

AIR FORCE ASSOCIATION

# Wings



SPRING 2018  
Volume 70 No. 3



## 5TH-GENERATION FIGHTING AIRBASES

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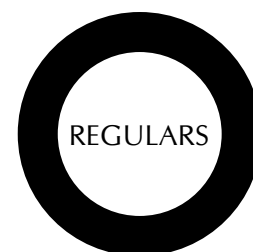


LACW Jamie Lee Thanjan and LAC Nathan Goulding from 36 SQN look at a hologram of an F-35A Lightning II JSF, *Photo CPL Craig Barrett.*

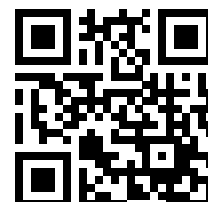
## MATERIAL CLOSING DATES

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

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# Waterlea, Walloon Offers \$2500 Incentive For RAAF Amberley Personnel

It's a dream that many share. Owning a home in an enviable and convenient location. Somewhere with a relaxed village vibe for the family, where lifestyle amenities are on your doorstep. A neighborhood where peace and serenity can be found perfectly contrasted with a thriving township full of energy and life. Somewhere close to base, yet out of the immediate hustle and bustle of the big smoke.

For RAAF Amberley personnel, such a place to call home can be found at the refreshing new address of Waterlea, Walloon. Quickly taking shape as one of the most anticipated master planned communities in the region; Waterlea is just five minutes from Amberley, 10 minutes from Ipswich and 45 minutes from Brisbane.

The stunning \$350 million residential development will incorporate 1500 new homes, with residential blocks of up to 800 square meters and up to 4500 new residents. Perfectly positioned, it's within close proximity to a range of existing and planned infrastructure including schools, shops and the Walloon Train Station.

Waterlea Development Manager Andrew Cook said Waterlea is the closest master planned estate to Amberley and a perfect opportunity for service men and women who are looking for a new home for them or their families.

"We understand and are grateful for the role of all RAAF staff and we want to show our appreciation for the hard work and commitment they provide to our community," he said.



"We are offering a \$2500 incentive to all RAAF Amberley staff who purchase at Waterlea, to help secure a worthy investment that will not only serve their needs now, but well into the future.

"We are ready to help RAAF staff in identifying the right spot in the growing estate for them and we invite personnel to take advantage of this incentive and discover what Waterlea, Walloon has to offer."

Mr Cook said a Waterlea home is a great choice for buyers in the region due to upwards of \$20 million being spent on infrastructure services for the Walloon region by local authorities.

"Our estate will be the first of many as population and amenities continue to grow, so it is truly a 'ground floor' opportunity now before the market reaches heights unknown," he said.

"There's confidence in the region and the growth potential is huge.

Council are predicting that the Walloon-Rosewood Corridor will grow to house more than 50,000 people in the coming years. "

"Ipswich is now one of the fastest growing cities in Queensland, with the population estimated to increase from 200,000 to almost 500,000 over the



next 25 years.

"In Ipswich city we have seen a recent \$5 billion infrastructure spend including a \$3.6 billion motorway upgrade, \$475 million railway station and \$128 million hospital extension.

"It's great news for the new residents of Waterlea."

RAAF staff who purchase at Waterlea can either choose their preferred block size and builder, or select from one of the many house and land packages available. Construction of the first three stages is well underway, with the first lot of residents already moved in.

Residents will have access to kilometres of cycling paths and hiking trails, wide-open spaces, parklands and plenty of open-air activities, including the community garden and nursery. An array of fitness stations will be dotted throughout the community. Also featured will be a retail and commercial precinct with proposed childcare centre, café and market.

For a relaxed country lifestyle with out compromising on location and amenities, Waterlea ticks all the boxes.

To register you interest in the RAAF incentive, visit [www.waterlea.com.au/raaf](http://www.waterlea.com.au/raaf)







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Waterlea is a fresh new address taking shape at Walloon, just a 10 minute drive from the Ipswich CBD. Conveniently located just minutes from the RAAF Amberley base, this masterplanned community provides residents with a peaceful country style of living, making it the perfect place for RAAF employees and families to call home.

Waterlea features a range of blocks sizes to choose from and also partners with a range of builders to create Home and Land packages. To show our appreciation for the hard work and commitment our service men and women give to our community, Waterlea is offering a \$2,500 reward for any RAAF employees that purchase between now and 31 August 2018.

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# How can I use my ADF Housing Entitlements to secure my financial future?



Property Coach, Robbie Turner runs regular free online property training to ADF members and their families, and the number one question he gets asked from serving members is “What are my entitlements and how can I use them?”

Robbie’s response is simple: “HPAS, HPSEA & DHOAS - these are the entitlements that you need to know about because using them at the right time and the right place can secure your financial future – even beyond your time in the military.”

\*Home Purchase Assistance Scheme (HPAS) - You are eligible for assistance to purchase your own home, in your current posting locality, and if you have at least 12-months tenure left. HPAS comes in the form of a lump sum payment of \$16,949, before tax.

\*Home Purchase or Sales Expense Allowance (HPSEA) is an allowance for the reimbursement of costs to you when you sell a home at the time you are being posted to a new location; or if you sell in your previous posting location and

buy again in the new location. Includes agent’s commissions and stamp duty.

\*Defence Home Ownership Assistance Scheme (DHOAS) was designed to achieve two aims within the ADF - help you and your family achieve home ownership; and to improve recruitment and retention. DHOAS subsidises your home loan, for an amount and period of time based on how long you serve. A lump sum payment may also be available to you. Importantly, you can access DHOAS within 2 years after discharge.

“When you join the above entitlements with your state FHOG, you can further increase your deposit savings by up to \$15,000 (QLD). If you’re saving to put together a deposit, that’s a HUGE chunk of money that you can access - allowing you to buy your own home sooner!”

“Knowing WHAT they are is not enough, understanding HOW and WHEN to use them is far more important.”

If you want to learn how and when to correctly use your ADF Housing Entitlements – watch the latest free online training on the Axon Property Group Facebook page at [www.facebook.com/axonproperty](https://www.facebook.com/axonproperty). This includes six special case studies on exactly how to make them work for you; and what may happen if you use them at the wrong time and in the wrong place.



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# From the President's Desk

The Air Force Association is about supporting its membership, and veterans and their families. It's been a tradition adopted by each generation for nearly a century. As a society, we have been become better at recognising issues affecting veterans. Consequently, we can now focus on areas we know we can best provide support. Contributing to their wellbeing by providing peer support, access to wellbeing and compensation advocacy services, and assistance with transition to civilian life are Association priorities.

The aging cohort of current advocates means the advocacy capability within the veteran community will be severely limited by 2024 if we do not recruit and train suitable people to undertake Wellbeing and Compensation Advocate duties. The Association's Special Projects Team is developing a strategy for building its national advocacy service that will support veterans from any Service. It expects to interact with other Ex-Service Organisations in providing this capability. The new advocate training and development program is a nationally accredited course and should especially appeal to the younger male and female veteran. I expect the National Board to consider the Team's proposal in October this year.

Also, the Special Projects Team is developing a business case for the Association's veterans' transition program that aims to assist veterans and their partners acquire civilian employment. Essentially, the Association will focus on providing a suite of transition assistance measures not available through the ADF Transition Program. We are planning to activate this program in 2019.

The anticipated Association's advocacy capability and the veterans' transition assistance program are significant activities that demonstrate



its commitment to veterans and their families. The Association is reaching out to assist servicemen and women while serving and on separation. It is acutely aware of the challenges of Service life and transitioning into the civilian community. Most veterans and families manage very well but the Association will always be there to 'lend a hand' when needed.

The Association is providing input through the Alliance of Defence Service Organisations (ADSO) into the government's Productivity Commission Inquiry into Veterans' Compensation and Rehabilitation and the Scoping Study into Veterans' Advocacy and Support Services. It has been instrumental in drafting these significant submissions.

The Association comprising many members with operational experience know the personal challenges veterans face on deployment. To provide some light relief and an expression of our appreciation for their commitment, the Association assembles and dispatches twice each year care parcels for all deployed Air Force personnel. Wing Commander James Rogers (Commanding Officer No 21 Squadron) and his staff recently assisted Association members assemble the mid-year dispatch. This was a real demonstration of the Air Force family working together.

**Stay safe and keep well**  
**Carl Schiller, OAM CSM**  
**National President**

## Life Membership - Lance Halvorson

The National President presented WGCdr Lance Halvorson MBE (Retd) with a Life Membership at the AGM in Melbourne on 28 May 2018. Lance was the ACT Division Treasurer in 2004 before becoming the Division President in 2005. He then became the Vice President Communications in the National Council in 2008. He was the editor of Wings from 2008 until the end of 2017, the webmaster of the national web site and the designer/manager of the national membership data base. In addition, he co-authored the book, The Australian Flying Corps in the Great War 1914-1918, with Norman Clifford. Norman researched the large number of records in the archives and Lance reduced the mountain of information into a unique book. Congratulations on a job well done.





# Launch of the 'The Australian Flying Corps in the Great War 1914-1918' Book

Wire, wood and fabric aircraft served as an appropriate backdrop to the book launch of the very recently published 'The Australian Flying Corps in the Great War 1914-1918', co-authored by Norman Clifford and Lance Halvorson.

Air Force Association Ltd published the book with a Centenary Grant from *Saluting Their Service* Commemoration Program, courtesy of Department of Veterans Affairs. The book was launched at the RAAF Museum, Point Cook on Monday 28 May 2018, followed by a light lunch at the former Officers Mess. Peter Meehan OAM was Master of Ceremonies for the launch of the book by the AFA National President, GPCAPT Carl Schiller OAM CSM (Retd).

AIRCDRE Glen Braz CSC DSM representing CAF, BRIG Stephen Jobson CSC, Commander 16th Aviation Brigade, AVM Alan Reed, AO DFC (US) (Retd), GPCAPT Dennis Tan, Officer Commanding Air Training Wing, WGCDR James Rogers Commanding Officer No 21 Squadron, David Gardner, Director of the RAAF Museum and



Norman Clifford and Lance Halvorson at the launch.

members of the Air Force Association were among the Guests.

The book is a comprehensive account of the formation of the AFC in Australia, the formation of the Central Flying School and the initial 'courses in aviation'. The formation of the four squadrons in Australia and UK and their deployment for operations in Egypt and the Western Front is covered in detail.

The creation and operation of four training squadrons and their work with the Royal Flying Corps is covered, but not in the same detail as the combat squadrons. Finally, demobilization and repatriation of the AFC is included.

The focus is on the AFC's creation, operations and the flyers, not on the big strategic picture, well covered in other books. By any measure, the AFC was a remarkable achievement for Australia, so far from Europe and the aviation industry developing there.

Lance Halvorson



Norman Clifford and AIRCDRE Glen Braz.

## Membership of the Air Force Association

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Serving and former members of the Australian Air Force Cadets or the Australian Air League and its predecessors who are over the age

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of eighteen years and have given satisfactory service

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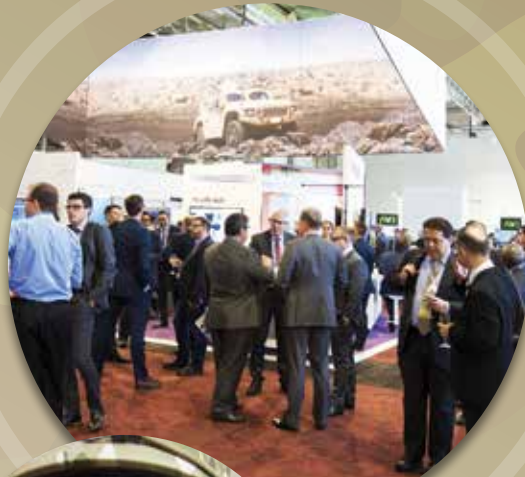


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# 5TH-GENERATION FIGHTING AIRBASES

*'The inherent characteristics of reach, penetration, and responsiveness of air power—fundamental to the success of air campaigns within a joint operations context—can be brought to bear in a sustained manner, at the appropriate time and location, only with the assured availability of air bases.'* Dr Sanu Kainikara and WGCDR Bob Richardson, Air Bases: The Foundation of Versatile Air Power, P.10. Chief of Air Force Occasional Paper No 3.

In the near future, the RAAF aims to become a 5th-generation force. A 5th generation air force provides the necessary capability to win against the increasingly complex and lethal threats to national security in the Information Age.

The Defence White Paper 2016 posits that over the next 20 years a

larger number of regional forces will be able to operate at greater range and with more precision than ever before. The RAAF's new fleet of fifth-generation airborne systems will be able to maintain, for now, capability superiority in the region. Regardless of their capability, all airborne systems must recover to an airbase to regenerate. On the ground, all airborne systems are equally vulnerable to attack. Superior 5th-generation systems and capabilities offer no inherent protection against threats when on the ground. Further, the data hungry platforms may be more dependent on airbase systems and services than their predecessors. A fifth-generation system, based at a second generation airbase is no less vulnerable, and is probably more so, than a second-generation aircraft in the same environment.

While the RAAF maintains capability superiority in the air, opponents are likely to seek an asymmetric advantage. Unable to match the RAAF's airborne combat capability, a potential adversary will almost certainly examine whether RAAF airbases present a soft underbelly for targeting with long range missile systems, special operations forces, and/or through other unconventional means.

As regional forces modernise, and technical superiority is less of a factor, the success of the Air Force in a contest will become more reliant on the effectiveness of the regenerative capability of supporting airbases; how quickly aircraft can be recovered, repaired, refuelled, reconfigured, rearmed and data transferred.

Air Force's contribution to future joint war fighting needs to be underpinned by airbases able to defeat threats to themselves and the hosted combat forces, and able to effectively coordinate and provide services critical to the combat effectiveness of the hosted forces.

Ground-based threats to modern airbases are evolving due to, among other things, globalisation, urban encroachment and new military and consumer technologies. Urban encroachment around airbases and expeditionary airfields allows hostile parties to conduct surveillance with minimal risk of detection and to launch surprise attacks. Uninhabited Aerial Vehicles (UAVs) can be used for







F-35A Lightning II JSF, part of the new fleet of fifth-generation airborne systems. *Photo Department of Defence.*

real time surveillance and to provide targeting information for easily available conventional weapons such as mortars and rocket-propelled grenades. Weaponised UAVs are now being used in combat to deliver improvised munitions. Precision guided mortar munitions are now being fielded; providing a low-footprint, highly effective system for precision targeting of airbases. Physical security measures implemented to counter intelligence gathering provide no protection for aircraft from stand-off kinetic attack. There is also an increasing threat of cyber attack, denying 5th-generation aircraft access to airbase communications systems essential for

missions planning, sustainment and data transmission.

