in the effort of boosting the troops' morale. A variety of musical medleys were performed with the songs of Vera Lyn and Marlene Dietrich, to the Big Band sounds of Glen Miller and the Andrews Sisters.

The charity concert involved over 65 musicians on stage with proceeds of \$10,000 going to Clarence Valley RSL Sub-Branches, Legacy and Defence Care.

Greg said the concert was 'Salute to all Australians who have served in the Defence Forces' and fantastic for the Clarence Valley community to come out and support such a great cause.





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Manly Air League Squadron Celebrates 80 Years

On the 10th August 1935 Cadets and Officers of the Australian Air League attended the opening of Manly Company Hall at Hinkler Park, Manly. 80 years later - the Australian Air League gathered once more to help Manly Squadron celebrate its anniversary.



Cadets and Officers of the Australian Air League attending the opening of Manly Company Hall at Hinkler Park, Manly on the 10th August 1935

Despite the threat of rain all week, the clouds cleared for the 21st June and Squadrons from as far away as Mudgee NSW travelled to Manly to take part in the parade. The day began with a band competition with participants from Toukley, Moorebank and City of Blacktown Squadron. Following a break for lunch, the Squadrons formed up awaiting the arrival of the Reviewing Officer, the Hon. Tony Abbott MP.

Mr Abbott has been Member of Warringah since 1994 and attended several Air League parades and functions in the past however this was the first as Prime Minister of Australia.



The Hon. Prime Minister Tony Abbott MP with Group Lieutenant Brendan Fox and Commissioner Raymond Bell OAM of the Australian Air League

Joined by his wife Margaret and Federal Member for Murrumbidgee the Hon. Bronwyn Bishop MP, Mr Abbott inspected the parade, speaking to cadets and spoke of the history of Manly Squadron. Addressing the assembled parade he said, "Our country is better for the cadets and for the volunteers who have helped the Air League great over 80 years. I congratulate the first Squadron of the Air League on achieving this milestone."

For further information please contact:

Australian Air League

Phone: 1800 502 175 Email: info@airleague.com.au

Membership of the RAAF Association

Members and ex-members of the Royal Australian Air Force, aircrew of Australian and other Designated Services' Navies and Armies and technical personnel specifically engaged in the maintenance of the aircraft of the above Services

Serving and former members of the Australian Air Force Cadets or the Australian Air League and its predecessors who are over the age of eighteen years and have given satisfactory service

Persons who being not less than eighteen years of age, are siblings, sons or daughters of members, or of deceased former members of this Association Spouses of Association members, deceased Association members or of deceased members of the Royal Australian Air Force

Persons who have an involvement or relationship with the uniformed or civilian areas of the Royal Australian Air Force, related industries or activities

Residents in a Retirement Estate or Village owned or conducted by the Association, Division or Branch.

Please contact your State Secretary for further details

NSW

RAAF Association (NSW Division)

Level 20 Defence Plaza,
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raafaqldsec@gmail.com • raafa-qld-div.wikidot.com



VETERANS FILM FESTIVAL

www.veteransfilmfestival.com

Veterans Film Festival

Veterans Film Festival showcases films about serving and ex-serving military personnel and the impact war has on society.

The festival is giving filmmakers around the world the opportunity to submit stories on film that explore diverse perspectives, outcomes and influences.

The Veterans Film Festival (VFF) is the first of its kind to be held each year on 11 November as part of Remembrance Day (also known as Armistice Day and Veterans Day) which marks the end of World War I in 1918.

Festival Program

The festival is now accepting films produced during and after 2013, from around the world and open to all ages. Regular submissions close 23 August 2015, Late Submission close 20 September 2015



THE SPIRIT
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As part of the Australian Commemorations of 100 years of ANZAC's, the festival is inviting filmmakers to submit short films that remember, celebrate the outstanding service and sacrifice of our men and women.

The **30 Day Tour** short film challenge is giving filmmakers 30 days to write, shoot and produce a short film. People wanting to participate in the 30 Day Tour have until 21 August 2015 to register a team. Filmmaking begins 7pm on 21 August and ends midnight 20 September 2015

11 November 2015 - Awards Ceremony

The festival will be held at Parramatta RSL Club, Parramatta and will screening the best films from around the world and announce the 'Best of' films in each category.

For Further information visit - www.veteransfilmfestival.com



MATES 4 MATES

Splashdown 2015 Conference

Pilots from around the world will converge on the former Rathmines RAAF base on Lake Macquarie to attend the second biennial Australian Seaplane Pilots Conference, the 'Splashdown 2015' conference to be held on October 23 and 24. Speakers will include CASA's Head of Flight Safety Mark Skidmore and RAAus Operations Manager Jill Bailey. The Chief of the USA Seaplane Pilot's Association Steve McCaughey will travel from Florida to speak at the conference.

A number of amphibious flying boats are expected at Rathmines for the event - Lake Buccaneers, Super Petrels, SeaRey and SeaWind aircraft are expected to ramp on the hard stand at the former Air Force base.

The HARS PBY-6A Catalina will also make an appearance at Rathmines for the Catalina Festival on Sunday October 25. This annual event supports the establishment of a flying boat museum at Rathmines. Two PBY Catalina aircraft are destined for display at this museum.

Rathmines was the RAAF's largest WW2 flying boat base, housing more than 3000 personnel associated with the training of Aircrew and the operation of various maritime aircraft types.



PLTOFF Maurice McHugh

Peter McHugh has written a short article on his uncle, Maurice McHugh, a pilot with No 620 Squadron RAF who was flying a Stirling bomber from Fairford during Operation Market Garden in 1944 when he was shot down and killed. He was one of 13 Australian airmen killed in this campaign.

Peter continues his story:

I visited the small village of Vorstenbosch, Holland, in 2014 where the plane crashed Holland. I was expecting to meet about 6-8 people but about 50 turned up. Most of the village including the mayor and the commander of the Dutch Air Force base were there to greet me. It was covered on channel 7 news and Dutch media

<https://au.tv.yahoo.com/sunrise/video/watch/25086303/remembering-an-aussie-hero/>

I have learned that Maurice refused a parachute to allow his aircrew to escape and he also pulled up on the controls of burning aircraft at the last minute to avoid hitting a Dutch farmhouse and saved the lives of the family that lived there. I met some eye witnesses to the crash. Five airmen killed in the crash including my Uncle and they are buried at Groesbeek

while a further three parachuted out and managed to escape back to England with the help of the local Dutch resistance.

I wrote a report on my visit and have submitted it to the Australian government to ask if my uncle is eligible for a posthumous bravery award. I understand it is currently being assessed.

I sent a copy to the RSL but never heard back from them.

This September 2015, the local community in Holland plans to unveil a new monument at the crash site to honour the airmen. The British Parachute Association and the Royal Air Force Association have been invited.

I am very disappointed but I will unable attend the service in Holland on Sunday 20 September. But I will be at the Australian War memorial in Canberra for a special Last Post Ceremony being held for my uncle. The Dutch ambassador is attending to lay a wreath along with the Dutch defence attaché and Darren Chester, my local MP and Parliamentary Secretary for Defence.

The main reason for my letter is to advise about the submission for a bravery award for my uncle and seek your support. I also wish to advise about the two ceremonies in Australia and Holland this September and invite you to attend if you would like.

Peter McHugh
041 703 5506

Life Membership Certificate



AIRMSHL David Evans (Retd), Patron of ACT Division, after receiving his Life Membership Certificate from National President AVM Brent Espeland (Retd), on left and AIRCDRE Peter McDermott (Retd) President ACT Division. on right. 30 June 2015

Seeking Information on Stalag Luft III

Kristen Alexander, author of *Clive Caldwell Air Ace*, *Jack Davenport Beaufighter Leader* and *Australia's Few and the Battle of Britain* is now a full time PhD candidate at the University of New South Wales (Canberra) researching the experiences of Australian airmen in Stalag Luft III. Much of

her research will draw on personal documentation such as letters, diaries and published and unpublished memoirs. As such, she would like to hear from the families of former Stalag Luft III prisoners who would be willing to provide her with access to their family records.

Kristen's contact details are:

Kristen.Alexander@student.adfa.edu.au;

PO Box 746, MAWSON, ACT, 2607;

and 02 6258 7348 (day time).

Whereabouts of John Cromie

Does anyone know John Cromie? The RSL Pascoe Vale forwarded a certificate issued by the NSW Government in 2005, acknowledging his World War II service. The certificate was found in a suitcase in an op shop. If you know where he or members of his family can be contacted, please advise them to contact the NSW Division HQ in Sydney, Tel 9393 3485 for more details.

History

Last RAAF Graduates for RAF in Britain

The RAAF flying training course which graduated from Point Cook on 24 June 1938 was the last to send a proportion of its members to the RAF on short service commissions. Of the 30 who finished the course, 22 became Pilot Officers in the RAAF while eight embarked in July 1938 for Britain.

The group was the last under a scheme which had operated at Point Cook since 1926, which saw up to 10 members of each intake serve with the RAF for four years before returning to join the RAAF Reserve. Over the years, the RAF invited RAAF officers to transfer permanently — an arrangement which saw a total of 149 RAAF-trained officers passed across to the RAF until the scheme ended. The RAF continued to seek applicants in Australia until mid-1939; the RAAF assisted with selection but did not train them before departure.

Formation of RAAF Base Amberley

Based on the need to establish a RAAF Citizen Air Force squadron in Queensland, the Minister for Defence granted approval in July 1938 for the purchase of 1100 acres (445 hectares) of land at Boondall, near Brisbane, at an estimated cost of £6500 (\$13,000).

The Boondall proposal was abandoned when it was discovered that under certain conditions of tide and rainfall the area was subject to flooding. Another site near Zillmere was also declined due to the terrain and the cost of drainage and filling. The Chief of Air Staff recommended a further site 5 kilometres west of the town of Ipswich and 42 kilometres west of Brisbane to the Air Board and subsequently to the Minister of Air on 11 November 1938.

The land was purchased at a cost of £10,000 (\$20,000) as the site for the establishment of RAAF Station Amberley, Queensland. Over the years, additional land was purchased and Amberley subsequently tripled over the years to about 910 hectares by 1987. 'Amberley' was a local dairy farm, named by a Mr Collett, who arrived in the district from the small hamlet of Amberley in West Sussex, England. The Station Headquarters, Amberley, was formed on 17 June 1940; on the same day, No 24 Squadron was formed with six officers and 33 airmen.



RAAF Base Amberley - 1941 Photo: RAAF

Formation of RAAF College

From the 1920s, the RAAF had considered establishing an RAAF College. However, in 1939 the Air Board concluded that the RAAF's need for permanent officers could be met by commissioning of graduates from Flying Training School and together with the outbreak of WW II, stalled the establishment of a college. It was not until 1945 when planning for the post-war Air Force was getting under way that the matter again came to the surface.

The RAAF College officially formed at Point Cook on 1 August 1947 as a separate Air Force unit within the command of Headquarters, Southern Area and under the immediate command of Headquarters RAAF Station Point Cook for administration purposes. Functional control of the College was to be exercised by Air Force Headquarters. Air Commodore Valston Hancock - a later CAS - was appointed the first Commandant.



Introducing GRAMMAR PLUS



Play



Shower



Eat



Study



Stay

Grammar Plus ensures students from Year 5 to Year 12 with busy schedules eat well, have time to complete homework and are ready for bed when they are picked up at 9.00pm. Parents also have the added reassurance that their children are in good hands with Grammar Plus students signing into the Boarding House after school before:

- + attending sport, drama or music commitments or
- + catching up on work in the Library
- + returning to the Boarding House for a shower
- + having dinner with the boarders
- + completing two hours of supervised homework.
- + Overnight options are also available.



**IPSWICH GIRLS'
GRAMMAR SCHOOL**

Girls only from Years 7 to 12



**IPSWICH JUNIOR
GRAMMAR SCHOOL**

Co-ed from Kindy to Year 6

Enquire Now

Call us on (07) 3454 4401 or email enrolment@iggs.qld.edu.au.



IGGS Launches Grammar Plus for Busy Families

Ipswich Girls' Grammar School (IGGS) has launched a variety of *Grammar Plus* options for families juggling their children's multiple curricular and cocurricular commitments with other family and work commitments.

Grammar Plus offers Study, Overnight, Casual, Temporary and Weekly options for girls in Years 5 to 12 to stay after school until 9.00pm, overnight, for a few nights or a few weeks, depending on the student's or parents' schedules.

Grammar Plus Study allows girls to attend sport, drama or music commitments or catch up on work in the Library after school, before having a shower and dinner in the School's boarding house and then completing two hours of supervised homework with other girls from their year level, before being picked up at 9.00pm.

At \$40 until 9.00pm, this option is more cost-effective than tutoring, let alone the added expense of dinner and any childcare costs for parents held back at work.

The Grammar Plus Overnight option has been popular for families who live within a one hour travelling distance from the school, especially when girls are staying back after school for training or rehearsals.



Instead of spending an hour on a bus or in the car on these afternoons and then the following morning, students are electing to stay at school one or two

nights a week to catch up on study and sleep, while also having the benefit of spending time with other girls from their year level for study or leisure.

Many families who live just over an hour away from Ipswich choose the Grammar Plus Weekly option, with their daughters able to stay on top of their workload during the week, to then enjoy family time at home on weekends.

Grammar Plus Casual is very popular with senior students who are electing to stay at school for a few nights during exam blocks as the girls enjoy studying together, while also eating and sleeping well.

Year 12 Grammar Plus Casual student, Chelsee McQuilty said, "It gets my head in the game for school work and sport and gives me that little bit of a break from being distracted at home."

Grammar Plus Temporary is popular with parents who work on shift rotations or need to travel for work, as it provides the reassurance of knowing their daughters are secure and enjoying the benefits of extra time to catch up on work with friends, while also eating and sleeping well.

Year 8 Grammar Plus Temporary student, Tegan Matthews said, "It's very handy because I get to come in when I need to and it's a good opportunity when my mum's busy."

Students are welcome to try Grammar Plus as a Grammar Girl for a Day by calling the IGGS Registrar, Mrs Wendy Levkovich on 07 3454 4401 or emailing enrolment@iggs.qld.edu.au.

Sir Ross Smith and the AFC

Ross MacPherson Smith had served in the cadets and the militia before he left Australia as a sergeant in the 3rd Light Horse Regiment in October 1914; he fought at Gallipoli the following year. He was later commissioned and was at the battle of Romani (in the Sinai) in August 1916. On 3 August 1916, he transferred to the Australian Flying Corps. Flying with No 1 Squadron Australian Flying Corps, Smith took part in attacks, aerial photography missions, and bombing raids on Turkish forces. On one occasion he landed in the face of the enemy to rescue a downed comrade. During his extensive war service he was twice awarded the Military Cross, received the Distinguished Flying Cross three times, as well as the Air Force Cross.

A gifted flyer, Smith became experienced in flying his squadron's twin-engined Handley Page 0/400 bomber; on one occasion Lawrence of Arabia was his passenger. While still with the AFC, he made pioneering flights from Cairo to Calcutta, and from Calcutta to Timor. On 12 November 1919 -- assisted by his brother Keith and two mechanics, Wally Shiers and Jim Bennett -- he set out to fly from England to Australia in a large Vickers Vimy bomber. It was an epic 28-day flight, completed at an average speed of 137 kilometres per hour, but not without mishap. On their arrival, the pioneering flyers were welcomed home as national heroes; their £10,000 prize money was shared equally. The two brothers were knighted. In April 1922, while preparing for a record-breaking around the world flight, Smith and Bennett were killed in a crash. Keith Smith witnessed the death of his brother, who was not yet 30. Their famous Vimy aircraft was displayed at the Australian War Memorial, but is now in the Smiths' home town, Adelaide.

"The Smiths' England-Australia flight and Ross Smith's subsequent death established the pattern for the heroic age of Australian aviation, stretching through the 1920s and into the early 1930s. Australian aviators' feats at this time had three outstanding characteristics. First, extremely long flights, indeed the longest in the world, were an Australian specialty ... Second, it was extremely hazardous. All too many of Australia's pioneer aviators died in their machines



L-R: Sir Keith Smith; Sir Ross Smith; Sgt Jim Bennett and Sgt Wally Shiers. Photo: RAAF

... And third, there was a strong element of entrepreneurship, and the pioneering flights often brought in considerable funds, often used to fund airlines or further flights." - Robert Lee, Chapter 8 - Linking a Nation: Australia's Transport and Communications 1788 - 1970, Australian Heritage Commission, 2003.

RAAF's First Operational Jet Sorties

No 77 Squadron made history in the RAAF when it flew the first operational jet aircraft sorties in Korea. Led by SQNLDR Dick Cresswell, two flights of eight aircraft each engaged on a fighter sweep parallel to the Yalu River in the region of Sonch'on and Chongju. The aircraft remained in the area at altitudes of 30,000 ft to 33,000 ft for 30 minutes and although enemy MIG 15's were reputedly in the area at the same time, reported no sightings.

See a book review in Wings March 2009 of 'The Forgotten War', a history of No 77 Squadron, by Doug Hurst



77SQN Meteor



MiG-15/Fagot

Desert Mounted Corps Memorial In Albany WA

The Desert Mounted Corps Memorial in Albany, Western Australia, was declared a Military Memorial of National Significance by the Minister for Veterans' Affairs Senator the Hon. Michael Ronaldson, on 3 July 2015.

Senator Ronaldson joined the Federal Member for O'Connor, Mr Rick Wilson MP, and the Mayor of the City of Albany, Cr Dennis Wellington, to make the announcement at the Memorial. The memorial commemorates the men of the Australian Light Horse, as well as the New Zealand Mounted Rifles, the Imperial Camel Corps and the Australian Flying Corps who served in Egypt, Palestine and Syria during the First World War between 1916 and 1918.

"Australia has a proud wartime history and it is important that those who served are remembered now and into the future," Senator Ronaldson said. "It is an honour to officially declare the Desert Mounted Corps Memorial in Albany a Military Memorial of National Significance. It is fitting that this memorial receives this recognition during the Centenary of Anzac period – the most important period of commemoration in our nation's history."

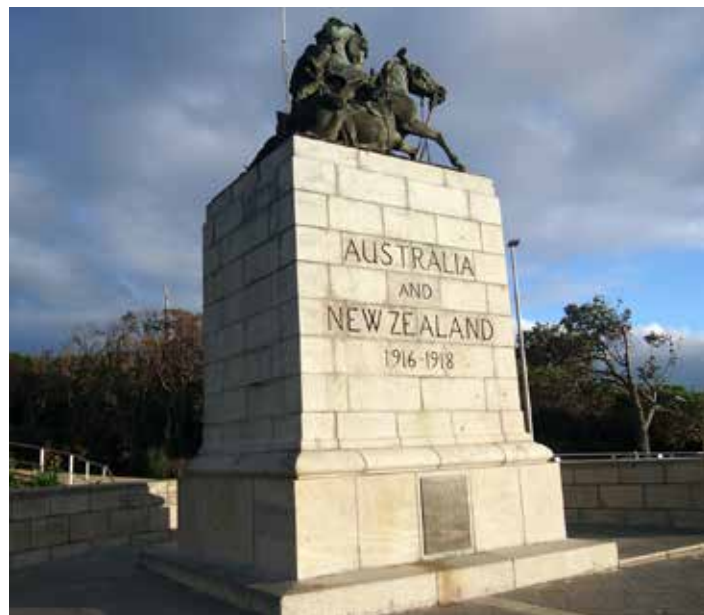
To be declared a Military Memorial of National Significance, the Desert Mounted Corps Memorial has satisfied the 10 criteria for listing as set out in the legislation. These include a requirement for the Memorial to be appropriately dignified and symbolic, be of sufficient scale and be of commemorative importance to the community and the nation.