Globally, successive generations of combat aircraft flown by both air force and naval aviators have incorporated progressively more sophisticated avionics to support the aircrew's ability to collate, process and fuse an increasing amount of data to support situational awareness, decision making and response. Since the era of the second generation jet fighter in the early 1960s, (Pathfinder No 170 explains the different generations of jet fighters) the platforms from which naval aviators operate—the aircraft carriers—have similarly evolved, incorporating increasingly sophisticated

Combat Management Systems (CMS) to support their own decision-making and war fighting capability.

Wargaming by the US military as early as the 1950s revealed that naval combat systems relying on 'manual track plotting' and 'human-in-the-loop information processing', could not effectively counter contemporary Soviet threats. As a result, the first automated combat information processing system, the Naval Tactical Data System was developed and fielded in 1964. Since then the US has evolved successive generations of systems including Aegis and the Ship Self Defence System Mk1 and Mk2. Royal Australian Navy vessels field similar systems, primarily the Saab 9LV Combat Management System.

In contrast to the evolution of naval support systems, RAAF support platforms—airbases—have not developed automated information processing systems to support their force protection and force generation and sustainment roles.

RAAF airbase commanders are responsible for the provision and coordination of over 200 products, services and effects necessary to protect and enable the generation of air power capability in accordance with a designated air component commander's requirements and priorities. Presently, every aspect of RAAF airbase support requires human-in-the-loop analysis and information processing at each stage of the process, usually within functional 'stove-pipes'. This places at risk the



On the ground, all airborne systems are equally vulnerable to attack. *Photo Staff Sgt Marleah Robertson.*



ability of the airbase commander to effectively counter contemporary and emerging threats while concurrently maintaining effective coordinated support to the combat force.

Sixty years of development of naval combat information systems provides Air Force with a roadmap for the development of 5th-generation airbases as essential elements of the fully 5th-generation Air Force. To function effectively in support of 5th-generation aerospace systems, in the face of evolving and proliferating threats, airbases require a modern digital combat information system; able to collate, fuse and distribute information to provide situational awareness and decision support across the airbase and broader Theatre Air Control System. Once the digital core is in place, all other enabling and supporting airbase systems can be fully digitised and modernised to improve awareness, agility, efficiency and reporting. The outcome will be a far more responsive and effective system of airbases with less reliance on, and demand for, personnel as information sensors and processors.



UAVs can be used for real time surveillance and to provide targeting information for easily available conventional weapons such as mortars and rocket-propelled grenades.

*Photo Department of Defence.*

5th-generation airbases, developed as weapon systems modelled on modern naval combat systems, would require a less numerous but more specialised workforce to operate them. Navy employs general and specialist Combat System Operators for the collection, collation, and dissemination of sensor information, and Maritime Warfare Officers for control and war fighting functions. Air Force, in comparison, does not presently maintain a specialist airbase warfare or airbase systems workforce. The 5th generation airbase workforce would need to be more highly

trained and more invested in airbase functions. Airbase operations may need to be treated, for key functions, as a specialist stream as in other Air Force groups.

**Key Points** • Airbases have not evolved in parallel with other Air Force weapon systems. • The core of the 5th-generation airbase should be a modern combat information system. • Evolved 5th-generation airbases will require an evolved specialist workforce to operate them.

**Courtesy Air Power Development Centre**  
**Main photo CPL Nicci Freeman**



5th-generation airbases would require a less numerous but more specialised workforce to operate them. Pre-flight checks being conducted on an F-35A Lightning II JSF. *Photo SGT Shane Gidall.*



## Operational Training for Australia's War Fighters



Founded in 2001, Milskil is a unique 100% Australian owned Company that provides sovereign operational training for Australia's warfighters. As a strategic air combat training partner of the Royal Australian Air Force, Milskil has been supporting simulator and ground school training for aircrew of the Classic and Super Hornet for over 15 years. Growler has recently joined this list.

Milskil understands that quality operational training is a key discriminator leading to success in battle. Milskil readily integrates into the ADF training continuum and offers high-end instruction ranging from operational conversion, through to weapons school training and mission rehearsal. As a Fundamental Input to Operational Capability, Milskil takes very seriously its responsibility to train the next generation of warfighters.

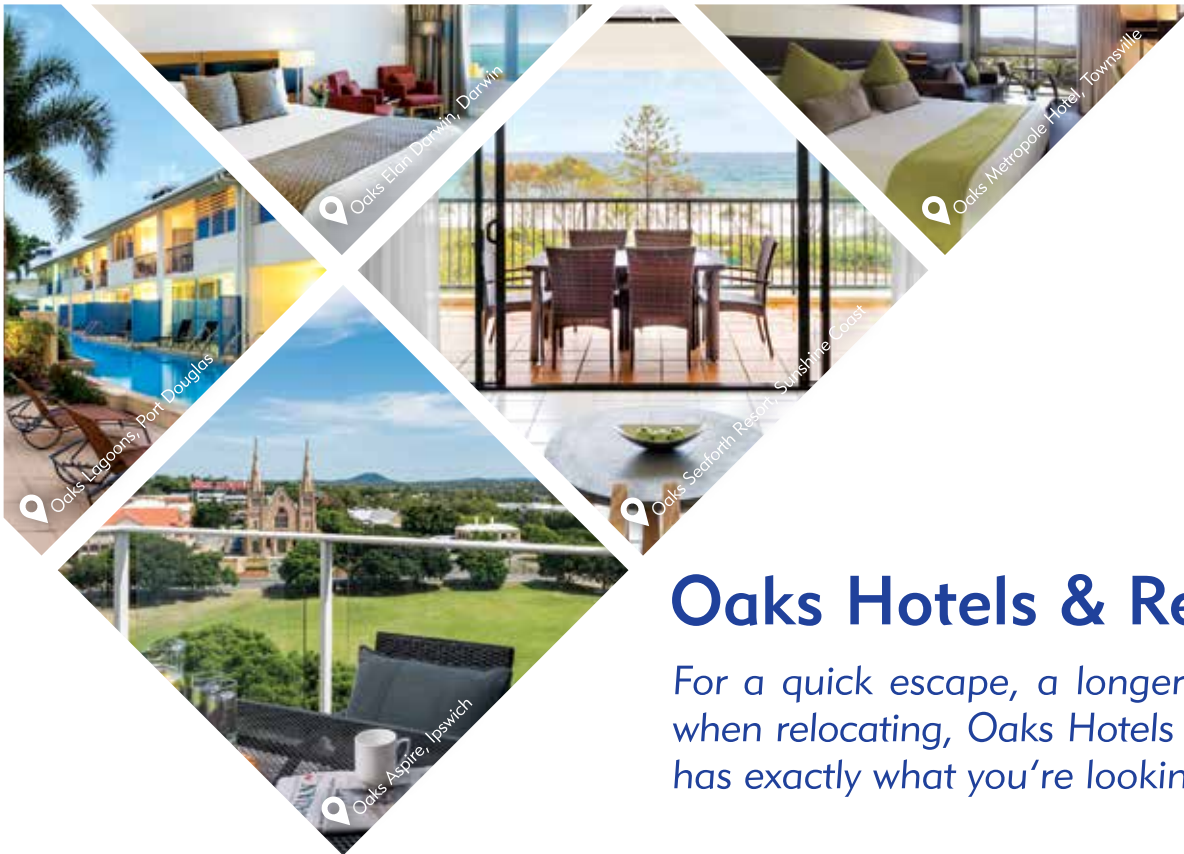
Milskil has also provided training to Air Battle Managers of the Air Defence Ground Environment and Airborne Early Warning and Control capabilities, as well as delivering Electronic Warfare and JTAC training. Milskil offers operational support services such as range



training and safety officers training, capability planning and management, staff augmentation, exercise control and white force staff. Our extensive experience designing, developing and executing constructive events, and integrating complex devices into multi-layered security domains is second to none in the Australian domain.

Milskil looks forward to continuing to provide support to the Air Force and other Defence aviation elements as 5th Generation systems are introduced and matured and as organisation structures are evolved with an increasing focus upon operational training and advanced, integrated warfighting capabilities.





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# Mount Superbus

## - 9 April 1955



Mk 31 Long Nose Lincoln, 10 SQN Townsville, 1954.

In July 1954, as a newly graduated SGT Pilot, I was posted to 10 MR Squadron in Townsville to fly the modified version of the Mk 30 Lincoln Bomber. The Mk 31 "Long Nosed" Lincoln had an extra two metres added to the nose to provide sensor stations to monitor the sonobuoys we used in the anti-submarine role.

In early 1955, I was assigned as second pilot to the crew of the recently arrived CO, WGCdr Costello. The Squadron Navigation Leader, SQNLDR Finlay and the Signals Leader, FLTLT Cater, were also members of the CO's crew. As part of our responsibility, the Squadron used to keep a crew on standby during off duty hours in the event that an emergency search and rescue (SAR) or even a mercy flight was required.

The CO's crew was assigned the task over part of the Easter stand down in 1955 so I was naturally on standby with them. At about ten o'clock on the night of 8 April 1955, the orderly SGT came to my room to tell me to report to the aircraft to carry out a pre-flight inspection as we had been called out to take a "blue baby" accompanied by

a nurse to Brisbane. Townsville hospital did not have the facilities to deal with this emergency and the only way of saving the baby's life was to transfer her to Brisbane as quickly as possible.

I packed an overnight bag and went to the flight line where I carried out the pre-flight. The nurse and baby then arrived and I instructed the nurse on how to operate her parachute and supervised the strapping in of the baby's bassinet. I then awaited the arrival of the CO, navigator and signaller to conduct the flight.

Not long after, they arrived and I reported to the captain the inspection was complete and we were ready to go. It was then he told me SQNLDR

Mason, who was an ex-wartime pilot and now the Squadron SENG was going to accompany him as the second pilot.

Mason had been doing a little flying and as I later learned, wanted to go to Brisbane to visit his family who were living there. The CO said I was quite welcome to come along but I would have to sit in the rear turret or somewhere else in the aircraft. This didn't appeal and in what must be the best decision I have ever made, I declined his offer, collected my overnight bag and waited until the aircraft departed at about half an hour after midnight. I then went back to bed.

I awoke next morning to the news the aircraft was missing. I went to the SGTs Mess for breakfast and a WOFF who had seen me on the aircraft before departure almost had a heart attack. He had spread the word I was aboard. Not long afterwards, the burning wreckage of A73-64 was spotted by a Canberra from Amberley about a hundred feet below the top of Mt Superbus and about forty miles off track to Eagle Farm.

There was no hope of survival for anyone on board. My mate Arthur Barnes who was on leave and knew I was on SAR stand-by, was sure I was gone. He was much surprised to find me alive and kicking on his return. Lucky me. It may seem difficult to understand how the aircraft had drifted so far off course.

On reflection, at the time, it was not uncommon to be temporarily unaware of our position, particularly if we had been over water or in cloud for some



Lincoln Mk 31 A73-64.



Mt Superbus, 9 April 1955.

time of the flight. Conditions were not bad that night but they would have been in cloud for a large part of the trip so astro navigation would have been out of the question. There was also the consideration the aircraft had not long before, returned to Townsville from a major service at 3 AD, Amberley, and that a full compass swing had not been completed.

Navigation aids were very poor in those days and there was some conjecture Finlay had tuned the radio compass onto another station in NSW which was close to the Brisbane frequency he probably thought he was tuned to. There would have been additional pressure on the crew to get medical attention for the baby as soon as possible and this was probably the reason they had started their let down when they did. There may even have been inputs on the baby's condition

from the nurse. The crew had probably mistaken the lights of Toowoomba for those of Brisbane and begun their let down using that wrong information.

With all accidents, there is a chain with the breaking of any link averting the accident. Unfortunately, that chain was not broken on this occasion. I am only glad I was not part of the burial party in Brisbane with the rest of my crew. The terrible accident had left the Squadron without all of its senior aircrew, as well as the chief engineer.

There is something in the adage, if you fall off a horse get straight back on it. While I was in a minor state of shock at losing my crew and from my own lucky escape, the powers that be in the Squadron decided to send me to Brisbane two days later to pick up the bodies of Sister Mafalda Gray and baby Huxley and return them to Townsville for burial.

FSGT John Laming was captain on this trip and he has written about the strange occurrences with our aircraft while the bodies were on board. The aircraft had behaved perfectly well on the flight to Eagle Farm but when the bodies were loaded for the return trip and we attempted to leave, things started to go wrong. It was almost as if our passengers were having an input — not wanting to fly on a Lincoln again.

John relates the story in one of his reminiscences:

*"We landed at Brisbane at 1610 hrs on 11th April and while waiting for the hearse to arrive, the navigator flight planned for the return leg. The funeral was scheduled for the following mid-morning. When the coffins arrived, I helped with the sad task of loading them into the back of the Lincoln. Lifting the*

*tiny coffin of the baby girl really got to me and I was moved to tears.*

*We carried out the cockpit checks and prepared to start the engines. The second pilot switched on all four electric fuel pumps and we received the all clear to start No 3 engine first. To my surprise I could see raw petrol running out of the overflow lines of each engine. This was potentially dangerous as flames from the exhaust pipes could easily ignite the petrol fumes with disastrous consequences.*

*We carried a RAAF engine fitter on away from home trips. He was puzzled as to the cause of the fuel overflow and decided to open the engine cowl to investigate further. First, we had to locate a portable stand tall enough for the engineer to gain access to the engines. This coupled with the four engines to check, took an hour or so. Finally, the petrol flow mysteriously stopped on two of the engines but the other two remained a problem.*

*It was now growing dark with not much more than 12 hours to the funeral. By 2100 hrs the engineer had not solved the problem. I decided to start the engines without the electric fuel pumps — which normally never will be successful. To our delight (and the relief of the sweating engineer), all four engines started at the first attempt. Part of the checklist included switching on the electrically operated gyrocompass. This I did — only to find in disbelief the compass was spinning crazily and quite useless for navigation. Then the crew intercommunication system failed.*

*We had experienced a bumpy trip from Townsville with poor weather most of the way. I had no intention of flying back to Townsville in the middle of the night with an unserviceable gyro-compass and no intercom so I shut down and rang the acting CO at Townsville and asked his advice. SQNLDR Hughes, asked me to contact RAAF Base Amberley, to see if they could quickly get a Canberra bomber across to Brisbane to pick up the coffins. I got through to the CO of the bomber squadron about midnight. He was most apologetic but said all of his aircraft were in Darwin on mobility exercises and there was no other suitable aircraft available.*

*FLTLT "Spec" Taylor, the ATC officer had made enquiries at Eagle Farm to see if there were any freight aircraft going to Townsville in the early hours*



A73-64 Crew Funeral Brisbane, 13 April 1955.