The Desert Mounted Corps Memorial overlooking Albany Harbour. Photo: www.amazingalbany.com.au

"The Desert Mounted Corps Memorial is one of only two Military Memorials of National Significance in Western Australia, joining the HMAS Sydney II Memorial in Geraldton. This special status is awarded to memorials of national importance that are not located in the nation's capital," Senator Ronaldson said.

Member for O'Connor Rick Wilson said the memorial's bronze cast statue was a copy of the original, which was erected at Port Said in Egypt, and unveiled on 23 November 1932. "The Port Said memorial was irreparably damaged during the Suez crisis in 1956, however, the masonry was



The Desert Mounted Corps Memorial overlooking Albany Harbour. Photo: RSL HQ WA

salvaged and brought to Australia for re-erection at the Albany site before being unveiled by former Prime Minister, the Rt. Hon. Sir Robert Menzies on 11 October 1964," Mr Wilson said.

"The Desert Mounted Corps Memorial has always been a focal point for our community and it is a great honour that we have now received this level of recognition. I encourage all visitors to Albany to make sure they visit this important Memorial, and pause to acknowledge the sacrifice of Australians who died for their nation in the Middle East during the First World War," Mr Wilson said.

Senator Ronaldson noted the support of the people of Albany for the Memorial and for the wider programme of commemoration associated with the Centenary of Anzac. "The people of Albany played an important role in the commemoration of the Centenary of Anzac, hosting a series of significant events here in October and November 2014. The opening of the National Anzac Centre, and the better than expected visitor numbers over the first six months of operation, attest to the community's deep engagement with our nation's military history," Senator Ronaldson said.

"It is an honour and privilege to again visit Albany and to bestow this honour on the Memorial and, by extension, the people of the community who have cared for it for so many years."

First Gulf War Veterans Study

The results of the Australian Gulf War Veterans' Follow Up Health Study 2015 (Follow Up Study) were released on 1 April 2015.

Both the Gulf War veterans and the comparison group were found to be equally resilient. There was no significant difference in their risk of major depression and they were likely to have accessed disability and health services in the year prior to follow up – these results may suggest that the Gulf War cohort is seeking help when they need it. There was

also a reduction in smoking, with half of those who reported smoking in the 2003 study no longer doing so.

The study also found that Gulf War veteran participants were more likely than the military comparison group to suffer from a number of conditions, including posttraumatic stress disorder, alcohol disorder, chronic fatigue, irritable bowel syndrome and chronic multi-symptom illness.

The full study can be accessed on the DVA web site: www.dva.gov.au/about-dva/publications/vetaffairs/vol-31-no2-winter-2015/first-gulf-war-veterans-resilient-says

Spirit of Anzac Centenary Experience



Registrations for the Spirit of Anzac Centenary Experience opened recently for Albury-Wodonga, Launceston and Hobart.

The Spirit of Anzac Centenary Experience will visit 23 towns and cities between September 2015 and April 2017 and is free to attend. With interest expected to be high, tickets must be booked online by visiting the Spirit of Anzac website.

More than 200 artefacts from the Australian War Memorial will make up the highly experiential displays, with interactive technology used throughout.

As the flagship community event of the Anzac Centenary national programme, the Spirit of Anzac Centenary Experience offers people in cities and regional Australia another opportunity to participate in this important time of commemoration, honouring our service personnel from all wars, conflicts and peacekeeping operations over the past 100 years. It will also play an important role in educating future generations on Australia's history of military service and sacrifice.

The Spirit of Anzac Centenary Experience is presented by the Australian Government and the Australian War Memorial, and proudly supported by the Commonwealth Bank and Telstra.

Article from DVA e-news July 2015

Veterans Return to Borneo 70 Years On

Eight Second World War veterans returned to former battlefields in June 2015 to commemorate the 70th anniversary of their contribution to the Oboe campaign – amphibious landings of Australian troops on Borneo to liberate the island's people from Japanese occupation. For many of the veterans it was their first trip to Borneo since the war, and an opportunity to honour lost mates and share their stories.

Over nine days, the veterans travelled to Singapore before visiting significant wartime locations in Borneo.

They participated in commemorative ceremonies at the Kranji Commonwealth War Graves Cemetery in Singapore, the Balikpapan Memorial, the Tarakan Memorial, the Labuan Commonwealth War Graves Cemetery in Malaysia and the Brunei-Australia Memorial.

They also visited the landing sites of Oboe 1 at Tarakan and Oboe 2 at Balikpapan, the Surrender Point Memorial on Labuan, and attended the opening of a multimedia exhibition depicting the shared wartime experiences of Australia and Brunei.

More than 75,000 Australians served in, or supported, the Oboe landings in Borneo. More than 590 lost their lives and are commemorated at the Labuan Commonwealth War Graves Cemetery and the Memorial to the Missing. Lest we forget.

A selection of photos from the trip are available on the DVA Flickr page at www.flickr.com/photos/dvaaus

Article from DVA e-news July 2015

The Gallipoli Symphony - coming to Australia



The Gallipoli Symphony is a major musical composition produced by internationally respected composers from Australia, New Zealand and Turkey. It is the first time ever that eleven acclaimed composers, from three nations that fought in the Gallipoli Campaign, have collaborated on a single commemorative work of this scale.

The Symphony structures the Gallipoli story into parts, like chapters in a book, each themed around an element of the campaign and assigned to a composer to create a work based on that theme.

Every year since 2006 leading classical and traditional musicians engaged from Turkey, Australia and New Zealand, augmented by musicians drawn from the Australian and New Zealand military bands, have performed a piece of The Gallipoli Symphony for the thousands of attendees awaiting the Gallipoli Anzac Day Dawn Service.

After ten years in the making, The Gallipoli Symphony will be performed in its entirety in 2015. The international premiere will be a closed event in Istanbul, to thank officials from Turkey and other nations who have assisted in the Gallipoli Anzac Day services over the years. This premiere will be broadcast on ABC television at 10.30pm AEST on 6 August.

The Australian premiere will be held in Brisbane in November 2015. Tickets to the Australian premiere are available from the Queensland Performing Arts Centre or by visiting www.gallipolisymphony.com.

A New WAVE is Coming

By Dan Johnson

Is it even conceivable that in a single decade a new class of airplanes has reached its third generation? The answer is yes and Vickers Aircraft's Wave is proof through its contemporary construction, innovative features, and modern equipment.

In 2004 America's FAA released a new rule, nearly 15 years in the making. The goal was audacious. FAA sought to create a new category where conventional means of government approval gave way to industry consensus standards.

Could such an idea work? Yes! In only 10 years, FAA's Sport Pilot / Light-Sport Aircraft rule not only upended the old order but swept around the world and is now leading to a similar system for larger aircraft.

Third Generation Disruption

The phrase "disruptive innovation" is often used to describe a development that doesn't merely change products ... it changes markets. A century ago, mass production of automobiles was a disruptive innovation because it changed the transportation market. Apple's iPhone is a more recent example.

Light-Sport Aircraft and its ASTM standards system of assuring quality aircraft is racing around the world, already accepted in USA, Brazil, Europe, South Africa, China, Australia and New Zealand. Many more countries are reviewing the concept.

The first aircraft that arrived — call them Generation One — were previously existing aircraft modified to fit the LSA parameters. They dramatically reduced costs, flew well, had the most modern appointments and thereby found market acceptance.

Generation Two aircraft were purpose designed for the category, aimed precisely at the new definition. These aircraft brought desirable, user-demanded changes the older method of certification simply wouldn't allow due to high and inexorably rising costs.

Now, Generation Three airplanes are arriving and Vickers Aircraft's Wave is a gleaming example.

Molding the Future

From nose to tail, Wave is a fresh examination of how to create a seaplane. In development since 2011, the project is funded and nearing completion for a forecast debut at America's Oshkosh 2016.

Wave's advanced design uses carbon fiber extensively. "Early on we spent time working on construction techniques to ensure they could efficiently be used in production," said designer and principal Paul Vickers.

"Our aircraft is 100% designed on computers," said Vickers. "It's incredible what computers offer modern engineers. One wonders what might have been if the Wright brothers had access to some of the tools we have at our disposal."

With a background in marine hull design and fabrication, Vickers addresses that aspect of engineering with great experience and competency.

"By manufacturing nearly all components in house, we ensure high accuracy both dimensionally and regarding weight," Vickers explained. We are very pleased to report our design weights match actual part weights. We opted to use prepreg carbon fiber as used on supercars and Formula One race cars so that we can assure repeatability during production." He emphasized many steps were taken during the design process with an eye to serial production.

Exciting Specifications

A few of the parameters that Light-Sport Aircraft must meet reveal Wave in a measurable way: Two seats; gross weight of 650 kilograms (1,430 pounds); a 180-horsepower powerplant swinging a three-blade prop; either avgas or premium auto fuel; max cruise 120 knots; range with 190 liters (50 gallons) of fuel 720 nautical miles; takeoff in 600 feet.

By now you may be thinking, "Well, it sounds exotic but I probably cannot afford a Wave. Each person's budget is different but consider this, "Our sale price in the USA will be less than US\$180,000 including the 180 horsepower engine, powered folding wings, and airframe parachute." In addition, fuel burn is half that of a Cessna 172 even though Wave will fly faster. Maintenance should consume much less of an owner's operations budget thanks to long lasting components, simpler design execution, and rigorous attention to details during Wave's creation.

While the Light Sport Aircraft category exists in Australia and New Zealand, Wave expects to qualify and be available for the ultralight and microlight categories.

Seaplanes have not only become sexy machines in the age of industry consensus standards, but they offer major advantages. Perhaps more than any other, an example is the huge number of places an amphibious airplane can land. Reducing pilot workload through digital instrumentation and innovative landing gear means a focus on safety older airplane designs cannot match.

A focus on safety is evident in the Wave, by the inclusion of a ballistic parachute as a standard feature and also sliding doors as opposed to the traditional forward hinging canopies, which provide an obvious advantage for water landings.

In this modern age of new methods of certification, design tools that only came into existence in recent decades, airborne info for the pilot that exceeds that available in airliners, and safety features unknown in the past, Wave prepares to launch in an exciting era of aircraft design. Pilots of the world, rejoice!

MORE INFO: <http://www.vickersaircraft.com>





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DVA Survey



Former Commander of Australian Forces in the Middle East Area of Operations, Major General Mark Kelly AO DSC (RL), is encouraging all eligible ex-service personnel to help their mates and fill out a Transition and Wellbeing Research Programme survey.

'I will be completing a survey because this research will help inform services and support for veterans and it is important to know not only the problems that occur when transitioning from service but also what works,' he said.

The survey, which opened in June, is Australia's most comprehensive study into the impact of contemporary military service on the health and wellbeing of serving and ex-serving Australian Defence Force (ADF) personnel.

If you transitioned from the ADF between 2010 and 2014, an email inviting you to participate has been sent to the address you provided to the ADF when you left, or to the email address you have on file with Comsuper or DVA. If you haven't received an email, you can still register to participate with the team conducting the research here.

More information about the research programme is available on the DVA website.

Offer to Bring our Vietnam Fallen Home

Senator The Hon. Michael Ronaldson
Minister For Veterans' Affairs
Minister Assisting The Prime Minister For The Centenary Of ANZAC
Special Minister Of State

The Commonwealth Government will offer the families of Australian servicemen killed during the Vietnam War and buried overseas the opportunity to repatriate their remains. The offer follows extensive consultation with the RSL, the Vietnam Veterans' Association of Australia, the Vietnam Veterans' Federation of Australia, as well as veterans' families.

Australia deployed more than 60,000 servicemen and women to the conflict in Vietnam between 1962 and 1973, with 521 Australians names listed on the Australian War Memorial's Roll of Honour. Australia's policy on repatriating the remains of fallen soldiers changed in January 1966. Since that time, the remains of our fallen have been repatriated.

Some of our Vietnam veterans were buried overseas while their fallen mates were brought home. Twenty five of Australia's war dead from Vietnam were not brought home. One lies in the Kranji War Cemetery in Singapore and 24 in the Terendak Military Cemetery in Malaysia.

With the agreement of their families, the Commonwealth Government will bring them home. It is time that all our Vietnam fallen had the same treatment, which is why the Government will offer to repatriate the remains of those buried overseas, with the agreement of their families. A number of other servicemen and dependants of Defence personnel are also buried at Terendak Military Cemetery, which is located within a Malaysian Armed Forces Base.

The Government will also offer the families of these Australians the opportunity to bring their remains home where they can have unrestricted access to their graves. The decision to take up this offer of repatriation rests, as it should, with the families. Some will choose to bring loved ones home, and others will let them rest where they now lie. We are grateful to the Government of Malaysia for taking good care of the graves of our soldiers and civilians and for facilitating visits for their loved ones.

The Government will meet the costs associated with repatriation and reburial. As 2015 marks fifty years since the arrival of combat troops and the escalation of Australian involvement in Vietnam, it is right and proper that we honour their service with this gesture.

Over the coming years, we will further honour those who served through commemorations marking the 50th anniversary of battles such as Long Tan, Coral-Balmoral and Binh Ba.

Department Of Veterans Affairs Saluting Their Service Grants

Minister for Veterans' Affairs, Senator the Hon. Michael Ronaldson, announced on 13 August 2015 116 community projects honouring Australian servicemen and women will receive more than \$285,000 in funding under the Australian Government's *Saluting Their Service* grants programme.

Senator Ronaldson said the grants supported a wide range of local projects, from restoring and building memorials, to installing flag poles and plaques, and producing commemorative books. "This funding enables communities to decide how they recognise the service of all men and women who have served the nation in any war, conflict or peace operation in which Australia has been involved," Senator Ronaldson said. "The projects receiving grants commemorate the service of those involved in a number of conflicts, including the Boer War, First World War, Second World War, Vietnam War, Korean War and peace operations."

These projects have been funded under the Community Commemorative Grants category of the *Saluting Their Service* grants programme, which provides up to \$4000 for projects, enabling small communities to build memorials and preserve locally significant wartime memorabilia.

Senator Ronaldson said he was particularly pleased to announce these grants during the Centenary of Anzac period,

as they would help small communities continue to honour the men and women who have served our nation. "The Anzac Centenary period is a time for all Australians to commemorate a Century of Service, honouring all those who have worn our nation's uniform, including the more than 102,000 who lost their lives in conflicts over the past 100 years," he said.

For more information about *Saluting Their Service* grants, visit www.dva.gov.au/grants or call 133 254 or 1800 555 254 from regional Australia.

Editor's note: A list of grant recipients in each state is attached. In accordance with the Commonwealth Grant Rules and Guidelines, approved grants will be added to the list on the DVA website within 14 days of the funding agreement between DVA and the organisation taking effect.

Media enquiries: Minister Ronaldson: Mark Lee 02 6277 7820 or 0408 547 381

Department of Veterans' Affairs Media: 02 6289 6203

Saluting Their Service Community Commemorative Grants

New South Wales

Recipient	Location	Electorate	Funding description	Amount \$
Bankstown City Council	Padstow	Banks	To refurbish the war memorial in Padstow	\$3,636.00
Oatley Public School	Oatley	Banks	Restoration of the site of the original 1924 War Memorial	\$3,249.00
Vietnam Veterans Peacekeepers and Peacemakers Association of Australia (NSW Branch) Inc.	Bankstown	Blaxland	To hold a luncheon at the Bankstown District Sports Club on Vietnam Veterans' Day, 18 August 2015 to commemorate the 50th anniversary of the departure of the first Australian Combat Troops to South Vietnam and the commencement of National Service.	\$2,727.00
Rathmines Catalina Memorial Park Association Inc.	Rathmines	Charlton	To restore and clean the Rathmines Catalina Memorial	\$4,000.00
Ourimbah-Lisarow RSL Sub-Branch	Ourimbah	Dobell	To install six bronze plaques on the RSL cenotaph to commemorate the involvement of Australian personnel in conflicts from the Boer War to the Vietnam War	\$3,930.00
Ourimbah-Lisarow RSL Sub-Branch	Ourimbah	Dobell	To install a display cabinet at the Ourimbah-Lisarow RSL Sub-branch to display memorabilia from conflicts in Vietnam, Iraq, Timor and Afghanistan	\$2,727.00
Toukley RSL Sub-Branch	Toukley	Dobell	To install a flagpole to fly the Australian National Flag at the new Welfare Pension Office in Toukley	\$885.00
Toukley RSL Sub-Branch	Norah Head	Dobell	To print a historic centenary programme on the naming of 'Memorial Beach' at Norah Head, for distribution at the Anzac Day Centenary Service. The beach is being named after those who were killed at Gallipoli.	\$870.00
Spiral Gallery Co-operative	Bega	Eden-Monaro	To hold a community quilts project to produce two quilts reflecting on Bega Valley's response to war and peacekeeping	\$3,000.00
Urana Soldiers Memorial Hall Committee	Urana	Farrer	To restore four honour boards at the Urana Soldiers Memorial Hall	\$3,000.00
Lockhart Shire Council	Lockhart	Farrer	To restore the First World War honour board located in the Lockhart Memorial Hall	\$3,636.00
Murray Shire Council	Moama	Farrer	To restore the Moama War Memorial and Federation Clock	\$3,394.00

Veterans Information

Sunset Strip Progress Association	Sunset Strip	Farrer	To install a War Memorial at the Sunset Strip Community Centre	\$3,000.00
Walbundrie Hall Committee	Walbundrie	Farrer	To refurbish the Walbundrie First World War honour board located at the Walbundrie Memorial Hall	\$405.00
Rand RSL Sub-Branch	Rand	Farrer	To install a First World War plaque on the Rand War Memorial	\$2,532.00
Balranald Inc. Honour Our Veterans Trail	Balranald	Farrer	To install interpretive signage along the Honour Our Veterans walking trail in Balranald	\$3,636.00
Fort Street Boys High School Class of 1963	Petersham	Grayndler	To install a plaque in the Fort Street High School memorial hall dedicated to all Fortians who served and in memory of those who died in conflicts post the Second World War	\$2,878.00
Mitchell High School	Blacktown	Greenway	To purchase three plaques to install in the school's commemorative garden honouring the 53 men from the Blacktown area who died in the First World War	\$4,000.00
Cootamundra Local History Society Inc.	Cootamundra	Hume	To erect a memorial to mark the 75th anniversary of the establishment of the RAAF's No. 1 Air Observers School in Cootamundra and to honour the airmen who trained at the school	\$3,674.00
Breadalbane Community Hall & Park Committee	Breadalbane	Hume	To construct a new memorial in Chisholm Park, Breadalbane to commemorate those from the district who served in the First World War and the Second World War	\$4,000.00
Goulburn and District Historical Society Inc.	Goulburn	Hume	To clean and repair a 1898 Australian light Horse uniform, which will form the centrepiece of the Goulburn and District Historical Society's upcoming museum reopening	\$2,727.00
Kurri Kurri RSL Sub-Branch	Kurri Kurri	Hunter	To install a plaque by the lone pine in Rotary Park, Kurri Kurri in honour of the Australian soldiers killed or wounded at Gallipoli	\$948.00
Cessnock City Council	Abermain	Hunter	To refurbish the Abermain War Memorial, which is a community focal point for commemorative services	\$1,600.00
Cessnock City Council	Greta	Hunter	To refurbish the Greta War Memorial, which commemorates the service of Australian personnel in the First and Second World Wars	\$2,850.00
Cessnock City Council	Pokolbin	Hunter	To refurbish the Pokolbin Public School Memorial Gates, which commemorate service personnel who lost their lives in the First and Second World Wars	\$2,000.00
Cessnock City Council	Mulbring	Hunter	To refurbish the Mulbring Roll of Honour	\$519.00
Cessnock City Council	Aberdare	Hunter	To restore the memorial at the Veterans Memorial Park in Aberdare	\$1,545.00
Cessnock City Council	Aberdare	Hunter	To restore the memorial entrance gates to Aberdare Cemetery, which honour service personnel who died prior to 1925	\$3,250.00