## Feature Story

of the morning. A DC3 freighter with newspapers and general cargo was about to depart. Spec Taylor contacted the captain who agreed to take the coffins on his aircraft. With about eight hours to go for the funeral, the DC3 taxied and prepared for take-off.

It was 0200 and we had been on duty since lunch time the previous day. We were about to climb in a truck to take us to Archerfield when I heard the sounds of backfiring from one of the engines and a few minutes later, we saw the DC3 slowly taxiing back to the tarmac area. The captain told us one of the engines had not developed the proper power during its test before take-off and they were going nowhere tonight.

Spec Taylor contacted air traffic control who advised that another DC3 freighter from Australian National Airways was scheduled to depart shortly for Townsville. We made a hurried visit to that aircraft still loading. The captain agreed to take the coffins and we soon had these on board. With great relief we watched the DC3 take off and slowly turn northwards. An hour later, we arrived at Archerfield RAAF Base for a shower and sleep.

On waking next morning, I received a message from Townsville our aircraft was required back as soon as possible. While the navigator drew up his flight plan I talked to the civilian briefing officer. He told me half way through the flight to Townsville, the DC3 with the coffins on board had a total radio failure and had been out of contact. Early fears the aircraft may have gone missing turned to relief when it was seen coming over the mountains to the south of Townsville. A hearse was waiting and

the funeral was held on time with just thirty minutes to spare.

Back at Eagle Farm, I climbed into the captain's seat of A73-68 and carried out the before start checks. All four engines started first time and the intercom worked perfectly. Initially the gyro compass would not operate and we used the old P8 compass. We flew the coastal route back to Townsville relying on our radar and map reading for position fixes. As we made the final position fix at Cape Bowling Green, some twenty miles from Townsville, the sun shone brightly and the gyro compass came back to life. When we touched down on runway 02 a few minutes later, Lincoln A73-68 was fully serviceable with no sign of the previous problems. What's more, there was no record of the problems manifesting themselves again in subsequent flights. It was hard to explain that away.

Years later, I still wonder if there is any plausible explanation of those mysterious happenings — or if those two young souls had decided one flight in a Lincoln was one flight too many....” John finishes.

I thank him for his approval to include this story in my reminiscences.

As my career progressed and over several years, I had thought often about this accident to which I had been so very close. I had contemplated visiting the crash site itself to actually be there, to think about my crew and somehow “feel” the experience but in spite of encouragement from my son Graeme, I had not taken the plunge — that is until fifty-eight years later to the day and surrounded by members of my own family, Warwick Finlay (a son of the navigator) as well as medical staff from Townsville Hospital honouring Sister Mafalda Gray, I climbed to the site to sit in the wreckage, to think and to share a very moving experience with some wonderful people.

It all came about by coincidence really when I attended a lunch at my niece Shona's home and her cousin, Dr Andrew Johnson was there. Andrew had been in the RAAF as a doctor and we knew each other well from family and RAAF experiences. Andrew was then Administrator of Townsville General Hospital on a visit to Melbourne. He asked me if I knew anything about the crash into a mountain near Warwick of a Lincoln bomber from Townsville many years before.

I told him I actually did know quite a lot about that accident in A73-64, that it had been my crew whom I named and that I was actually called out to be the second pilot on the flight but fortunately for me, the squadron's senior engineer had wanted to go to Brisbane and had taken my place.

Andrew told me that the senior nurse from his hospital had done a lot of research into the accident which had claimed the life of Sister Gray. He said that a group of nurses from the hospital were planning to climb to the crash site on 9 April, fifty-eight years after the accident to place, a metal plaque on the wreckage honouring Sister Gray. Andrew said he was contemplating joining the Townsville group. I immediately thought that this would probably be the only opportunity presenting itself for someone in his eightieth year to fulfil his own desire to visit the site and what better opportunity would there be, than with a doctor and several nurses in the party! Andrew clinched it with his comment “if you don't do it now you never will”. I was instantly a strong contender.

My son Graeme, then an airline captain in Dragonair, based in Hong Kong, who had been interested in doing the trek with me was contacted and was very keen to participate as was his wife Melissa. Fortunately, Aimee and Chloe their two daughters had school leave at the time and decided to join the party as well. In fact their whole family were going to be in Noosa at the time of the planned climb: another coincidence? Aimee had completed the wonderful Geelong Grammar Timbertop experience the year before so was well versed in the art of mountain climbing. Not to be left out, my other son Cameron also decided to become part of the team. Andrew put us in touch with Simon Mitchell the senior nurse at Townsville organising the trek and our preparations began. Simon had told us that Warwick Finlay, the navigator's son who had been nine years old at the time of the crash had been approached and had decided to accompany the nurses. I thought that meeting Warwick was another good reason for me to join the party. I believe I am the last living person to have seen his father alive.

Several email and Skype discussions ensued deciding on necessary clothing and equipment. I was suitably rubbished when with economy in mind, thought



I would wear my USAF jungle flying boots from my time in Vietnam. After all, they were only forty-five years old and I felt sure they would be fine but strong medical and familial advice convinced me to buy what turned out to be an excellent pair of hiking boots. Everything else came together and Cameron and I met the rest of the family as we stepped off a flight in Brisbane for a pre-climb “get to know each other” and a night of preparation in a Warwick motel. Joining us there were Simon’s brother in law Stephen who knew the area quite well with his son who also attended Geelong Grammar and knew Aimee.

Another coincidence to add to the others was that one of the nursing sisters was the niece of Frank Riley, who had been on my pilots’ course. They were a good group and very interested in my flying logbook of the era showing I had flown A73-64 with WGCDR Costello as captain twice before. While not shown in my logbook, had the CO been captain on those flights, the navigation leader and signals leader would have been part of the crew as well. This sort of brought into some focus what we were about to do and was the start of my excellent relationship with Warwick Finlay.

There had been varying reports regarding the intensity and difficulty of the climb and it seemed that the wreckage had not been reached for a number of years. Warwick had actually climbed Mt Superbus with his brother Peter and their sons some twenty-six years earlier and had experienced difficulty with the steepness of the last part of the climb and the undergrowth. Also, the weekend before our attempt Paul, (Warwick’s son) with a friend had attempted to make the climb to provide intelligence for us but had been forced to pull back as they had become disoriented in the thick undergrowth. This was clearly going to be more of a challenge than we had perhaps anticipated.

Having packed our gear before retiring (sleeping bags, tents, vittles, water and all) our party of 17 was up bright and early next morning keen to get cracking in our three, four wheel drives and it was fortunate we made that early beginning. On arriving at what we believed to be the last drivable track we found it blocked by a fallen tree which we chain sawed and removed before realising we were on the wrong track anyway.



Crash site Mt Superbus, 9 April 2013.

Retracing our path after this rather inauspicious and time consuming beginning, we saddled up our backpacks (mine thanks to volunteers a small one) and began the trek planning to be at the wreckage by nightfall where we would make camp. The plan was to conduct the simple ceremony for the nurses at about 4am next morning; the assessed time of the impact with Mt Superbus fifty-eight years before.

It soon became clear navigation in this terrain was going to be a major challenge. We understood how the youngsters, Paul and his friend had become disoriented as the scrub was often difficult to penetrate and maintaining cohesion as a group was sometimes an issue. We took a wrong spur and again had to retrace our steps beginning to wonder whether we would actually make it to our goal. Suffice to say after seven hours of hard climbing covering more than ten kilometres we had progressed only three and a half km towards the wreckage. By then we were ready for a serious break but wonder of wonders, right where Warwick remembered, we found the first sign of the Lincoln — one of the massive V12 Merlin engines where it had finished in a creek bed after impact but still a long way from the main wreckage.

By then, the sun was low on the horizon so it was time for a change of plan and to make camp. Warwick had warned us the hardest climb was from here on up the extremely steep creek bed but buoyed by our find, we felt positive after a good night’s sleep we could do it. Well, the sleep did not turn

out to be that good on the hard ground in a light sleeping bag. Sharing a small tent with Cameron, I was quite convinced I did not want to spend another night on the mountain. But feeling positive after a hearty breakfast cooked by our chef Melissa, we set off and what a climb it was. Hands and knees were the go for much of the way and looking back was not a good idea even though we knew it had to be faced if we were to return. Coming down was something not to be thought about as we were confronted by what seemed endless cul de sacs formed by fallen rocks, downed trees and dense undergrowth which meant keeping just one climber in sight was sometimes impossible.

Finally, after more than two hours hard work we reached what seemed like an impenetrable granite cliff ahead. Graeme and Stephen set off on their own, to scout the area, maintaining contact by shouting and found a way through. We followed onto something of a plateau but the undergrowth was such that we could have walked past the wreckage within just a couple of metres and not seen it. It seemed like our efforts had been in vain and we would be thwarted at the last hurdle.

While we were feeling very disappointed and just about done in, we heard a distant call of “wreckage”. Graeme with his zigs and zags had literally stumbled upon the site. Stephen heard his call, joined Graeme and then returned to guide the rest of the party to where the remains of A73-64, now almost obscured by nature had lain for 58 long years. What a feeling of



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accomplishment and relief that was, as well as the sombre reflection on what had happened right there with six lives snuffed to extinction in a moment. On discussing the strong likelihood of not finding the wreckage which has been almost absorbed by the rain forest, we asked Graeme how he came across it. He said "she called to me". Eerie though that comment was, we did feel the presence of something different at the site and could almost believe a voice had directed us to that spot so our genuine respects could be paid to Sister Gray, Robyn Huxley and those four airmen who had survived the carnage of the Second World War, only to be taken while conducting a mercy mission in a vain attempt to save a young life.

It was a time for reflection as Simon conducted a simple ceremony affixing a metal plaque to the interior of the fuselage which despite the jungle, remains remarkably intact. Warwick read a poem in honour of his father and I said a few words of my memories of the night and of my crew. The emotions flowed around those pieces of broken metal, the remains of an aircraft I had actually

flown with some of the people who had perished here and but for circumstance, I could have joined. My two sons and my two granddaughters travelling with me in the group, contemplated they would not have been here had I joined that flight. Such is life!

The pilgrimage was over and now for the really hard part. Climbing was difficult; going down a real challenge. I honestly doubt whether I would have made it intact at least without the support and help of my family team. I was relieved of all load and given by Graeme a second walking pole which made the descent without major incident possible. I felt myself pretty fit (for an eighty year-old that is) but it was tricky work for sure and I was very pleased to leave the treacherous creek bed and find some stability after three hours of backside sliding, near misses with falling rocks and dense vegetation. Amazingly, after about 15 km of trekking that day in about eight hours all told, we found ourselves very close to where the vehicles had been left. There is nothing quite like following a compass bearing and not being distracted by false trails.



Resting During Descent.

Mission accomplished without major incident or accident to anyone and amazing lifetime memories for all who had participated. My granddaughter Chloe, then thirteen years old did a video of the trek. If anyone is interested, the link is: <https://vimeo.com/66234761>

Alan Read

## NOMINATIONS REQUIRED

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### O'CONNOR TROPHY

The Trophy was donated to the Association by Brian and Nora O'Connor in 1988 to be awarded annually to a person who, or organization that, has provided outstanding service to the Association during the previous year or for a number of years.

### GEOFF MICHAEL AWARD

The Geoff Michael Award was instituted in 2012 by the National Council, to be awarded annually to an Association member who has rendered exemplary service to and enhanced the standing of the Association. The Award is named after the late Air Commodore Geoffrey Michael AO, OBE, AFC (Retd), who served for 23 years as the National President of the Association.

Please consider and nominate people or organisations that you know are doing good work. Discuss with your Branch or Division and submit your nomination through the Division Council.

If you wish, you may email your nomination directly to the National Secretary at [NatSec@raafa.org.au](mailto:NatSec@raafa.org.au). Nominations required by the end of September 2018.

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# RATHMINES-A STORY ONCE TOLD

At approximately 2000hrs on the night of 24 Dec 1943, a Catalina Flying Boat, skippered with crew, arrived at Rathmines Flying Boat Base, having left Rabaul, intending to service instruments but not being able. It flew onto Bowen, QLD, but also was not able to provide a service, so continued onto Rathmines NSW, now being the only repair depot and a sea plane base of landing.

The instrument panel was reflecting errors, and being vital to completing missions successfully was in need of attention as soon as practical.

So urgent was this repair required, being war, and at this critical time, it was necessary to have all aircraft airborne defending the north of Australia. As well, there was a shortage of flying aircraft and so the necessity of urgency.

At the duty wharf, situated at the northern extremity of the base, was the duty tower where a duty officer would control movement to and from work/crash boats and personnel of the flight path. At this time there were two finger tie-ups each side of the main walkway running east-west.

The duty officer called for the duty instrument fitter to attend, alight to the flying boat and find out what the main problem was, obtaining the flight 'snag sheet' as well as having been instructed the aircraft to be ready for return by 0330hrs.

Arriving at the 'blister' section of the aircraft, the skipper, believed to be 'Dizzy Gillespie' - a nice guy, but often cranky when things didn't always go his way - blurted out at Kel (the author) saying "bugger off mate, we've been flying all day and night. It is bloody Christmas eve...we've had it, so how about coming back in the morning?"

Kel, somewhat taken aback and not expecting this reception replied, "sorry Sir, I'm only a corporal and I've got to do what I'm told."

Replying rather quickly 'Dizzy' said, "this is my plane and we are all buggered, so tell your duty officer you can come back tomorrow."

Kel now sensed he had a problem, caught between the two instructions given.



A Catalina on landing

Having been made aware, being a critical time of war, that the enemy were believed to be returning to attack northern Australia, and with aircraft numbers being low, these aircraft were badly needed.

After further deliberation, compromise and understanding, the discussion was resolved and attitudes changed quickly.

It was agreed, as the aircraft were equipped with cooking stoves, tea could be prepared while the second 'dickie' could go to the officer's mess and obtain liquid refreshments or whatever was

available and so the later part of the evening proceeded.

The following morning, Christmas Day, Kel was seen wandering about, cheerful as could be. The instrument did get repaired (perhaps replaced) and the aircraft did leave, not as scheduled but at 0700hrs..job done!

"It was the best bloody Christmas I've ever had" said Kel, telling all who passed. As he wandered about, the duty officer in passing said, "Merry Christmas corporal, carry on."

**Kelso Turner**  
Leading Aircraftman. RAAF 63311



Early aerial view of Rathmines



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## Ensuring personnel and asset protection with fast arc quenching

Arc faults have been a hot topic in the electrical industry for more than a decade with much of the discussion centred on aging oil-based medium voltage switchgear and the increased risk that they pose.