Cessnock City Council	Kurri Kurri	Hunter	To restore the Kurri Kurri War Memorial, which honours soldiers who died during the First World War, the Second World War, the Korean War and the Vietnam War	\$1,750.00
Cessnock City Council	Cessnock	Hunter	To restore the Cessnock War Memorial which commemorates the First World War, Second World War, and the Vietnam and Korean Wars.	\$1,800.00
Singleton RSL Sub-Branch	Singleton	Hunter	To purchase flags to raise on the headstones of deceased service personnel on gravesites in the Singleton area from 23 April to 27 April 2015 to commemorate the Centenary of Anzac	\$1,800.00
4th/19th Prince of Wales's Light Horse Regiment Unit History Room	Watsonia	Jaga Jaga	To purchase a glass display cabinet to display a collection of bayonets at the Simpson Barracks	\$1,800.00
Our Lady of The Way School Emu Plains	Emu Plains	Lindsay	To construct a remembrance wall to commemorate the Centenary of Anzac	\$4,000.00
Taree RSL Sub-Branch	Taree	Lyne	To upgrade the RAAF memorial fountain in Fotheringham Park	\$2,568.00
Macarthur Gardens Retirement Village	Campbelltown	Macarthur	To install a flagpole at the retirement village to fly the Australian National Flag	\$1,182.00
The Friends of the Australiana Pioneer Village Inc.	Wilberforce	Macquarie	To install memorial plaques in the Australiana Village Memorial Garden and exhibit local First World War information as part of the Villages' commemoration of the Centenary of Anzac.	\$1,497.00
Windsor and District RSL Sub-Branch	Freemans Reach	Macquarie	To improve access to the Freemans Reach War Memorial	\$3,636.00
Our Lady of the Nativity Primary School	Lawson	Macquarie	To undertake a school project into the local history of Australia's involvement in war	\$2,648.00
NSW Police RSL Sub-Branch	South Windsor	Macquarie	To publish a book entitled - 'From Coppers to Diggers' World War 1 1914-1918 (and Other Conflicts 1885-1976)	\$3,000.00
Our Lady Queen of Peace Greystanes	Greystanes	McMahon	To install a memorial garden at the School to commemorate the Centenary of Anzac	\$2,685.00
Armidale RSL Sub-Branch	Armidale	New England	To hold a commemorative service on Anzac Day 2015 in Armidale's Central Park to mark the 100th anniversary of the landings at Gallipoli	\$1,567.00
Kentucky Memorial Hall and Literary Institute Inc.	Kentucky	New England	To restore and display photographs of First World War and Second World War servicemen and women at the memorial hall	\$4,000.00
Merewether-Hamilton RSL Sub-Branch	Hamilton	Newcastle	To install a flagpole at the First World War memorial in Gregson Park, Hamilton	\$1,500.00
Callaghan College	Jesmond	Newcastle	To undertake a school research project titled 'They served - Australian Army Nurses from the Hunter in World War 1	\$3,000.00
Grafton RSL Sub-Branch	Grafton	Page	To install three memorial plaques in Memorial Park, Grafton to commemorate Australian service personnel in recent conflicts	\$1,373.00

Veterans Information

Coolah & District Historical Society	Coolah	Parkes	To lay an access path and install a flagpole at the newly constructed Coolah War Memorial	\$2,149.00
Moree Plain Shire Council	Moree	Parkes	Purchase 2 display cabinets to preserve and display War Memorabilia	\$2,544.00
Mother Teresa Primary Westmead	Westmead	Parramatta	To install a flagpole at the school	\$1,384.00
Vacy Sportsground Management Committee - Dungog Shire Council	Vacy	Paterson	To replace the concrete apron surrounding the Vacy Cenotaph	\$4,000.00
Pottsville Beach RSL Sub-Branch	Pottsville Beach	Richmond	To replace the cenotaph at Anzac Park, Pottsville Beach	\$4,000.00
Bangalow RSL Sub-Branch	Bangalow	Richmond	To install a new community war memorial in Bangalow	\$4,000.00
131 Locators Association Inc.	Manly	Warringah	To install a commemorative paver on Memorial Walk Manly to mark 49 years since the arrival of the Battery's first detachment in Vietnam.	\$1,500.00
First Battalion Association Inc.	Woollahra	Wentworth	To conserve and preserve the 1st Battalion 1914 - 1918 flags and colours	\$3,000.00
Total Grants - NSW - 53				Total \$137,001.00

Victoria

Recipient	Location	Electorate	Funding description	Amount \$
Bungaree and District Historical Society	Bungaree	Ballarat	To erect a flagpole at the site of the district's new memorial	\$663.00
Essendon Football Club	Melbourne Airport	Calwell	To create eight honour boards to commemorate players who died in the First and Second World Wars	\$3,578.00
Essendon Football Club	Melbourne Airport	Calwell	To create four honour boards, each with the names of players from a particular AFL club who died during active service in the First World War and Second World War	\$3,671.00
Crib Point Primary School	Crib Point	Flinders	To restore the Great War 1914-1919 Roll of Honour Board and Book	\$2,238.00
Traralgon RSL Sub-Branch	Traralgon	Gippsland	To restore the Traralgon cenotaph and install a plaque to commemorate the Centenary of Anzac	\$4,000.00
Traralgon RSL Sub-Branch	Glengarry	Gippsland	To restore the Glengarry cenotaph and install a plaque to commemorate the Centenary of Anzac	\$1,475.00
Traralgon RSL Sub-Branch	Rosedale	Gippsland	To restore the Rosedale cenotaph and install a plaque to commemorate the Centenary of Anzac	\$3,700.00
Mallacoota RSL Sub-Branch	Mallacoota	Gippsland	To install a plaque on the Mallacoota Cenotaph to commemorate the Centenary of Anzac	\$3,850.00
Cockatoo Rise War Veterans Retreat Inc.	Sarsfield	Gippsland	To establish a museum to house and display a large collection of Australian wartime uniforms	\$3,000.00
Melton Specialist School	Melton	Gorton	To install a flagpole on the school grounds to fly the Australian national flag	\$455.00

Australian Commando Association Victoria	Ashburton	Higgins	To publish a booklet entitled "Strike Swiftly - the next 20 years: 1995 to 2015"	\$3,000.00
Moyhu Action Group Inc.	Moyhu	Indi	To install a First World War Memorial in Moyhu Lions Park	\$4,000.00
Thoona Memorial Hall Committee	Thoona	Indi	To restore the memorial plaque at the Thoona Memorial Hall	\$500.00
Upwey Belgrave RSL Sub-Branch	Belgrave	La Trobe	To restore the First World War monument in Wattle Avenue, Belgrave	\$1,182.00
Sunbury Heights Primary School	Sunbury	McEwen	To install a flag pole at the school to fly the Australian National Flag	\$1,500.00
Applewood Residents' Association Inc.	Doncaster	Menzies	To install a flagpole on the grounds of Applewood Retirement Village to fly the Australian National Flag	\$1,367.00
Dennington Community Association	Dennington	Wannon	To upgrade the Dennington First World War memorial	\$1,750.00
Noorat & District Residents Association Inc.	Noorat	Wannon	To install a plaque on the new Noorat War Memorial	\$1,700.00
Total Grants - VIC - 18				Total \$41,629.00

Queensland

Recipient	Location	Electorate	Funding description	Amount \$
Yandina / Eumundi RSL Sub-Branch	Yandina	Fairfax	To restore the First World War Cenotaph at Yandina	\$3,636.00
Holland Park-Mt Gravatt RSL Sub-Branch	Holland Park	Griffith	To install seven plaques on the Memorial Wall in Holland Park	\$1,629.00
Booyal Memorial Hall Association Inc.	Booyal	Hinkler	To restore the Booyal Returned Soldiers sign located in the local community hall	\$770.00
Burke Shire Council	Burketown	Kennedy	To restore the Burke Shire Council Rolls of Honour	\$4,000.00
Herbert River RSL Sub-Branch	Ingham	Kennedy	To install led lighting in a large display cabinet at the Herbert River RSL Sub-branch	\$1,174.00
Cook Shire Council	Coen	Leichhardt	To install a new community war memorial at Coen Heritage House	\$3,636.00
Cook Shire Council	Coen	Leichhardt	To install a flagpole at Coen Heritage House to fly the Australian National flag	\$660.00
Runaway Bay Village Residents Committee	Runaway Bay	Fadden	To install a new commemorative stone in the memorial garden at Runaway Bay Retirement Community to commemorate all wars	\$4,000.00
Thallon Progress Association	Thallon	Maranoa	To install an honour roll at the Thallon War Memorial to commemorate the service of local people during the First World War	\$2,167.00
Warwick RSL Sub-Branch	Warwick	Maranoa	To publish a history of the Scots College Cadet Unit from 1921 to 2004.	\$2,216.00
Anglican Church Robina and Mermaid Beach	Robina	McPherson	To install a plaque in the memorial garden at the church commemorating 100 years of Anzac	\$194.00
The 8th Battalion Royal Australian Regiment Association Inc.	Clontarf	Petrie	To create two RAR Association banners for members to march behind during commemorative ceremonies	\$1,386.00

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Veterans Information

Tin Can Bay RSL Sub-Branch	Tin Can Bay	Wide Bay	Restore the memorial in Anzac Memorial Park	\$3,600.00
Australian War Animal Memorial Organization Inc.	Mudgeeraba	Wright	To construct a memorial at the Mudgeeraba Light Horse Museum to commemorate all those who served in the Australian Army Veterinary Corps	\$4,000.00
Laidley RSL Sub-Branch	Laidley	Wright	To install eight plaques commemorating conflicts other than the First and Second World Wars on the Laidley Cenotaph	\$2,979.00
Total Grants - QLD - 15				Total \$36,047.00

Western Australia

Recipient	Location	Electorate	Funding description	Amount \$
WRANS - RAN Women's Association WA	Baldivis	Brand	To produce a banner with the new RAN and WRAN crests for use at commemorative events	\$699.00
Serpentine Jarrahdale RSL Sub-Branch	Byford	Canning	To hold an ANZAC Art Expo displaying works of art from school children in the Shire of Serpentine-Jarrahdale	\$3,000.00
Willandra Primary School	Armadale	Canning	To hold a Combined Schools Anzac Commemorative Choral Festival in Armadale Memorial Park on 22 April 2015	\$3,000.00
Shire of Victoria Plains	Calingiri	Durack	To install a plaque in the rose garden of the local war memorial to commemorate the centenary of the Gallipoli landings and to honour those from the local community who served in the First World War	\$1,100.00
Mullewa Community Resource Centre	Mullewa	Durack	To create a Fallen Soldiers Commemorative Walk in Mullewa	\$1,751.00
WA Performing Arts Eisteddfod	Bunbury	Forrest	To produce a visual production of footage from the First World War to the Salute to the Anzacs Eisteddfod being held at the Bunbury Regional Entertainment Centre during June 2015	\$2,500.00
Gosnells RSL Sub-Branch	Gosnells	Hasluck	To install a new plaque on the Gosnells Memorial	\$2,200.00
Shire of Bridgetown-Greenbushes	Bridgetown	O'Connor	To install two Battle of the Somme commemorative plaques in the 'Somme Creek Parklands', Bridgetown	\$2,000.00
Australian Railway Historical Society (WA Division) Inc.	Bassendean	Perth	To restore three Midland Railway Company of WA First World War honour boards	\$3,636.00
Lake Gwelup Primary School	Gwelup	Stirling	To install a war memorial at Lake Gwelup Primary School	\$845.00
Osborne Park RSL Sub-Branch	Osborne Park	Stirling	To restore the Osborne Park RSL Sub-branch War Memorial	\$4,000.00
Damla College	Ferndale	Swan	To install a flagpole at the college to fly the Australian National Flag	\$980.00
Total Grants - WA - 12				Total \$25,711.00

South Australia

Recipient	Location	Electorate	Funding description	Amount \$
St George's Anglican Church Goodwood	Goodwood	Adelaide	To restore the Goodwood War Shrine Memorial located in front of the church	\$3,500.00
Reconciliation SA	Adelaide	Adelaide	To hold a travelling exhibition highlighting the service of Aboriginal and Torres Strait Islander people from South Australia	\$2,727.00
Meningie RSL Sub-Branch	Meningie	Barker	To install panels recognising the involvement of Australian service personnel in significant military conflicts at the RSL memorial garden.	\$4,000.00
Port Victoria RSL Sub-Branch	Port Victoria	Grey	To install a new honour board at the Port Victoria RSL Hall	\$2,300.00
Bower Progress Association Inc.	Bower	Grey	To construct a new war memorial in Bower, SA	\$4,000.00
Whyalla Family History Group	Whyalla Norrie	Grey	To publish a book with a brief biography of the fifty Whyalla / Iron Knob residents who enlisted in the First World War	\$333.00
Friends of Glenthorne Inc.	Sheidow Park	Kingston	To purchase four banners to be displayed at the open day showcasing the historical significance of Glenthorne No. 9 Remount Depot	\$556.00
Nairne RSL Sub-Branch	Nairne	Mayo	To restore the Nairne war memorial	\$3,185.00
Hahndorf Community Association Inc.	Hahndorf	Mayo	To re-gild the names and artwork on the Hahndorf War Memorial	\$3,810.00
The Hills Christian Community School	Verdun	Mayo	To create an Anzac Grove adjacent to the school in Verdun, SA	\$3,000.00
Clarendon Historic Hall Inc.	Clarendon	Mayo	Install a memorial pedestal with plaque and reprinting of memorial book.	\$1,485.00
Mallala & Districts Historical Committee	Mallala	Wakefield	To install plaques at the Mallala monument commemorating local soldiers who have died during conflicts	\$600.00
Freeling RSL Sub-Branch	Freeling	Wakefield	To install a flagpole at Freeling Recreational Park to fly the Australian flag	\$1,500.00
Total Grants - SA - 13				Total \$30,996.00

Tasmania

Recipient	Location	Electorate	Funding description	Amount \$
Point of Women Inc.	Clarence Point	Lyons	To restore the Memorial Avenue at Clarence Point, Tasmania	\$4,000.00
National Trust of Australia (Tasmania), Franklin Village Heritage Committee	Youngtown TAS	Bass	To install a plaque on a plinth at St James Church, Franklin Village, to commemorate local First World War soldiers, and publish a book acknowledging soldiers from the district whose names are listed on the First World War Honour Roll	\$3,630.00
Scotch Oakburn College	Newstead	Bass	To install a permanent poppy and rosemary garden in the College to commemorate the Centenary of Anzac	\$1,846.00
Fingal RSL Sub-Branch	Fingal	Lyons	Restore the Fingal War Memorial	\$4,000.00
Total Grants - TAS - 4				Total \$13,476.00

Australian Capital Territory

Recipient	Location	Electorate	Funding description	Amount \$
Returned Services League of Australia ACT Branch	Campbell	Fraser	To update the plaque in the Victoria Cross Memorial Park to include the names of more recent recipients	\$962.00
Total Grants - ACT - 1				Total \$962.00

Veteran And Community Grants 2015-16 Funding Round One

New South Wales

Recipient	Location	Electorate	Funding description	Amount \$
Bowraville And District Ex-Services Club Limited	Bowraville	Cowper	To upgrade existing toilet facilities for the wellbeing of the veteran community.	62,917.27
Coolangatta Tweed Heads Legacy Laurel Club	Tweed Heads	Richmond	To undertake a series of bus trips to reduce social isolation.	1,970.00
Hastings Manning Macleay Vietnam Veterans Peacekeepers & Peacemakers Association of Australia Incorporated	Port Macquarie	Lyne	To purchase computer equipment for the production of a newsletter.	8,795.30
Karuah Sub-branch of The Returned and Services League of Australia (New South Wales Branch)	Karuah	Paterson	To undertake a series of bus trips to reduce social isolation.	7,627.27
Legacy Club of Armidale Incorporated	Armidale	New England	To upgrade the Club's kitchen appliances to enhance activities provided to the veteran community.	15,377.83
Mendooran Merrygoen Memorial Club Co-Operative Limited	Mendooran	Parkes	To refurbish the access ramp at the Club for the safety and benefit of members.	7,363.64
Port Macquarie RSL Subbranch	Port Macquarie	Lyne	To undertake a series of bus trips to reduce social isolation.	12,000.00
Returned & Services League Of Australia South West Rocks Sub-branch	South West Rocks	Cowper	To upgrade existing toilet facilities for the wellbeing of the veteran community.	6,400.00
The University of Newcastle	Callaghan	Newcastle	To expand the existing 'Cooking for One or Two' program for the benefit of the veteran community.	33,872.11
Tocumwal Golf Club Limited	Tocumwal	Farrer	To establish a new bowling green to enhance activities provided to the veteran community.	104,780.91
Tweed Heads Community Men's Shed Incorporated	Tweed Heads	Richmond	To purchase tools and equipment to facilitate activities provided by the Men's Shed.	15,389.09
Vietnam Veterans South West NSW and Wagga Incorporated	Wagga Wagga	Riverina	To upgrade the amenities block at the Murraguldrie Veterans Retreat to improve accessibility for members.	25,017.00
Warilla Sub-branch Returned And Services League Of Australia (NSW Branch)	Lake Illawarra	Throsby	To refurbish the kitchen facilities to enhance activities provided to the veteran community.	64,544.55
Total Grants - NSW - 13				Total \$366,054.97

Victoria

Recipient	Location	Electorate	Funding description	Amount \$
Benalla RSL Sub-branch	Benalla	Indi	To undertake a series of bus trips to reduce social isolation.	6,250.00
Clocktower Day Club	Ringwood	Deakin	To undertake a series of bus trips to reduce social isolation.	7,707.00
Combined Tramways and East Melbourne RSL Subbranch Incorporated	Fitzroy	Melbourne	To purchase an audio-visual system to enhance activities provided for the veteran community.	6,837.27
Footscray RSL Subbranch Incorporated	Footscray	Gellibrand	To undertake a series of bus trips to reduce social isolation.	4,870.00
Hamilton & District Legacy Club Incorporated	Hamilton	Wannon	To purchase computer equipment for the production of a newsletter.	2,989.95
Preston Reservoir Widows Club	Reservoir	Batman	To undertake a series of bus trips to reduce social isolation.	8,225.00
Springvale Commemorative and Community Vegetable Garden	Springvale	Hotham	To purchase tools and equipment to facilitate activities provided by the community garden for the benefit of members.	2,487.00
St Arnaud RSL Sub-branch	St Arnaud	Mallee	To upgrade the access ramp and toilet facilities for the safety and benefit of disabled members.	22,390.00
West Gippsland Vietnam Veterans Association	Warragul	McMillan	To purchase a defibrillator and conduct first aid training courses for the benefit of members.	3,416.00
West Gippsland Vietnam Veterans Association	Warragul	McMillan	To purchase tools and equipment to enhance a garden/home maintenance program for the veteran community.	5,166.00
Total Grants - VIC - 10			Total \$70,388.22	

South Australia

Recipient	Location	Electorate	Funding description	Amount \$
Riverland Wood Workers Incorporated	Renmark	Barker	To install air-conditioning in the common room of the Riverland Woodworkers Group to enhance activities provided for the veteran community.	2,300.00
The Returned & Services League (Crystal Brook Sub-branch) Incorporated	Crystal Brook	Grey	To install new toilet facilities and to refurbish the kitchen and roof of the Hall to enhance activities provided for the veteran community.	130,896.00
Total Grants - SA - 2			Total \$133,196.00	

Tasmania

Recipient	Location	Electorate	Funding description	Amount \$
Tasmanian R&SLA Bowls Association North West Section	Penguin	Braddon	To conduct a series of bus trips to bowls clubs around Tasmania for the benefit of members.	4,450.00
Total Grants - TAS - 1			Total \$4,450.00	

Western Australia

Recipient	Location	Electorate	Funding description	Amount \$
Kalamunda Men's Shed Incorporated	Lesmurdie	Hasluck	To purchase equipment for the Men's Shed to enhance activities provided for the veteran community.	4,313.64
Victoria Park RSL Sub-branch	East Victoria Park	Swan	To purchase equipment to provide computer training and to produce a newsletter for the veteran community.	19,700.00
Total Grants - WA - 2			Total \$24,013.64	

Other States and Territories : NIL	
National Total: 28	\$598,052.8

Your DHOAS payments after posting or separation

ADF personnel receiving Defence Home Ownership Assistance Scheme (DHOAS) payments are advised to check how a posting or transition out of service could affect their subsidies.