NHP Medium Voltage Switchgear cubicles are designed and type tested to mitigate the consequences of internal arcs and therefore protect both the operator and the installation. Through a strategic pressure release system, the internal arc is restricted to the compartment where it originated and it does not spread towards the operator or to other compartments. The cubicles are specifically designed to minimise the consequences of an internal arc and forming a key component of this, is the option of a built-in arc quenching system 'Arc Killer' which can extinguish an arc in less than 50ms. Exclusive to NHP switchgear, Arc Killer is a unique worldwide patented system developed in Europe for the DF2 series air insulated modular type switchgear. It provides an efficient and also simple arc fault protection not only for switchgear in substations but also in the ring network without the need to

send a remote trip signal to upstream CB, unlike typical systems based on arc flash relay.

Arc Killer from NHP protects medium voltage switchgear from internal arc damage and allows fast restoration of switchgear avoiding long downtime and huge financial loss. It also ensures the highest level of operator safety in the unlikely event of an internal arc fault, going beyond requirements of the Australian standards.

Arc Killer takes arc quenching to a new level providing an improved security that protects valuable switchgear and eliminates blast damage to switchrooms caused by the expanding gas high pressures and temperature generated by arc faults. Not only are the operator and the environment are shielded from harm, but the super-swift arc extinguishing system allows cubicles to be back in operation very quickly in case of an internal fault. Moreover, The Arc Killer fast operation allows full containment of the arc fault within switchgear enclosure without need for external ducting or venting. Consequently the substation design is simplified and the arc fault safety rating of switchgear is always

maintained irrespective of where and how it is installed.

The Arc Killer technology and the benefits that it brings to a site highlights the advantage of partnering with a medium voltage supplier such as NHP. In addition to the market leading range of switchgear complete with Arc Killer technology, the extended NHP medium voltage range can be called upon to help users leverage information to improve their operations, network efficiency and ultimate reliability. From the successful monitoring, evaluation and intelligent control of a distribution substation as well as substation control systems architecture, NHP is your trusted partner.



## Operation Accordion

SGT Wes Rampling, PTI with the Expeditionary Air Operations Unit, is deployed to the Middle East on Operation Accordion. SGT Rampling has celebrated 30 years of service while deployed.

He is maintaining the troops' fitness at the ADF main air operations base in the region where the E-7A Wedgetail and the KC-30 refueler deploy on Operation Okra in support of the Combined Joint Task Force Operation Inherent Resolve.

The Unit is responsible for logistics and ground support for aircraft assigned in support of Operations Accordion, Highroad and Okra and provides administrative and support functions to the main logistics and command base for Australian operations in the Middle East region.

FLTLT Sarah Conway-James, part of HQJTF 633, is also deployed on Operation Accordion. A proud Kamilaroi woman from NSW and one of many who recently celebrated NAIDOC Week during 8-15 July.

Aboriginal and Torres Strait Islander women have active and significant roles at the community, local, state and national levels and in the ADF.



SGT Wes Rampling, PTI, prepares for a training session on Operation Accordion. *Photos SGT Mark Doran.*



FLTLT Sarah Conway-James from HQJTF.

## 75th Anniversary of 37 SQN

Formed on 15 July 1943, at RAAF Base Laverton, 37 SQN has provided medium tactical airlift for ADF across the globe.

Since 1966, the Squadron has operated from RAAF Base Richmond, predominantly flying different models of the C-130 Hercules.

37 SQN is currently tasked with airlift in Australia and overseas, transporting troops and cargo, and conducting medical evacuation, search-and-rescue, and airdrop missions. It is controlled by 84 WG, which is part of Air Mobility Group.

In conjunction with activities to celebrate the 75th Anniversary, a formation of C-130H flew over Sydney Harbour. A family day was also held at RAAF Base Richmond where Defence families were shown the working environment alongside a number of community activities and stalls. These events are also an opportunity for support organisations to showcase services available for Defence families to access.

The Squadron's 75th anniversary occurs this year.



Garry Gaul gives a thumbs up for the emergency oxygen mask after talking with LAC Daniel Lake at the 37SQN family day.



A formation of C-130Js fly over Sydney Harbour as part of the 75th Anniversary of 37SQN. *Photo: CPL David Gibbs.*





### Intelligent Force

Air Force acquires intelligence from a variety of sources to help inform strategy and maintain a tactical advantage. From defence activity to humanitarian missions, every Air Force operation relies on teams of ICT specialists, technicians, operators and analysts who maintain communication systems, and receive and disseminate vital information.

LACW Hermione Wald is an Air Intelligence Analyst (AIA) from 87 SQN Air Mobility Tactical Intelligence Flight at RAAF Base Richmond. It is a role that has seen her travel within Australia and abroad. She has met and worked with a multitude of people from different countries and trades.



LACW Hermione Wald, AIA, from 87 SQN providing a mission brief. *Photo CPL Casey Forster.*

### Aviation Camp for Women

The inaugural Air Force Aviation Camp for Women was recently held at RAAF Base Amberley.

While at the camp, 17 participants experienced a range of military aviation roles on offer. The participants also took part in mentoring sessions with current serving personnel, spoke with senior female and male officers, and undertook fitness testing, public speaking tasks and leadership activities.



Aviation Camp for Women participants have a close look at a 6 SQN EA-18G Growler with Avionics Technician, LAC Mitchell Wood. *Photo: CPL Jesse Kane.*

### Spartan Battle Run

The C-27J Spartan has showcased its ability to take off and land at short dirt runways as part of Exercise Hamel 2018 at Shoalwater Bay Training Area near Rockhampton.

During the exercise, the C-27J delivered troops and cargo, deployed supplies via parachute and conducted aeromedical evacuations.

It's the first time the Spartan has operated from a Forward Operating Base to support the Australian Army.

The capabilities of the C-27J bridge the gap between Army helicopters, such as the CH-47F Chinook, and larger Air Force aircraft, such as the C-130J and C-17A Globemaster III.

Exercise Hamel 2018 is a major Army exercise designed to evaluate the warfighting skills of a brigade.

Locations such as Cultana, SA, airspace and maritime zones adjacent to Shoalwater Bay, provide integrated ADF training opportunities.

Major exercises like Exercise Hamel allow commanders to ensure their units and formations are battle ready, in addition to allowing HQ to exercise processes and procedures.



SGT Michael Jones conducts loadmaster checks during Exercise Hamel. *Photo CPL Tristan Kennedy.*



A C-27J at Sam Hill Airfield during Exercise Hamel. *Photo CPL Tristan Kennedy.*

### Exercise Long Look

FLTLT Rosie Callery, of the RAF, is currently deployed on exchange program Long Look, in Australia for a four month visit. The exchange officer, from RAF Marham, has been embedded into 1 Security Forces Squadron, RAAF Williamtown.

Long Look has been a military exchange event, conducted annually since 1976. It epitomises the close working relationship the UK Armed Forces has with the ADF. FLTLT Callery will focus her learning on Military Working Dogs and training of RAAF Security Forces during the exchange.



FLTLT Rosie Callery (left), RAF, with FLGOFF Suska Denham and Military Working Dog, Vogue, at RAAF Williamtown.  
*Photo CPL Nicci Freeman.*

## Unique testing range- RAAF Woomera

Personnel posted to RAAF Base Woomera, and their families, support important Defence outcomes from the area.

The entire test and evaluation capability is known as the 'Woomera Range Complex' and is comprised of both the Woomera Test Range (Air Force Test Ranges Squadron), RAAF Base Woomera (20 SQN) and the Nurrungar Test Range.



Communication Electronic Technician, CPL Greg Milburn, tests high speed video camera equipment at Woomera Test Range. *Photo CPL David Cotton.*

The Woomera Prohibited Area is a globally unique military testing range. It covers 122 188 square kilometres in north-west of South Australia, about 450 km north-west of Adelaide. It is the largest land testing range in the world. The area is mainly SA Crown land covered by pastoral leases, exploration and mining tenements and native title.

The Prohibited Area is regulated by legislation and is a Defence premise used for the testing of war materiel under the management of Air Force.

## Battle of Hamel Commemorations

ADF members travelled to France for a number of commemorations marking anniversaries of WWI battles.

Members of the detachment laid a wreath at the 1st Australian Division Memorial in Pozieres, France, on 1 July.

The ADF also supported the UK Commemoration for the 102nd anniversary of the Battle of the Somme in Thiepval and the 100th Anniversary Commemoration of the Battle of Hamel, at the Australian Corps Memorial in the town of Le Hamel, France on 4 July.

The Commemoration, led by the Department of Veterans' Affairs, paid tribute to the courage, strength and sacrifice of Australian, British and American troops who fought together under the command of Australian, General Sir John Monash, GC, KCB, VD, in a battle that would become a turning point for Allied Forces in WWI.

Fifty-five ADF members travelled to France to attend the commemoration.

The ADF also conducted a headstone rededication for Private Robert Bowness at Villers-Bretonneux Cemetery.



CPL Todd Winter at the Park of the Australian Soldier in Le Hamel, France. *Photo SGT Janine Fabre.*



Minister for Veterans' Affairs, The Hon Darren Chester, MP, lays a wreath at Villers-Bretonneux Cemetery, France, to honour PTE Robert Bowness. *Photo SGT Janine Fabre.*



### Handling Our Security

The security of ADF personnel isn't just the responsibility of its men and women but an integral function of military working dogs.

The dogs and their handlers provide security, patrols, emergency response and intruder detection on bases and deployed locations around the world.

The two main breeds of military working dogs used by Air Force are the German Shepherd and Belgian Shepherd Malinois. The dogs are often from Air Force's own breeding program, and members of the public can volunteer to foster Air Force puppies.

Dogs and handlers are carefully matched to ensure they work well together. Once matched, handlers and their dogs work together to maintain a high standard of fitness and training, including regular testing to ensure they are ready to deploy at any time.

Handlers are responsible for the care and welfare of their dog on a daily basis, including feeding their dog and cleaning their kennels. Over time, they form a strong bond.

Where possible, military working dogs will retire to their handler's home at the end of their Air Force service. A number of checks are undertaken to ensure the dog can enjoy a happy and healthy retirement after their loyal service.



MWD Handler, LAC Zach Sheppard, with his dog Zeke.  
*Photo CPL Casey Forster.*

### Exercise RIMPAC

RIMPAC 18 is a biennial military training exercise to strengthen international maritime partnerships, enhance interoperability and improve the readiness of participating forces for a wide range of potential operations.

Now in its 25th iteration, the ADF deployed HMA Ships Adelaide, Success, Toowoomba, Melbourne and Rankin, an amphibious landing force from 2nd Battalion, RAR, and one P-8A Poseidon aircraft.

The multinational activity, held from 27 June - 2 August 2018 in Hawaii and off the coast of California, is the world's largest maritime exercise and includes 25,000 personnel from 25 countries.

Australian personnel exercised across a broad spectrum of scenarios from humanitarian assistance and disaster response to maritime security operations, sea control and



11 SQN load crew personnel position an ATM-84J Harpoon onto a P-8A Poseidon at Marine Corps Base Hawaii, during RIMPAC 2018. *Photo CPL Nicci Freeman.*

complex war fighting. Participating personnel and assets conducted gunnery, missile, anti-submarine, and air-defence exercises, as well as maritime interdiction and vessel boardings, explosive ordnance disposal, diving and salvage operations, mine clearance operations and an amphibious landing.

### Exercise Pitch Black

Exercise Pitch Black is the RAAF's largest and most complex exercise. Pitch Black 2018 was conducted at RAAF Bases Darwin and Tindal from 27 July until 18 August.

This year's exercise featured up to 4000 personnel and up to 140 aircraft from 15 participating nations. Exercise Pitch Black aims to further develop offensive counter air, air-land integration, and intelligence, reconnaissance and surveillance capabilities, as well as foster international co-operation with partner forces.



Personnel from the participating nations attend the Opening Ceremony for Exercise Pitch Black 2018. *Photo CPL David Gibbs.*

## Republic of Korea visit

Air Staff Talks with the Republic of Korea Air Force were held in Canberra in July. Air Commodore Stephen Edgeley, met with Brigadier General San Hak Lee, Commander, Korea Air and Space Operations Centre.

Brig Gen Hak Lee also visited the Australian National Korean War Memorial and AWM where wreaths were laid in recognition of all Korean and Australian Service Men and Women.



BRIG GEN San Hak Lee (left) and AIRCDRE Stephen Edgeley salute after laying wreaths at the Australian National Korean War Memorial, Canberra.

## Humanitarian aid to Laos

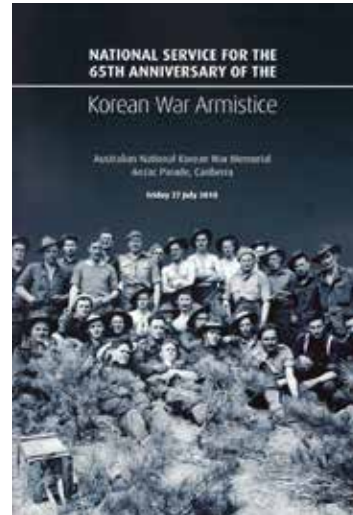
The ADF responded to assist the people of Laos following the collapse of a dam and subsequent flooding in the Attapeu Province on 23 July.

Members of 23 SQN loaded a C-17A Globemaster at RAAF Base Amberley with 37,000 lbs of humanitarian aid and disaster relief stores for transportation to Laos.



23 SQN Mobile Air Load Team unload pallets of Australian humanitarian aid, delivered to Pakse International Airport by a C-17A Globemaster. Photo CPL Colin Dadd.

## 65th Anniversary of the Korean War Armistice



The Department of Veterans Affairs conducted the 65th Anniversary of the Korean War Armistice at the Australian National Korean War Memorial in Canberra on 27 July 2018.

The Minister of Veterans Affairs, the Hon Darren Chester MP, gave the Commemorative Address. VADM David Johnson AO RAN and Service representatives represented the services and Korean War and other veterans attended from the Ex-Service

Organisations. The National President of the Air Force Association, GPCAPT Carl Schiller OAM CSM attended, together with VP Communications and Media, WGCDR Lance Halvorson MBE and the ACT Division President Judy Webster.

Sixty-five years ago, the armistice was signed, ending three years of fighting on the Korean peninsula. The present day border between North and South Korea approximates the border as it was in June 1950 when North Korea invaded the south, beginning a war that pitted the Cold War powers of communist China and the Soviet Union against the United States and her allies, fighting under United Nations' auspices, in a massive military confrontation.

Within days of the invasion of South Korea by North Korean forces on 25 June 1950, the United Nations (UN) Security Council had the support of 21 member nations to defend South Korea, including Australia.

The Royal Australian Navy and the Royal Australian Air Force committed forces to the United Nations effort in Korea within a week of the war's beginning, Australian ground troops arrived in September 1950. Approximately 18,000 Australian service personnel served in Korea between 1950 and 1957, including Army and Royal Australian Air Force nurses.

Australia suffered some 1,500 casualties, including over 350 who lost their lives, and 30 who were taken prisoner. More than 40 Australians are still listed as missing in action. The Korean War marked the first collective UN military action and Australian sailors, soldiers and airmen won international respect for their courage, endurance and combat skills.



77SQN Mustangs in Japan.



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## F-35 inbound: SMEs preparing for Australia's next-gen fighters

As the RAAF prepares for the arrival of its next-generation air combat capability, the F-35, the Defence Connect Podcast spoke with Milskil CEO and managing director John Lonergan to discuss the company's role as an SME in preparing pilots and aircrews to fly and maintain the aircraft, which will be the face of the RAAF for the next 40 years.

Lockheed Martin's F-35A Joint Strike Fighter has been described as a game changer for the RAAF and allied air forces who operate the fifth generation aircraft. An aircraft defined by the incredibly complex digital combat system, the JSF will provide a quantum leap in the capability offered to commanders placing unique requirements on the pilots and aircrews who operate and sustain the aircraft.

During his discussion with the Defence Connect Podcast, John Lonergan, chief executive and managing director of Milskil, identifies the important role SMEs play in supporting F-35, and the corporate, operational and cultural differences that set Milskil apart from competitors, helping them to deliver the next generation training capability Defence and Lockheed require.

With the arrival of Australia's first two JSF aircraft later this year, the atmosphere is fever pitch at RAAF Williamtown, which will serve as the primary training and maintenance facility for Australia's F-35 pilots and aircrew. Gearing up for this 'landmark year', as described recently by Lockheed Martin's general manager for training and logistics systems Amy Gowder, Milskil has been working with local and international partners to prepare for the arrival of F-35 later this year and initial operating capability (IOC) in 2019.

Milskil has established and maintained a robust relationship with prime F-35 contractor Lockheed Martin, of which Lonergan said: "First of all you need to know what you stand for, and what your product is and what your value proposition is to the customer, ultimately the end user being Defence. But also the other point I made, and I would reinforce this, is to develop and affect meaningful relationships with Defence primes, who by virtue generally have a shepherding over the top of a lot of the work opportunities and making sure that they understand what you do and that you can give them confidence, not only do you have a good product, you know how to manage the delivery of it."

Courtesy Defence Connect



Squadron markings are applied to Australia's third F-35A, AU-03, at Lockheed Martin in Fort Worth, Texas. *Photo: Angel DelCueto*

## CDF Handover Parade

Outgoing CDF, ACM Mark Binskin, AC, handed command of the ADF to General Angus Campbell, AO, DSC, at a parade in Canberra.

The parade featured Australia's Federation Guard, the Band of the Royal Military College – Duntroon, a didgeridoo performance by WGCDR Johnathon Lilley, an F/A-18 flypast and a 17 Gun Salute.

ACM Mark Binskin, AC, retired after more than 40 years' service in the ADF.



Outgoing CDF, ACM Mark Binskin, AC, salutes incoming CDF, Gen Angus Campbell, AO, DSC, during the Change of Command Parade held at Russell Offices, Canberra. *Photo: Lauren Larking*

## Australia to support Afghan Blackhawks



Australia to provide expertise to the Afghan National Air Force on the UH-60 Blackhawk. *Photo CPL Amanda McErlich*

The ADF will provide operational and technical assistance to support the Afghan National Air Force establish its UH-60 Blackhawk Helicopter capabilities.

Australia will provide around 20 ADF personnel, including aviation advisers and force protection, who will help Afghanistan develop its Blackhawk capability. This will be managed within Australia's overall commitment of around 300 ADF personnel.

Minister for Defence Marise Payne made the announcement while attending the NATO Leaders' Summit in Brussels.

"Australia is one of only a few nations in the international coalition currently flying Blackhawks and we will be able to provide qualified personnel to support the introduction of this important platform," Minister Payne said.

The Blackhawks are a critical battlefield enabler that will



## Defence Talk

provide the Afghan National Defense and Security Forces with increased air mobility and response capabilities for ground forces. As part of its role in Afghanistan, Australia remains the second largest contributor to the Afghan National Army Trust Fund, and has contributed US\$520 million since 2010.

Australia will also continue to fund the sustainment of Afghanistan's current fleet of 46 ageing, Russian-built Mi-17 helicopters as it transitions to the Blackhawk as part of the Afghan National Army Trust Fund.

"Since 2001, Australia has remained steadfast in its support to Afghanistan. Our additional contribution reflects the importance we place on supporting the Afghanistan government and its efforts to further peace and reconciliation," Minister Payne said.

Australia remains committed to working with NATO and its partners to support the government of Afghanistan to provide security and stability for its people and to prevent the spread of terrorism.

Courtesy Defence Connect

## \$213m wharf upgrade for Garden Island

Minister for Defence, Marise Payne, and Minister for Indigenous Affairs, Nigel Scullion, have announced an Indigenous joint-venture to deliver the \$213 million Bayinguwa critical wharf works project at the Garden Island Defence Precinct in Sydney.

The Bayinguwa Delivery Team is a joint venture between Pacific Services Group Holdings (PSG Holdings) and Lendlease Engineering. PSG Holdings, a small to medium enterprise that is 100 per cent Indigenous-owned, managed the design of the works. PSG Holdings has teamed with Lendlease for the construction of the works in a mutually beneficial venture that gives this Indigenous business a foot-in-the-door to deliver major infrastructure projects.

The engagement of the Bayinguwa Delivery Team is first-and-foremost about delivering high quality works for Garden Island. The team will be responsible for managing the demolition of two deteriorated wharves and constructing a single new wharf in their place.

"These works are essential to ensure the Royal Australian Navy can safely berth and maintain its ships at Garden Island, which is the major home-port on the east coast of Australia," Minister Payne said.

The Indigenous Procurement Policy (IPP) has supercharged the Indigenous business sector, driving rapid growth in the demand for Indigenous goods and services across a diverse variety of industries. The IPP has resulted in more than 1,000 Indigenous business across the country winning contracts worth over \$1.08 billion since the IPP's commencement in July 2015, up from just 30 Indigenous businesses winning \$6.2 million in 2012-13.

Minister Scullion said, "The Bayinguwa project is just one example of the potential the IPP is realising, in this case encouraging Lendlease to enter into a joint-venture with an Indigenous business ... The IPP is a genuine win-win for taxpayers. All contracts under the IPP are delivered on a value for money basis, meaning the Commonwealth does not pay more for the goods and services it would otherwise be procuring, but by engaging an Indigenous business we



RAN ships sit alongside at HMAS Kuttabul, Garden Island, Sydney. Photo LSIS Tom Gibson

get more Indigenous jobseekers off the misery of welfare and into the dignity of work."

The total project value is \$213 million and construction is due to commence in September 2018 for completion in February 2022.

It is anticipated that the project will generate up to 150 jobs at the peak of construction with opportunities available for local industry and Indigenous involvement.

Courtesy Defence Connect

## Airbus showcases automatic aerial refuelling in collaboration with RAAF

Aerial refuelling is a key force multiplier essential for sustained military and humanitarian engagement around the world. Airbus has recently showcased automatic air-to-air refuelling (A3R) to the RAAF.

The RAAF agreed to collaborate with European aerospace giant Airbus at the 2017 Avalon Air Show to develop groundbreaking A3R capabilities for integration into Australia's KC-30A Multi-Role Tanker Transport aircraft (MRTT).

A3R will allow a tanker aircraft to autonomously guide the boom into contact with the receiver aircraft. During the initial approach of the receiver aircraft, the tanker's air refueling operator (ARO) performs boom control as usual. Innovative passive techniques such as image processing are then used to determine the position of the receiver's refueling receptacle.

When the automated system is activated, a fully automated flight control system flies and maintains the boom aligned with the receiver's receptacle. The telescopic beam inside the boom can be controlled in a range of ways, including manually by the ARO, a relative distance-keeping mode, or full auto-mode to perform the contact.

The system requires no additional equipment to be installed on the receiver aircraft, and is intended to reduce refuelling boom operator workload and improve safety during the complex aerial refuelling process.

David Piatti, the Airbus ARO onboard the A310, said that the system accurately tracked the receiver aircraft.

"It can be very useful to be able to refuel another tanker or transport, for example, to extend its deployment range or to avoid taking fuel back to base, but it is also a challenging operation and this system has the potential to reduce workload and the risk involved," Piatti said.

The trial was conducted off the Spanish coast in conjunction with test pilots and flight test engineers from the

RAAF's Aircraft Research and Development Unit (ARDU), with an Airbus Defence and Space A310 tanker serving as the testbed for the new capability to refuel an RAAF KC-30A MRTT.

The KC-30A MRTT is a heavily modified Airbus A330 airliner, and enables the RAAF to conduct air-to-air refuelling and provide strategic air lift.

It features advanced communication and navigation systems, and an electronic warfare self-protection system for shielding against threats from surface-to-air missiles.

The Air Force's six KC-30A aircraft are based at RAAF Base Amberley, operated by No. 33 Squadron. The KC-30A can carry a fuel load of more than 100 tonnes, and transfer part of that load to compatible aircraft, including:

• F/A-18A/B Hornets • F/A-18F Super Hornets • E/A-18G Growlers • E-7A Wedgetails • C-17A Globemaster III • Other KC-30As.

It is also compatible with refuelling P-8A Poseidon surveillance aircraft, F-35A Lightning II, and foreign aircraft such as the F-16C Fighting Falcon and B-1B Lancer

Courtesy Defence Connect



The KC-30A MRTT from 33 SQN can provide refuelling options for various RAAF and international aircraft platforms.

Photo Defence Department

## RAN beefs up submarine rescue capacity

The Royal Australian Navy and the Australian government have granted an operational licence for a new \$19.7 million submarine rescue system.

The equipment, which consists of a transfer-under-pressure chamber and a recompression treatment suite, is able to withstand and operate effectively in rough seas, meaning that for the first time the whole crew of an Australian submarine can be treated at once using the new hyperbaric equipment.

"What it means for submariners is extremely significant as up to 88 people can now receive life-saving medical treatment in the hyperbaric equipment suite and pressurised transfer chamber at any one time," said Toff Idrus, general manager of JFD Australia.

The system, which took two years to build, will undergo further naval testing and evaluation in August, culminating in the annual 'Black Carillon' naval exercises set to be held in November 2018.

JFD provides the Australian James Fisher Submarine Rescue Service use of its 21.5-tonne LR5 free-swimming submarine rescue vehicle (SRV), which is designed to mate with a distressed submarine in the event of an emergency, and transfer the rescued personnel onto the deck of its host ship.

The hyperbaric equipment suite is able to withstand and

operate effectively in rough, continuous seas with swells of five metres, conditions not uncommon around the Australian coast. This capability is critically important as the new kit is the final step in a submarine rescue that begins with rescuing the crew from a disabled submarine and transferring them safely into a JFD free-swimming, piloted rescue vehicle, which then carries them safely to the surface and onto the deck of a rescue ship.

The rescued submariners are then moved through the transfer-under-pressure chamber and into the hyperbaric equipment suite, with doctors monitoring their wellbeing and helping them overcome any life-threatening effects that come from being rescued from pressurised waters.

"When you consider that a Collins Class submarine has a crew of 48-60, this new capability is very significant and represents an important milestone for submarine rescue in Australia," said Idrus.

JFD is a world-leading underwater capability provider, serving the commercial and defence markets with innovative diving, submarine and hyperbaric rescue, technical solutions and services.

Courtesy Defence Connect

## Securing our borders

The security of Australia's maritime borders will be significantly strengthened with another major military investment.

The Turnbull Government will invest \$1.4 billion and acquire the first of six MQ-4C Triton remotely piloted aircraft through a cooperative program with the United States Navy.

As part of the initial \$1.4 billion investment in the Triton system, the Government will invest \$364 million on new facilities at RAAF Edinburgh and Tindal, as well the necessary ground control systems, support, and training required to implement a project of this nature.

Northrop Grumman as supplier of the Triton will play a lead role in delivering the capability in Australia. This investment follows Northrop's commitment to a \$50 million advanced Electronic Sustainment Centre of Excellence at the new Western Sydney Airport.

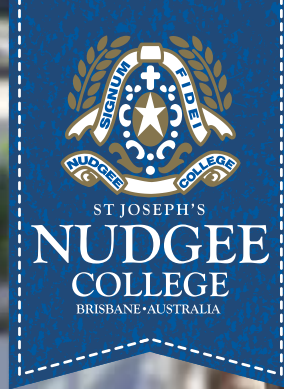
The first of the Triton aircraft is expected to be introduced into service in mid-2023 with all six aircraft planned to be delivered and in operation by late 2025, based at RAAF Edinburgh.



(L-R) PM Malcolm Turnbull, Defence Minister Marise Payne, Defence Industry Minister Christopher Pyne, CAF AM Leo Davies announce acquisition of the Triton remotely piloted aircraft.

Photo Jay Cronan.





## *An education that will liberate hearts and minds*

St Joseph's Nudgee College holds a special place within Catholic education both within the state of Queensland, across the nation and beyond our shores. The College has a grand reputation that has been built by successive generations of students, Christian Brothers, staff, parents, Old Boys and community members over the past 126 years. Not only is this rich history celebrated, the current generation of students, staff and families seeks to build upon it.

This is achieved on a daily basis by students who are taught, cared for and challenged by teachers who want the best for each student. The holistic education, personal development and wellbeing of each student remains the key focus of the College. At Nudgee College, a rich diversity of educational opportunities is offered - in the classroom, in sport, in cultural pursuits and activities - as well as in faith development and social justice initiatives.

The College is positioned on a 136 hectare campus with a range of facilities that provide an engaging environment to learn, to grow, and to be challenged.

As a leading Catholic school in the Edmund Rice Tradition, Nudgee College strives to develop young men of big hearts and good character.

Over 1,550 boys and young men call St Joseph's Nudgee College their school. For over 250 of these students it is also their home as boarders. Nudgee College Boarding is committed to providing our boys and young men with a unique educational experience that will shape the rest of their lives.

Our recently completed Bathersby Boarding Village is a contemporary and inviting home away from home for our boarders, and has become the heart and soul of the College. The high quality of this residential facility complements the high quality of care provided by our professional staff.