Members who are transitioning out of the ADF can continue to receive payments if they have sufficient service credit but they need to be mindful of changes to their DHOAS eligibility as a separated member.

For personnel being posted, usually they can also continue to receive DHOAS payments if they follow administrative procedures. This includes advising the Department of Veterans' Affairs (DVA) of their change in circumstances before they relocate.

Separation and DHOAS eligibility

Separating from the ADF can impact on members' DHOAS eligibility, including their subsidy amount and the number of subsidy certificates they can access.

If they have completed 20 or more years of service when they separate they will receive their subsidy payments at the Tier 3 level. Otherwise, their subsidy will be paid at the Tier 1 level regardless of their tier while serving. It is important they advise DVA of the change in their circumstances, to ensure they don't receive an overpayment of subsidy which they will be required to pay back.

Members can receive only one subsidy certificate after they separate and they must apply for this certificate within two years of separating. They need to keep this mind if they want to access their DHOAS entitlement and start receiving subsidy payments or make a change to their existing DHOAS arrangements.

The certificates are valid for only 12 months so members need to ensure they use their final certificate before it expires. There are no options to extend it.

Some members may choose to apply for a subsidy certificate before separating, so their one, post-separation certificate can be accessed at a later date if necessary.

If they are making progressive draw-downs on a construction loan, and they are separated, they may wish to defer applying for their one post-separation certificate until construction is complete, keeping in mind it must still be within two years of their separation. This is so they can receive subsidy payments that are calculated on the maximum home loan balance possible.

Posting and 12 month occupancy

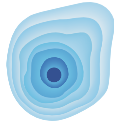
A condition of receiving DHOAS payments is that members (or their dependents) must occupy the subsidised home for 12 months from when the subsidy starts. However, if a member moves into a DHOAS-subsidised property with the intention of staying for 12 months and is later issued a posting order, then payments can continue.

To ensure payments aren't stopped, they must advise DVA of their posting before they relocate and request an occupancy waiver. They can use a change of circumstances form found on the DHOAS website, and attach their posting order.

Those members receiving the DHOAS subsidy during the construction of their home must officially occupy the home before posting out in order to continue to receive the payments. They cannot receive an occupancy waiver. If they receive their posting order and are unable to move into their DHOAS-subsidised home before relocating, DVA must cease subsidy payments.

Members can re-apply for a new subsidy certificate and recommence payments once they're able to occupy the home and remain in the property for 12 months.

Once members have occupied their subsidised homes for 12 months, they can continue receiving subsidy payments, regardless of whether or not they reside in the homes, as long as the existing DHOAS loan remains current and is not paid out.



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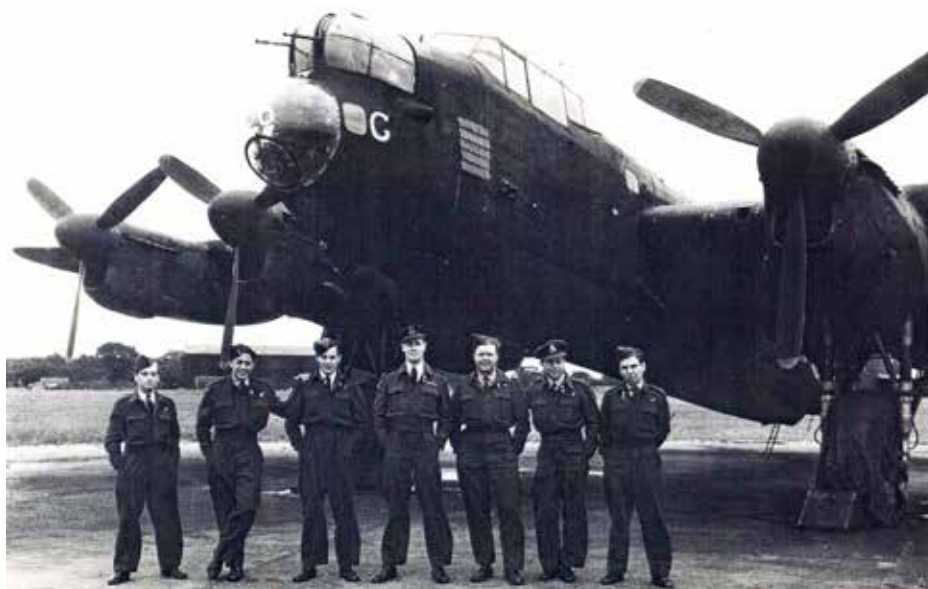
AIRCDRE Geoffrey Gordon Michael AO OBE AFC (Retd) - 25 January 1924 - 16 July 2015

Air Commodore (Retd) Geoffrey Michael AO OBE AFC was born on 25 January 1924 in Perth, Western Australia. He joined the RAAF in early 1942 as an aircrew trainee in the Empire Air Training Scheme. He trained on the Tiger Moth and Avro Anson at Cunderdin, before completing his pilot training at 4SFTS, Geraldton in March 1943. He left for United Kingdom as a SGT Pilot in August 1943 and following operational training, he flew Wellington and Stirling bombers before completing a tour on Lancaster bombers with No 149 Squadron (RAF) in Bomber Command. He finished the war as a FLGOFF.

Following the war, he was posted as Adjutant to RAAF Base Pearce in WA in February 1946, before starting a fighter conversion in September 1946 where he converted to the P-51 Mustang fighter. He served with No 75 Squadron for a short period and was then posted to Japan in March 1947 to No 76 Squadron. On his return to Australia in November 1948 and after a short stint at RAAF Pearce and then 18 months at Dept of Air, Melbourne, he underwent a flying instructor



FLTLT Geoff Michael, after the war. Photo: The Michael family



Geoff Michael and his Lancaster crew, 149 SQN RAF. Photo: The Michael family

course in July 1950 and remained on the staff of the Central Flying School until January 1952, when he was posted to No 11 Squadron at RAAF Base Pearce, WA.

Air Commodore Michael joined No 11 Squadron RAAF as the first flying instructor on the P2V5 Neptune maritime surveillance aircraft, with the type being introduced to RAAF service from 1951 at

RAAF Base Richmond. Air Commodore Michael was involved with the acceptance, delivery flights, and introduction to service of these aircraft, before serving on exchange with the Royal Air Force in 1954-55 flying Neptune aircraft from RAF Kinloss in Scotland.

He returned to No 11 Squadron in 1956 and served for two years as the Executive Officer, and was awarded the Air Force Cross (AFC). From 1958 to 1962 he was appointed to 'Maritime Operations' in the Air Office of the Department of Defence in Melbourne and Canberra. Following completion of the RAAF Staff Course at the end of 1963, he was posted as CO No 10 Squadron on the SP2H (P2V7) Neptune at RAAF Base Townsville.

From June 1966 to July 1968 he served on exchange duty with the United States Navy as pilot and aircrew training officer on the staff of the Commander Fleet Air Wing Pacific. He was awarded the USN Certificate of Commendation in 1968 for meritorious service and outstanding performance of duty with the US Navy.

Air Commodore Michael returned to Australia in late 1968 on posting to RAAF Base Richmond as the CO Base Squadron. He was promoted to GPCAPT in January 1969 and posted to HQOC as the SASO in February 1970. During that period he was awarded the OBE.

In 1973 he attended the Royal College of Defence Studies in London and on return to Australia in 1974, he was appointed Director General of Operational Requirements (DGOR) at Air Force Office, Canberra.

Air Commodore Michael was appointed OC RAAF Base Richmond in January 1976 until his retirement from the RAAF in 1979, following 37 years of service. During his period at



WGCDR Geoff Michael, CO No 10 Squadron.
Photo: The Michael family



AIRCDRE Geoff Michael *Photo: RAAF*

Richmond he was made an Officer of the Order of Australia (AO).

He retired in the Richmond area in 1979 and continued his involvement with aviation and the community:

- Member of Hawkesbury Shire/City Council from 1980 to 1990, including as Shire President and Mayor in the years 1984 to 1988.
- Director of the Aerospace Foundation of Australia and Airshows Down Under.
- Member of the Historic Aircraft Restoration Society (HARS).
- Member of governing bodies for the Australian War Memorial, 'Australia Remembers' Council, Bomber Command Memorial Day, Air Training Corps and NSW Scouting Council.
- Formed the Richmond Branch of the RAAF Association in 1978.
- Elected National President of the RAAF Association in 1986, until 2006.
- Served as President of Honour of the RAAF Association National Council until his passing.
- Vice-Chairman of Australian Veterans and Defence Services Council (AVADSC)
- Established the Landings retirement village in conjunction with a developer.

Air Commodore Michael's service funeral on Friday 24 July was a fitting tribute to a long and productive life. Four ex-Chiefs of Air Force joined his family, friends and associates to fill St Mathews Anglican Church Windsor to capacity

to commemorate his life. In four separate eulogies, the congregation heard of a man who was a patriot, a passionate aviator, a dedicated family man and a consummate gentleman unmotivated by financial reward. His charm, his genuine interest in people, and especially his wonderful memory for names endeared him to all whom he came into contact.