*"We knew that Nudgee College Boarding could provide so many more opportunities. Not just in normal everyday education, but in a way that would expose Tom to new challenges, that could help him to grow into a young man who will leave an indelible footprint on his surrounding world."* - Nudgee College boarding parent, 2017

### **St Joseph's Nudgee College**

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## Reserve Forces Day Parade



AAL cadets and officers who assisted with banner duties at Reserve Forces Day Parade.

On 1 July 2018 the Reserve Forces Day Council held their final Reserve Forces Day Parade in Sydney. Cadets and officers from the NSW Boys and Girls Group of the AAL were honoured to be asked to assist in the role of banner bearers for the units.

The inaugural parade was held on 1 July 1998 with 8000 serving and former members marching through Sydney

and many more taking part at parades throughout Australia. The objective was to raise the profile of Navy, Army and Air Force Reserves, to recognise serving and former Reservists and to thank partners and employers for their support.

The AAL has assisted in these parades for many years and 2018 saw 88 personnel from 16 squadrons in NSW

attend, some having travelled as far as Taree and Canberra.

Community service is an important part of the AAL program and cadets take part in a range of community based activities such as Red Shield Appeal, Clean Up Australia Day and ANZAC Day Dawn Services.

### About the Australian Air League

[www.airleague.com.au](http://www.airleague.com.au)

The AAL is for boys and girls aged 8 years and older who have an interest in aviation either as a career or as a hobby. In the Air League they learn about aviation in all its forms through classes in theory of flight, navigation, aircraft engines and a variety of interesting subjects.

With squadrons in most states of Australia, the Air League has been serving the community in Australia since 1934. It is entirely self-funding and is staffed by volunteers who give their time to achieve its goals.



AAL cadets attending Reserve Forces Day Parade as banner bearers



*Australian*  
**Air League**



# AIRVENTURE AUSTRALIA

*The great Aussie fly in*

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*"AirVenture is the real deal. This is what fly-ins and events of this nature are about. Grass roots aviation."*  
**Matt Hall**



**airventureaustralia.com.au**



AirVenture Australia, the Great Aussie Fly-in, is landing at Cessnock Aerodrome 20-22 September in the beautiful Hunter Valley. Now in its third year, AirVenture Australia is an event organised by aviators, for aviators. Whether you fly, build, maintain, teach, advise, administer or simply just love looking at aircraft, this is the must do event for you this spring. The team at AirVenture have partnered with Cessnock City Council, Cessnock Aerodrome and Cessnock Tourism to deliver an event for the whole family.

Visitors can choose to stay in some of the fantastic accommodation available in the Hunter Valley, make a day trip from Sydney, or even camp under-wing if flying in to the event.

Thursday 20th and Friday 22nd will see a packed schedule of seminars, workshops, exhibitors and trade stalls, static aircraft displays, and interactive sales demonstrations. This year there are over 50 seminars on a wide range of topics including runway safety, youth engagement, search and rescue, electric aircraft, ballistic parachutes, maintenance, building your own plane, navigation and planning using electronic

flight bags, and you'll also hear the latest from a host of aircraft manufacturers.

Saturday the 22nd begins with some fantastic presentations from Red Bull Air Race pilot Matt Hall, Women in Aviation International, and contestants from the upcoming Outback Air Race.

Saturday afternoon's high-energy airshow will feature Matt Hall, the Air Force Roulettes, Paul Bennet Airshows, Mark Pracy, Paul Goad and the Freedom to Fly Aerobatic Display Team, Raptors Formation Team, and many more! It is the only place you will see three of Australia's best airshow pilots in action in one afternoon.

There will also be a Gala Dinner, kid's activities, food and drink, joy flights, adventure flights, helicopter flights, as well as trial introductory flights for



anyone who is interested in becoming a pilot.

Early bird tickets are available online, and you can save time and money by purchasing before the event. Gate ticket pricing will apply, so don't miss out on the opportunity to save up to 30%! If you are planning on camping under-wing, be sure to reserve your space today as sites are strictly limited.

Visit [www.airventureaustralia.com.au](http://www.airventureaustralia.com.au) for more event information and to buy your tickets today.



## 70th Anniversary Commemoration- Malayan Emergency

Number 6WG AAFC helped mark the 70th Anniversary of the Malayan Emergency on 16 June. The SA/NT Branch of the National Malaya-Borneo Veterans Association of Australia formally honoured the sacrifice of 45 Australians during and immediately following the 12 year conflict.

A special Commemoration service was held in West Torrens War Memorial Gardens, Adelaide. The service marked the exact day 70 years ago when three European plantation managers in Perak State on the Malay Peninsula were executed by members of the Malayan Communist Party. A State of Emergency was declared throughout the Federation of Malaya, with the conflict lasting until 31 July 1960.

604 SQN has supported SA/NT Branch conduct an annual memorial service for Malaya and Borneo veterans every August since the first service in 2011. For this special 70th Anniversary, 604 SQN provided a Catafalque Party, armed with innocuous .303" SMLE rifles, representative of the post-war era.

608 (Town of Gawler) SQN has a long history of supporting local ANZAC memorial services in the Gawler district. For this service, the squadron provided an Honour Guard, Honour Guard Commander and Catafalque Party Commander.



The 6WG team who participated, West Torrens War Memorial Gardens, Adelaide.

Other cadets who participated came from 609 SQN (Warradale Barracks) and 613 SQN (RAAF Edinburgh). A Drummer was provided by 606 Flight (6 WG Band), supplementing musical support of the Australian Army Band, Adelaide.

There was a special family connection on the day. About 9 years ago, Dave Carse had come from New Zealand to visit his daughter in Adelaide and was able to join the SA/NT Branch for the ANZAC Day march. Dave had served as a CPL in the NZ Army, and saw active service in Malaya in 1958-59 with the 2nd Battalion, NZ Regiment, assigned to the 28th Commonwealth Infantry Brigade.

During the 70th Anniversary service, Leading Cadet Zain Carse of 604 SQN participated as a member of the Catafalque Party, carrying a .303" SMLE rifle in honour of his grandfather.

The sacrifice of 45 Australians, among the 1,800 Malayan and Commonwealth troops who lost their lives during and immediately after this 12 year conflict, was not in vain, serving to uphold the sovereignty of Malaya allowing the successful attainment of independence on 31 August 1957 and eventual creation of Malaysia on 16 September 1963.

This ceremony provided an opportunity to reaffirm the common values and deep friendship Australians share with our Malaysian counterparts and other allied countries we have served beside, not just in Malaya but during all other wars and peacekeeping operations.

The SA/NT Branch is also establishing strong bonds with local AAFC, and the Branch expressed its appreciation for outstanding professional support provided by 6WG. Their guest speaker noted: in the 1950s and early 60s, how many of those who deployed to Malaya had served in a cadet unit before joining up for military service? Not thinking within a few years they would be deploying on active service.

In just a few years time, cadets of today could be serving in our Armed Services, likely on their second operational deployment or humanitarian mission.

FLGOFF (AAFC) Paul Rosenzweig



6WG AAFC honour the fallen during the Commemoration service. CCPL Simon Russell, LCDT Zain Carse, CFSGT Casey Dibben, Catafalque Party Commander.





OAM, 6WG Public Affairs and Communication Officer said, "While guests and veterans placed wreaths and tributes, it is significant to note the SA/NT Branch is active in not only remembering the fallen, but supporting surviving veterans and looking to the future".

The ceremony honoured the sacrifice of the following RAAF members;

#### **HQ 78 WG**

A312847 LAC D J HALL (4 March 1959, accident-ground)

Buried in Penang (Western Road) Cemetery, Malaysia: Grave 2168

#### **1 SQN**

A31167 WOFF Heathcote Byron BROWN (9 April 1953, accident-ground, Singapore)

Buried in Kranji War Cemetery, Singapore: plot 4, row D, grave 4

A51076 LAC M MURPHY (3 December 1956, accident-ground)

Buried in Kranji War Cemetery, Singapore: plot 3, row G, grave 5

#### **38 SQN**

A22152 PLTOFF Gordon John McDONALD, airman pilot (recorded as 'Pilot III'), attached to 110 SQN, RAF (31 August 1950, accident-flying, South China Sea between Changi and Saigon)

Commemorated on the Memorial Wall at Terendak Military Cemetery, Malacca, Malaysia: no known grave

A197 WOFF George Robert TAIT (22 April 1951, illness)

Buried in Kuala Lumpur (Cheras Road) Civil Cemetery, Malaysia: row 18, grave 1014

#### **2 ACS**

A32323 CPL John Marcus O'DONNELL (17 March 1957, accident-ground)

Buried in Penang (Western Road) Cemetery, Malaysia: grave 2166

#### **Base SQN RAAF Butterworth**

A218384 LAC William Patrick DUFFY (26 July 1959, accident-ground)

Buried in Penang (Western Road) Cemetery, Malaysia: grave 2171

A312178 AC John George LAWSON (26 July 1959, accident-ground)

Buried in Penang (Western Road) Cemetery, Malaysia: grave 2169

O52768 FLTLT Dennis St George Greaves OATES (10 July 1959, illness, Hong Kong)

A217227 LAC Colin John ROWE (18 September 1959, motor vehicle accident)

Buried in Penang (Western Road) Cemetery, Malaysia: grave 2170

#### **Related Deaths**

These deaths are not listed by the AWM under 'Malayan Emergency' as they occurred after 31 July 1960 - after the date the Government of the Federation of Malaya officially declared the Emergency over.

O3606 WGCdr Norman Henry NIXON DFC (9 February 1961, motor vehicle accident)

Buried in Kranji War Cemetery, Singapore: plot 14, row B, grave 1

O15609 FLGOFF M V CURTIS (16 June 1961)

Buried in Penang (Western Road) Cemetery, Malaysia: grave 2174

604 SQN AAFC Rest on Arms Reversed under flags of Malaysia and Sarawak: CCPL Levi Schubert and CCPL Simon Russell.



Deputy PM and Federal Member for Riverina, Michael McCormack, reviews 3 WG AAFC during a graduation parade at RAAF Base Wagga. *Photo CPL Dan Pinhorn.*

## **3 Wing Promotion Courses**

Deputy Prime Minister and Federal Member for Riverina, The Hon Michael McCormack MP, reviewed the end of course parade on 20 July. Over 190 AAFC from 37 squadrons throughout NSW and ACT attended the detachment designed to develop future leaders.

Cadets 14-18 yrs completed promotion courses held at RAAF Wagga. The courses undertaken were Cadet WOFF, Cadet SNCO and Cadet Junior NCO.

The promotion courses teach cadets a wide range of knowledge and skills including leadership, fieldcraft, drill and ceremonial, instructional technique, organisation and administration, service knowledge and much more. Cadets also developed in promotional attributes, time management, planning, preparation and decision making skills.

The promotion course environment allowed cadets to put into practice what they had learnt in the classroom as well as develop general skills in teamwork, confidence, initiative and self reliance.

Promotion courses each year are made possible by the extraordinary efforts of the officers, instructors and senior cadets who give up their time to help teach the cadets. The continued support from the Air Force is what makes these detachments a success.

For more information about Australian Air Force Cadets, visit [www.aafc.org.au](http://www.aafc.org.au)





6WG Cadets meet Mr Doug Leak. L-R: LCDT Ana Ribeiro Dos Santos, newly promoted CCPL Kelly Parkin (613SQN), LCDT Elias Neocleous (609SQN), Leading Cadet Courtney Semmler.

## 6 Wing tribute to Bomber Command

Members of 6WG recently participated in a Bomber Command Commemoration Service at Torrens Parade Ground, Adelaide.

462SQN, RAAF (reformed April 2005) honoured its association with the wartime 462SQN of Bomber Command by providing the Catafalque Party and an Honour Guard.

As official custodian of the Adelaide Air Force Memorials, 6WG also provided a Guard of Honour, under the command of LCDT Jade Curwood from 613SQN (RAAF Edinburgh). Cadets assisted as door openers for VIP guests and as Wreath Attendants. CCPL Nicholas Baylis (613SQN) gave the Reading, and LCDT Courtney Semmler from 608 (Town of Gawler) SQN was Ensign Orderly.

Some 10,000 Australian airmen served with Bomber Command. Of these, 3,486 were killed in action – about 20% of Australia's combat deaths during WWII.

WOFF Doug Leak, formerly of Bomber Command, was made a Knight of the French Legion of Honour in 2016 in recognition of his contribution to the liberation of France in 1945. He flew missions during the bomber offensive against Germany as a Wireless Operator / Air Gunner in Lancaster long-range heavy bombers. In the commemoration address, guests heard that aircrew on their first operational tour, the chances of survival were one in two.

FLGOFF (AAFC) Paul Rosenzweig, 6WG Public Affairs and Communication Officer said, "While our Air Force Cadets joined with RAAF members to honour the fallen, they also had the opportunity to spend time with one of South Australia's living legends. Their cadet service helping to bridge the generations".

FLGOFF Paul A Rosenzweig

## AAFC Competition Richmond

During 9-10 June, approximately 500 members of 3WGAAFC – encompassing units from across NSW – converged at RAAF Base Richmond for their annual cadet competition. Each Cadet unit



AAFC from 336 SQN, Harrison Mitchell (left) and Courtney Stafford, at the 3 WG Competition. 336 SQN won the drill competition and scored highest overall marks. *Photo CPL Casey Forster.*

competed in a range of challenges including service knowledge and aircraft recognition, fieldcraft skills, and drill.

Cadets also had the opportunity to experience a flight on a C-130J over Sydney Harbour, and held a formal parade at RAAF Base Richmond to announce the inaugural Ambassadors for 3 WG AAFC, former fighter pilot and current Red Bull Air Racer, WGCDR Matt Hall (Retd), and former Cadet and current serving Air Force member, CPL Milly Hodgins.

Matt Hall is a former Air Force fighter combat instructor, international unlimited aerobatic competitor and the first Australian to be selected to compete in the Red Bull Air Race World Championship.



Cadets participating in the 3 WG AAFC Competition with CPL Milly Hodgins and Matt Hall. *Photo CPL Casey Forster.*





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## Korea Summit - Families' plea to bring our MIA home too

Craving to know what happened all those years ago to his dashing uncle over North Korea, Bruce Gillan and his family are hopeful they at last might get an answer.

Flying Officer Bruce Thomson Gillan — Mr Gillan was named after him — was reported missing in action after his RAAF Meteor was shot down in January 1952 near the port of Haeju, north of what's now the demilitarised zone between the two Koreas.

The family were told the young pilot ejected from his smoking jet fighter, but Gillan's parents and his only brother, Jim, Mr Gillan's father, went to their graves not knowing whether he survived to be taken prisoner by the North Koreans and, if so, how long he had lived in captivity.

The families of the 42 other Australian servicemen listed as MIA in the Korean War endured the same torment — and now, finally, there's the promise of emotional closure in the deal between Donald Trump and Kim Jong-un to roll the repatriation of the remains of US war dead into their historic peace plan.

Mr Gillan, 61, is hoping that Australia can piggyback on the tentative denuclearisation agreement reached by the US President and the North Korean leader in Singapore to end the uncertainty that has haunted the family for two generations. The call for closure has been taken up by others in the same harrowing predicament.

Former veterans' affairs minister Stuart Robert, who has taken up the campaign by the families of the Korean War MIAs for answers, said the wheels were already turning for Australia to join the US and get boots on the ground in the communist North to find our war dead.

He spoke recently to Foreign Minister Julie Bishop about having the Americans extend the deal to cover Australia's MIA. "I simply said to her, 'Jules, we need to be in that discussion'," Mr Robert told *The Australian*. "And she said, 'Yep, we are already there ... we are on it.' Julie was ahead of the curve on this, to her credit."

Ms Bishop later revealed she had made "numerous representations" on the issue, but none had been acknowledged by the North Koreans. "The fact that it was raised by President Trump and it has been agreed by North Korea gives us some hope that Australia will also be able to make representations to North Korea for the return of our war dead," she said.

But Veterans' Affairs Minister Darren Chester sounded a cautious note. "I think it gives some hope. It's a step in the right direction, but it's no reason for us to think it's going to be easy from here on in," he said.

Flying Officer Gillan, 22 at the time he went missing, was one of 18 Australian pilots who disappeared over North Korea or over the sea off the hermit kingdom during the bloody 1950-53 war that claimed 339 Australian lives.

All but one of the army's 22 MIAs, including Ian Saunders' father, John, were lost in the DMZ that still separates North Korea from the South. Two MIAs were navy personnel while the 43rd missing man, John Rodgers Hall, disappeared from a troop ship en route to Australia.

Mr Gillan said his uncle's death cast a long shadow over the family. "I can tell you that at a very young age I could work out what my father was doing: he was trying to compete with



Bruce Gillan, in Innisfail, with a photo of his uncle Bruce Gillan who was listed as missing in action in the Korean War.  
*Brian Cassey.*

the ghost of his lost brother in their mother's eyes," he said. "It was as if he was always trying to make up the difference or do better to please her because he was gone."

On the day Gillan went missing in 1952, Mr Gillan's father had an experience that would stay with him for the rest of his life. "Dad was at home with his mother, my grandmother, and he thought he heard someone call out, 'Jim, I need you'," the Innisfail solicitor recalled.

"He went around and asked her, 'Mum, did you want me?' And she said, no.

"Then, two weeks later they got the communique that Bruce had gone missing in action at that precise moment. It was chilling and it just added to the sense that they needed to find out what had actually happened to him."

In addition to being named after his uncle Bruce, who had been vice-captain of Canberra High School and played rugby for the First XV before joining the RAAF in 1949, Mr Gillan obtained his pilot's licence partly "to understand more about him", he explained.

His uncle's war record was impressive. He had flown 63 missions before taking off on the fateful January 27, 1952, sortie from Kimpo airfield near Seoul. He and his wingman strafed the North Korean air base at Chujin and were following the railway line towards Haeju when the anti-aircraft fire opened up, hitting his plane. Smoke was seen billowing from the stricken jet as it lost height, with the young pilot radioing that he would try to make it back to base.

When his wingman drew alongside, the cockpit was empty; Gillan had evidently ejected. A subsequent aerial search of the snowy landscape failed to find any trace of him. Mr Saunders said his father, Private John Saunders, was one of 13 soldiers with 3RAR killed or taken prisoner on January 25, 1953, while patrolling on the North Korean side of the DMZ. It was his fifth birthday.

Now 70, Mr Saunders co-ordinates the effort by the families to keep the issue alive. He has never given up on finding out what happened to his dad, and recently wrote to (now former) CDF, ACM Mark Binskin, to urge that Australia join the US repatriation mission.

Mr Saunders believes his father's remains may be in an unmarked grave in the British Commonwealth Section of the UN war cemetery at Pusan in South Korea, and he has campaigned for those graves and unidentified remains held



## Briefing Room

by the US military in Hawaii to be DNA tested in case any of the missing Australians are among them.

"It's phenomenal," Mr Saunders said of the agreement between Mr Trump and Kim. "I have always stressed the point that we must exhaust all avenues in Hawaii and Pusan and, when that happened, we'd know that the missing remains must be in North Korea. Now, all the bases can be covered."

Mr Robert said Australia had had no formal diplomatic contact with North Korea since it closed its embassy in Canberra a decade ago. But while he was minister, the Defence Department had sent to the Chinese, who entered the Korean War late on the North's side, details of the Australian MIAs in the hope that leads could be turned up. DNA data had also been collected.

"We did all we could to get ready for this moment," an enthusiastic Mr Robert said. "So ... we are reaching out very strongly to the US ... to say, hey, we want to be involved, we want to be there with our people, with our lists, to look for these Australians that we have not had the opportunity to bury properly.

"It's very significant for the families who have been waiting all this time."

Courtesy The Australian

## Defence Industry Summit - 31 Aug

The inaugural Defence Industry Summit will be held in Ipswich, QLD, on 31 August. The one day summit plans to bring together all levels of government and industry to engage on defence industry strategies, projects and opportunities.

This is one of the key initiatives under the city's Defence Industry Strategy supported by the City of Ipswich Defence Industry Attraction Committee (CIDIAC), an advisory body with representatives from Ipswich City Council, QLD Government, ADF, universities and industry.

## MAAA AGM

The Mosquito Aircraft Association of Australia AGM will be held at the RAAF Museum, Point Cook on 26 Aug 18 in the P170 Meeting Room. Financial members and their guests are invited to attend. RSVPs by 19 Aug.

MAAA contact is Bob Stevens - 0448 241 881 or email - [info@aussiemossie.asn.au](mailto:info@aussiemossie.asn.au)

## Queensland Air Museum

There has been a lot happening at QAM recently.

The Lake Buccaneer has been fully repainted in the workshops. The versatile 4 seat light amphibian aircraft saw commercial service up and down the QLD coast with a number of owners during 1970-80. More than 1000 of the Buccaneers were manufactured by the Lake aircraft company from 1959 through to the 1990s.

The Sea Venom is another aircraft under restoration. This is a huge job, but QAM volunteers have shown over the past 45 years, no challenge is too large. Built in the 1950's and operated by Royal Navy off HMAS Melbourne in the 1960's this aircraft was acquired by QAM in 1979 for \$200! Its been in storage for some years but is now being prepared for display. Just one of the many tasks being tackled at QAM.

Australia's first DC-3 is under extensive restoration. The grand old lady turned 80 recently and is in need of a re-furbish. Aircraft like the DC-3, built in 1937, were probably only designed for a life of 15-20 years, so the challenge of keeping numbers of aircraft to display condition after 50 or more years is just what the QAM volunteers do, every week.

And the workshop area is being extended by building an annex on workshop 3. All completed by QAM volunteers.

Australia's largest and best display of vintage aircraft all in one fantastic location next to the Caloundra Airport on the beautiful Sunshine Coast.

With more than 80 historic aircraft and many other displays, QAM is the spot to spend several memorable hours or take advantage of a visit during one of our Engine Run Days or the Open Cockpit Weekend.

QAM is a 100% volunteer organisation and welcomes visitors every day of the year (except Christmas Day).

See our website [www.qam.com.au](http://www.qam.com.au) for details



The Lake Buccaneer



Workshop awning extension



The Sea Venom

## F-111C Anniversary Celebrations at QAM

QAM celebrated the 50th Anniversary of the first flight of F-111C A8-129 on 5 August.

From the log-book, 'A8-129 had its first flight on 05AUG68; 2.15 hours. Flown to 50,000 feet and mach 2.22 for 12 minutes. Crewed by General Dynamics Test Pilots Neil Anderson and Edward Heit.'

A9-129 was officially accepted by the RAAF at General Dynamics HQ Fort Worth, Texas on 4 Sept 68, but it was another 5 years before it would touch down on Australian soil in company with A8-125, 126, 127, 128 and 130. Piloted by (now) QAM member SQNDLR Wally Walters and FLTLT Phil McDonald.

4 fantastic facts about the F-111;

- First flown in 1964, the F-111 was a supersonic, medium range tactical aircraft that also filled the role of strategic nuclear bomber, aerial reconnaissance, and electronic-warfare aircraft, had its development dramatically brought forward following the 1960 U-2 incident in which an American CIA spy-plane was shot down over Russia. The USA were not aware Russia had developed surface-to-air missiles with a reach of over 60,000 feet, hence the urgent need for a supersonic fighter/bomber.
- Top Speed; Mach 2.5 (or 2650 kilometres per hour) with a range of 6,000 kilometres.
- Equipped with terrain following radar the F-111 could fly at very high speeds below the reach of enemy radar.
- Highly regarded by the RAAF, the Australian fleet was never involved in combat; The F-111 was regarded as the pre-eminent weapon in the Asia-Pacific area and clearly provided Australia with a genuine independent strike capacity if needed.

QAM cut the F-111 birthday cake on 5 August to celebrate this special event.

Visitors on the day born on 5 August were granted free entry. All visitors were offered the opportunity to sit in A8-129,

See our website [www.qam.com.au](http://www.qam.com.au) for more information on A8-129



F-111C A8-129 on display at QAM



Wal Walters (right) flew A8-129 to Australia and was in the US training for transfer prior. Steve Clark (left) flew A8-129 on its last flight, 3 Dec10. Taken on handover to QAM 2013.

## Invictus Games

The Australian Invictus Games 2018 wheelchair rugby team visited Perth, Western Australia for the first time for a training camp from 4-8 July.

As part of the training camp the team tackled the WA Enforcers (WA wheelchair rugby team) at the Bendat Basketball Centre, Floreat, completing for the RSL WA Trophy.

The Invictus Games is an international, adaptive multi-sports competition for current and former military personnel who have been wounded, injured or become ill during their military service.

The Duke of Sussex is the patron of the Games which will be held from 20–27 October 2018.

The combined ADF and RSL team of 72 will join 500 competitors from 18 nations who will compete in the games individual and team sports, including archery, athletics, indoor rowing, the Jaguar Land Rover Driving Challenge, powerlifting, road cycling, sailing, sitting volleyball, swimming, wheelchair basketball and wheelchair rugby.



Invictus Games team member, AB Marine Technician Braedon Griffiths (centre), contests the ball during a wheelchair rugby exhibition match with RSL WA.



# Study your Master's degree online

For those transitioning into civilian life and looking to study at a postgraduate level, it can be a challenge to know what university to choose and what mode of study fits in with your life. Many adult learners are busy, with significant family and work commitments that make attending on-campus lectures difficult.

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Our student support services are excellent; every student has a dedicated Student Success Advisor who is with them from the beginning of their study journey to listen, motivate and help students as they progress through their coursework. You will also have access to your unit facilitator who looks after a small group of students and is available for any academic questions you may have during your study.

You will also be able to interact with peers and discuss the unit content and upcoming assignments. These important aspects – student support, access to course unit facilitators, and the ability to network with peers, all combine to offer a strong support network to you while you study.



## Recognition for your experience

We also recognise previous work experience in a process called Advanced Standing, an assessment process that evaluates your current skills and knowledge, to determine any amount of credit transfer towards your units of study.

The paperwork involved in applying for advanced standing is something our Student Enrolment Advisors can help you organise. Some questions you can consider if you'll apply for Advanced Standing include reflecting on any paid or voluntary work, or on-the-job training you've completed that might be relevant to the unit or units for your application of credit. If you are successful in applying for advanced standing, it may reduce the time it takes to receive your qualification.

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# Air Force History

## 20 Jul 43 - 78SQN formed at Camden NSW

Equipped with Kittyhawks, 78SQN was formed at Camden, NSW, on this day. Operational by October, the unit moved to Kiriwina Island in November, where the squadron provided bomber escort and ground attack missions against targets around Gasmata. A succession of moves brought the squadron to Hollandia where the unit fought the RAAF's last major air combat of the Pacific War when, on 3 June 1944, 16 Kittyhawks attacked a formation of 12 fighters and three dive-bombers. For the loss of one aircraft, the Kittyhawks claimed nine enemy aircraft destroyed and six damaged. Subsequent moves took the unit to Noemfoor, Morotai and finally Tarakan where the squadron continued its ground attack operations until the end of the war. After returning to Australia in December 1945, 78 SQN operated Mustangs for a short period until its disbandment in April 1948.



78SQN Kittyhawks, Noemfoor, late 1944

## 20 Jul 44- Last air battle fought over Australia



Wreckage of Dinah near Truscott. Mitsubishi Ki-46 Dinah reconnaissance aircraft.

In early July 1944, three LF.VIII Spitfires of 54 SQN, RAF, on attachment to the RAAF's North-Western Area, were sent from the Northern Territory to protect a new forward airfield at Truscott, Western Australia. Early on the morning of this day an enemy aircraft was detected over the Timor Sea by several RAAF radar stations and tracked as it crossed the coast and turned east toward Drysdale and Truscott airfields. On receiving the alert, the British pilots became airborne at 0850 hours. Two of the Spitfires closed on the bogey, establishing that it was a Mitsubishi Ki 46 Type 100 'Dinah' reconnaissance aircraft. Both fighters poured fire into the enemy machine, causing the starboard wing to break away. The Dinah burst into flames before falling 9000 metres into the sea eight kilometres north of Drysdale Strip. This was the last air battle over Australia.

## 20 Jul 44 – 1MWS renamed 1ACS

On 6 April 1942 No 1 Mobile Works Squadron (1MWS) was formed at Ascot Vale, Victoria. After re-locating to Flemington Racecourse to collect equipment, the unit moved on 19 June by convoy to Pine Creek, NT. The squadron completed the move by the first week in July and began construction work at Coomalie Creek, Fenton and Hughes airfields. Moving again to Coomalie Creek in late August 1942, the unit commenced work on airstrips at Fenton, Berrimah, Strauss, Hughes, Livingstone, Millingimbi and Batchelor. In late July 1943, members of 1MWS were posted to form the basis for No 14 MWS. During August, the remaining personnel were posted south on leave, and the squadron was reformed at Woolloomanata during early October. The unit moved to Ascot Vale in preparation for a return to North-Western Area and continued work on the Fenton and Long airstrips. During February 1944, the squadron headquarters and the majority of the unit moved to Darwin -with a detachment being sent to the Anjo Peninsula - where it was re-named No 1 Airfield Construction Squadron on this day. The squadron then moved south to Randwick, Sydney, where it assisted with works at Mascot and Marangaroo before deploying to Morotai, arriving on 11 February 1945. The unit remained there until the end of May 1945 before deploying again to Tarakan where it was disbanded on 30 November 1945.