A flypast of a Caribou and a Dakota aircraft from HARS honoured his contribution to the RAAF and HARS. Two separate low level flypasts by a C-130J Hercules from Richmond were spectacular and fitting as 'Last Flight' tributes to his service as a RAAF pilot.



Geoff and Gwen Michael at Bomber command Commemoration, Canberra, June 2011.
Photo: Bomber Command Association

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WHAT YOU NEED TO KNOW.



UAV's are changing the lives of businesses all over the world, by giving access to places and views previously unaffordable.

The Real Estate, Agriculture, Media and Surveying sectors have all been early adopters of this technology.

However with this comes the responsibility to insure these devices and there are some pitfalls.

As the cost of replacing the technology comes down, it's possible to imagine that insuring the actual drone could become less pressing.

However the cost of replacing a drone becomes insignificant compared to possible expense of damage to property or worse, injury to people.

Flying in densely populated areas will eventually result in some damage or harm, this is an inescapable truth.

A drone is considered to be an aircraft and would not be covered by a traditional business policy.

The traditional liability insurance held by most businesses would be insufficient to deal with the consequences of a UAV that causes damage or injury.

This could be easy to overlook but potentially very costly for the business owner and or pilot.

Basically a drone needs to be insured under an Aviation policy to be properly covered.

Many early adopters of UAV technology would have previously been very unfamiliar with the concept of aviation insurance.

In addition to this, traditionally aviation underwriters and brokers have stood apart from the more, mainstream lines of business. They are now having to deal with often smaller businesses or people not familiar with the insurance concepts that are critical to UAV's.

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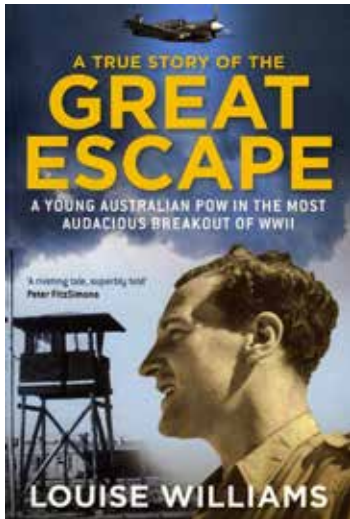
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A True Story of the Great Escape

Author: Louise Williams

Soft: 284 pages, with B & W photos and an eBook

Publisher: Allen and Unwin

Availability: www.allenandunwin.com

Price: \$29.99

In the 1960s Hollywood blockbuster, *The Great Escape*, Steve McQueen plays the irrepressible Captain Hilts, who 'levies' the bed boards of his fellow POWs to help shore up the most ambitious escape tunnel of World War II. In real life, it was young Australian fighter pilot, John Williams DFC, who ran the famous levies and headed up the carpentry department of the clandestine 'X' escape organisations, his woodworking skills dating back to his days making surfboards on Manly Beach.

John had joined the air force (RAF) shortly before the outbreak of war, and was rapidly recognised as an air ace. In the larrikin tradition he insisted on fighting the war in non-regulation attire and led his squadron into air combat over the desert of Libya and Egypt dressed in sandals and shorts. Shot down in 1942, he became a POW in the notorious Stalag Luft III camp in Germany, where he was soon joined by his best mate and fellow pilot, Rusty Kierath. The pair had first met on the Rugby oval at school in Sydney and their paths had crossed fortuitously ever since.

John and Rusty were among the 76 POWs who tunnelled their way out of the supposedly escape-proof camp under the noses of their German guards in what would later become famous as the Great Escape. Their families never learned what really happened once the pair made it out into the forest... Til now...

John's niece Louise Williams has drawn on family records and extensive archival research to paint a moving and intimate account of John's upbringing in a family hit hard by the Depression, his encounters with the British class system during training, and the extraordinary collaboration of the POWs in the Great Escape. It is a powerful and revealing story from one of the most dramatic episodes of World War II.

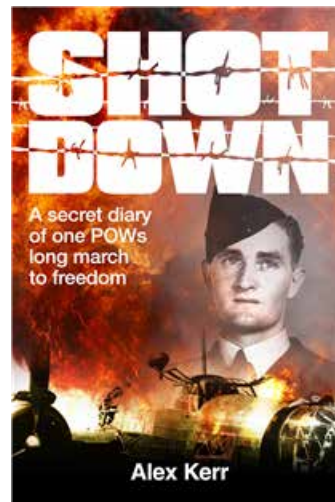
On researching John's life, Louise explains "*Families tend to*

mythologise their forbears so I always assumed that John's real life story might not quite live up to my expectations, or might turn out to be not quite as fantastic as the Hollywood film suggests. But, the more information I dug up and the more people I talked to, the more I realised that his story was, in fact, far more extraordinary, and much richer, than I could ever have imagined."

Louise Williams

'A brilliant achievement. Louise Williams reminds us that the story of the Great Escape should not be owned by Hollywood, but rather by the families of those who made the greatest sacrifice'

Guy Waters, author of *The Real Great Escape*'



Shot Down

Author: R.J. McLean

Paperback: 296 pages

Availability: <http://www.bigskypublishing.com.au/Books/Military/Shot-Down/1112/productview.aspx>

Price: \$24.98

Alex's Wellington, a twin-engine bomber, was shot down over Germany in 1941. At first hospitalised with hopes of repatriation, he unexpectedly found himself a prisoner in a German POW camp. Throughout those trying four years he was held captive, Alex kept a secret diary. This book reproduces his diary entries in a fascinating account of all aspects of life in a wartime prison.

He describes being part of the infamous 'Long March' during which he and his comrades were strafed by Allied aircraft; 60 POWs were killed and 100 wounded. Alex escaped the march with a mate, passing through the front lines between the British and German forces to commandeer a German mayor's car and drive back to Brussels to take the next aircraft to freedom.

Alex's charm and optimistic outlook will buoy the reader throughout, and the camaraderie between he and his captive comrades is always entertaining. This is an authentic World War II adventure — from being shot out of the sky, to incarceration and the ultimate triumph of escape and the end of the war.



Vietnam to Western Airlines

Author and Editor: Bruce Cowee

Hard cover: 531 pages, with colour and B & W photos

Publisher: ALIVE Book Publishing 2013

Availability: www.alivebookpublishing.com

Price: Ask publisher

Bruce Cowee tells the history of the air war in Vietnam with the stories and photographs of 33 pilots who all had one thing in common: they served in Vietnam and on leaving their service, they were hired as pilots by Western Airlines. The interesting theme is that all of these men served in Southeast Asia and in most cases never knew each other until they returned home and flew for Western Airlines.

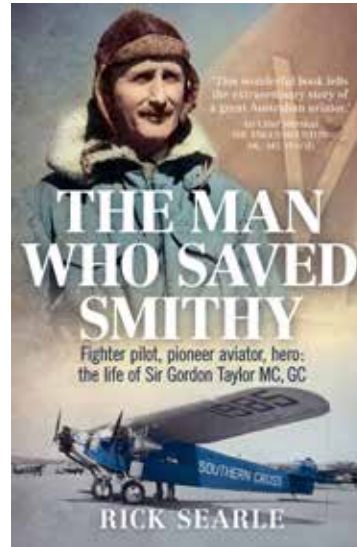
The original purpose of the book was to honour the Vietnam service of men who flew as pilots with Western Airlines, an airline which hired almost exclusively Vietnam veterans. But it became more as veterans told their stories, some of which their families had never heard. The author hopes that in telling their stories, the negative stereotypes of Vietnam veterans as portrayed in some books, grossly distorted by the media and by Hollywood, will change. It was only because they had a common bond that the author was able to earn the trust required to complete his project.

At the start of each chapter, Bruce Cowee tells his story and introduces the reader to each pilot. Each of the pilots featured in this book is the real thing and in an age of so many "wannabees", it is reassuring to know that Bruce worked with or knew them professionally during his career with Western and then Delta Air Lines, after their merger in 1987. The stories span a nine year period, 1964-1973, and cover every aspect of the air war in Southeast Asia.

It was a time of protest and upheaval at home and Bruce tells of his experience as an Air Force ROTC cadet at the University of California in Berkeley from 1962-1966. His return from Vietnam, in May 1969, took him through a National Guard and police roadblock as he returned to Berkeley, little more than 24 hours after leaving Cam Ranh Bay Air Base, Republic of Vietnam. Bruce Cowee retired as a captain on the Boeing

757/767 for Delta Air Lines on June 1 2004. He currently lives in Northern California.

Lance Halvorson



The Man Who Saved Smithy

Author: Rick Searle

Soft: 284 pages, with B & W photos and an eBook

Publisher: Allen and Unwin

Availability: www.allenandunwin.com

Price: \$29.99

Patrick Gordon 'Bill' Taylor was a pioneer of Australian aviation.

As a fighter pilot during the First World War, he was awarded the Military Cross and discovered a lifelong passion for flight and air navigation. Returning to Australia after the war, he became a close friend of Charles Kingsford Smith; they went on to form an incredible flying partnership, setting records around the globe.

It was on a flight across the Tasman in Smithy's famous Southern Cross that Taylor earned the Empire's highest award for civilian bravery, the George Cross. With one engine out of action and another fast running out of oil, Taylor repeatedly climbed out of the cockpit to transfer oil to the stricken engine and keep the Southern Cross flying—all this while suspended over the sea in a howling slipstream.

After the deaths of his friends Charles Ulm and Kingsford Smith in separate accidents, Taylor became Australia's greatest surviving aviator, pioneering vital new trans-oceanic air routes during the Second World War and receiving a knighthood in honour of his services to flight.

The author has a lifelong interest in aviation and a long-standing fascination with the life of Australian flyer and navigator, Sir Gordon Taylor. *The Man Who Saved Smithy* is the enthralling account of his remarkable life and achievements.