## 20 Jul 64 – RTFV formed at Butterworth

Following a 1964 request from the South Vietnamese Government, the Australian Government agreed to deploy an Australian transport unit to South Vietnam. OC RAAF Butterworth was directed to form RAAF Transport Flight Vietnam (RTFV) on this day with the unit to move to Vung Tau, Phuoc Tuy Province, Vietnam, by the end of the month. The roles of the unit's six De Havilland Canada Caribou aircraft were troop transport, supply transport, supply dropping, para dropping, communications and medical evacuation with an initial rate of effort for each aircraft of 50 hours per month. Three aircraft - A4-171, A4-179 and A4-185 - arrived at Butterworth and handed over to the RTFV where training

was conducted prior to the aircraft deploying to Vietnam on 8 August 1964. The remaining three aircraft from the fourth delivery flight from Canada (A4-173, A4-191 and A4-193) flew to Vietnam. RTFV was renamed No 35 Squadron on 1 June 1966.



Caribous on the tarmac, Vung Tau, 1967

## 16 Jul 42 – RAAF took delivery of CA-12 Boomerang

On this day, six months after the Commonwealth Aircraft Corporation Pty Ltd (CAC) was given approval to locally develop a front-line fighter aircraft, the RAAF took delivery of the first CA-12 Boomerang. The design was based on the Wirraway advanced trainer adapted to take the 1200 hp Pratt & Whitney twin row Wasp engine, and purposely utilised Wirraway parts as far as possible. An order for 100 aircraft was approved even before the first example had been built. Soon after the prototype flew on 29 May, it was realised that the Boomerang was probably outclassed by the Japanese Zero, yet in some areas of its performance it was equal or superior to other Allied fighter types, such as the Kittyhawk or Airacobra. In the event, the Boomerang was not employed in the fighter role originally envisaged for it but performed well as a ground support aircraft. The last production Boomerang - A46-249 - was delivered on 1 February 1945 and the Boomerang saw service with Nos 4, 5, 83, 84 and 85 Squadrons.



CA-12 Boomerang

## 16 Jul 51- 24SQN took delivery of first aircraft

Following the re-formation of No 24 Squadron as a Citizen Air Force unit on 30 April 1951, the first four Commonwealth Aircraft Corporation (CAC) P-51D Mustang aircraft arrived at RAAF Mallala from Tocumwal, NSW, on this day. Two CAC Wirraways arrived from Point Cook on 27 July and two De Havilland Tiger Moths from RAAF Richmond on 1 August, to be used for ab initio training. Two additional Mustangs arrived on 16 October 1951. CAC Winjeels eventually replaced the Tiger Moths on 28 January 1959. Reorganisation of the Citizen Air Force in 1960 changed the role of all CAF Squadrons from flying training to ground training. By November 1959, the Mustangs had been retired leaving only four Winjeels at the squadron. The four Winjeels departed No 24 Squadron on 8 February 1960; on 1 March 1960, No 24 Squadron became No 24 (City of Adelaide) (Auxiliary) Squadron, and moved from RAAF Mallala to a temporary home at RAAF North Adelaide, before moving to RAAF Base Edinburgh in May 1960. During the Squadron's time at Mallala, 191 weekend camps for Citizen Air Force personnel had been conducted.



24SQN Mustangs, Mallala, c 1954

## 16 Jul 99-Death of wartime artist Harold Freedman



Mural, Australian Military Aviation, Harold Freedman. AWM Image.

Harold Emanuel Freedman enlisted in the RAAF on 7 July 1941 as an armourer and, after initial training, served at 1 FTS attaining the rank of CPL before discharging on 25 March 1943. Following commissioning as an honorary FLGOFF in



## History

the Administration and Special Duties Branch, Freedman was attached to the RAAF Historical War Records Section. In this capacity, between 1944-45, he worked in Australia, Borneo and Noemfoor until his discharge on 3 July 1947. Post-war, Freedman taught returned service personnel at the Melbourne Technical College (now RMIT) as part of a rehabilitation program, teaching drawing, illustrating and print-making. In 1968 the AWM commissioned Freedman to produce a large mural depicting the history of Australian military aviation; the meticulously researched work - 4.5 metres high and 60 metres wide - took five years to complete. Freedman died in Melbourne on this day aged 84.

## 16 Jul 09 - Temora Aviation Museum Sabre successfully test flown

Commonwealth Aircraft Corporation Mk 32 CA-27/Sabre A94-983 was operated by the RAAF's Nos 3 (from October 1958) and 76 (from February 1961 – July 1963) Squadrons and 2 OCU (from November 1966), then 5 OTU before completing RAAF service with 2 OCU in August 1971. In November 1971, A94-983 was transferred to 11 SQN Royal Malaysian Air Force, flying as FM1983 until 1976. Butterworth-based 75 SQN conducted an 'E' servicing over a 12-month period and flew again in RAAF hands in July 1978. Shipped back to Australia for restoration by Richmond-based 2 AD, A94-983 was first displayed in public in March 1981. In November 1984 the aircraft carried out a forced landing and over-run at Bendigo. The aircraft continued to be displayed by the RAAF Museum, and operated under the auspices of the Caribou and Historic Aircraft Section located at Richmond, until 1992, and was relocated to Point Cook upon disbandment in 1997. In January 2006, A94-983 was transported by road to the Temora Aviation Museum where a comprehensive return to service program commenced. Its two Rolls Royce Avon engines were delivered to Temora onboard a C-130J Hercules. The restoration of the Sabre commenced in May 2006 and culminated with the successful post maintenance check flights, the first one taking place on this day; reportedly, this was the first flight of a Sabre aircraft anywhere in the world for 16 years. The aircraft is displayed regularly at Temora Showcase Days and selected ADF Air Shows.



Sabre A94-983, now at Temora Aviation Museum.

## 14 Jul 44 - 464 SQN in reprisal raid on German SS barracks

On the evening of this day, 462 SQN Halifax W7558 departed Hose Ruai to bomb Messina Railway Station, Sicily. Four squadron aircraft participated; W7758 - flown by six all-RAF crew including the CO, WGCDR Peter Warner - was believed shot down into the sea by a night fighter. Two survivors, SGT Loomes (flight engineer) and SGT Ainley (bomb aimer) reported that at about 2310-2320 hours, a number of detonations were heard and felt in the port wing, thought due to cannon fire from an unseen fighter. The port wing and both port engines were enveloped in flames; the order to bail out was given. Loomes was rescued by HMS Nubian after about 12 hours in the water; SGT Ainley was recovered by HM Gunboat 662 after about one hour in the water. The names of WGCDR Warner, FLGOFF Elphick (observer), SGT Copley (wireless air gunner) and FLGOFF Parsons (rear gunner) are commemorated on the Alamein Memorial, Egypt as having no known grave.

Following the Normandy 'D Day' landings on 6 June 1944, 59 British SAS troops were dropped into occupied France with orders to cut railway lines, delay German reinforcements and cooperate with the French Maquis resistance (Operation BULBASKET). Betrayed, a camp of 30 SAS members were captured by a reserve battalion of the 17th SS *Panzer Grenadier* Division, based in Bonneuil-Matours, France and - in accordance with Hitler's 'Commando Order' - they, together with a captured American P-51 Mustang pilot, were executed.

On this day, four Mosquitos of 464 SQN participated in a reprisal raid on the headquarters of the 17th SS *Panzer Grenadier* Division at Bonneuil-Matours. One of three Commonwealth squadrons of the RAF's 140 WG (the others being 21 SQN RAF and 487 SQN RNZAF), the 464 SQN crews were part of 14 crews selected for the raid which comprised four Mosquitoes dropping high explosive (HE) bombs following which six aircraft would drop incendiary ordnance. The remaining four Mosquitoes then dropped more HE bombs before all aircraft would return to strafe the target before returning to the UK. Escorted by 12 Mustang aircraft, the Mosquitos left RAF Thorney Island about 2100 hours and,



464 SQN MkVI Mosquito



464 SQN Crest

crossing at low-level, reached the target at 2100 hours local time. The attack went as planned and all seven barrack blocks were destroyed; local estimates of the number of German troops killed varied from 80 to about 200. All aircraft safely returned to Thorney Island in the early hours of 15 July.

## 14 Jul 45 – Final 13 SQN elements arrived on Labuan from Australia

In April 1943, 13 SQN moved to Canberra to re-equip with Bristol Beauforts and Lockheed Venturas, becoming the only RAAF squadron to operate Venturas in Australia and the South West Pacific. On 8 June 1944, the squadron's Venturas departed for Cooktown, Queensland.

An advance party of eight aircraft departed Cooktown for Gove in the Northern Territory on 16 August 1944 from where the squadron conducted anti-submarine patrols and strikes into the Netherlands East Indies and Timor. On 12 June 1945, the S.S *William H Seward* sailed from Darwin with an advance party from 13 SQN to a destination "believed to be Morotai". The ship duly arrived in Morotai on 26 June only to be quarantined because of a case of meningitis on board and it was not until 2 July that quarantined personnel were able to disembark.

The majority of personnel who were not quarantined had proceeded to Labuan by 28 June leaving only a "skeleton staff" on board ship in Morotai. On 9 July, the remaining personnel sailed for Labuan on the liberty ship S.S. *John H. Rossiter* which arrived on this day. The first six Venturas arrived in Labuan from Gove on 14 August commencing operations two days later.



RAAF Museum Ventura SF-F



Bristol Beauforts in formation



*Have you got a story?*

Contributions by way of articles and photographs are invited from readers of *Wings* in the interest of promoting the Air Force Association.

Contributions should be sent to: PO Box 1269, Bondi Junction NSW 1355 or email [wingseditor@hotmail.com](mailto:wingseditor@hotmail.com)

The RAAFA reserve the right to edit all articles submitted for content, length or format.

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ADVICE

HERITAGE

SOCIAL



# Growing lifestyle at The Orchard

When the Hudson family relocated from Sydney to Townsville they knew they wanted a lifestyle that was completely different from the hustle and bustle of the big smoke.

With a recent addition to the family, 12 month old Isabella, Andrew and Kerri-Ann Hudson, who are both in the Australian Defence Force, were excited about being transferred to Townsville.

Kerri-Ann said the couple spent months researching Townsville's property market, in particular, new developments where they could build their dream home.

"We wanted to make a big change from the lifestyle in Sydney and find a place where we didn't have to compromise on anything," Kerri-Ann said.

"Andrew does some personal training so he wanted space for a home gym, I wanted a large new home with a pool and we both wanted plenty of yard for Isabella to play as she grows up.

"But probably the major thing we were looking for was a place that wasn't too far away from our work as we were sick of the Sydney commute and wanted to spend more time together as a family.

"As soon as we visited The Orchard, we knew it was perfect for us. It ticks all the boxes and with the new Ring Road, we are at work in 10 minutes with just



two sets of traffic lights in between.

"The Orchard's sales manager, Paul Fotinos, was very helpful and down-to-earth, he made everything so easy for us.

"The developer, Elements North Queensland, is a family owned and operated business so they understand how family living works. The Orchard has wide streets and plenty of open spaces so kids can safely ride bikes and play outside.

"We love living at The Orchard, it is close to schools, shops and everything

else we need and our house is on a 1,100sqm block so we have lots of space to grow as a family."

The Hudson's home includes four bedrooms, two bathrooms, media room, a pool and 6x6 metre shed that has been converted into a home gym.

The Orchard is Townsville's newest large-lot community by leading developer Elements North Queensland who have 30 years experience creating communities in Townsville.

For more information call 07) 4731 1425 or visit [theorchardnq.com.au](http://theorchardnq.com.au)

## THE ORCHARD

Nestled amongst natural bush land in one of Townsville's fastest growing locations, The Orchard will grow to be home to around 400 local families.

Designed and created with families at its heart, the large home sites range in size from 1,000 to 6,800 square metres. The Orchard is unlike other large lot communities in that all home sites are fully serviced including kerb and channeling, town water and sewage connection, underground power and it is also NBN ready.

The Orchard's proximity to Townsville's newly completed Ring Road means there are just one or two sets of traffic lights to the major employment nodes of Lavarack Barracks, Townsville Hospital and James Cook University. With around 20,000 locals working in this precinct, The Orchard is receiving a lot of interest from families seeking more space to grow.

The Orchard has a number of great schools just minutes away and plenty of shops and parks nearby with buyers drawn to its balance

of convenience, lifestyle and space.

- NBN ready, fully serviced home sites from 1,000 to 6,800 square metres
- Registered lots from \$179,000







THE ORCHARD

Lavarack Barracks to home is just 10 minutes on the Ring Road with two sets of lights. We now have more time than ever to enjoy family and our new home on a large block. Living at The Orchard is living the way life was meant to be!

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Sales Manager

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# TRANSITION SIMPLIFIED

A Defence career offers many strengths, skills and achievements that are relevant and transferable to a civilian workplace. After your initial training, you will have accrued skills such as adaptability, attention to detail, cooperation, cultural sensitivity, professional ethics, reliability, situational awareness, stress management and teamwork (to name a few).

After managing a team, you will have also accumulated skills such as coaching, facilitating group discussions, managing a team to meet deadlines, mentoring, personnel management, team building and supervisory/management skills, etc.

However, while you're still serving it is typical to think that your military role equates only to further military work. I know I certainly did after a 20 year Army career. So don't beat yourself up if you're thinking like that. With a broader understanding and a little help, you will be able to see beyond 'pigeon-holing' yourself into only similar roles you had in your military career. So we encourage you to take the time to explore career options and seek guidance on aligning your transferable skills to other industries and jobs. When you do this, it opens up many more opportunities and greatly increases your ability to see beyond the uniform more clearly.

Consider a new career direction well before you leave Defence. Remember that what you decide to do is not final or absolute. In today's job market, the average time spent with any one employer is now approximately five years and the younger generations are changing jobs every two years. This means long-term careers are becoming less likely. Statistics show that young job seekers who leave school today will change careers (not just jobs) nine times before they retire. Therefore, whatever decision you make today, won't necessarily lock you in until retirement.

Your written application is typically the "first impression" employers see of you. First impressions have a massive impact on your success or failure during this process. A written application includes:

CV/Resume | Cover Letter | Selection Criteria/Suitability Statement | Linked-In

profile | Social Media presence

Your written application should include more than what's on your Duty Statement and the list of things you have been responsible for. If this describes your written application – stop and get help now! It should include your demilitarised transferable skills (targeted toward the industry/job you wish to attract) and your workplace achievements. Achievements tell an employer about you from a cultural perspective - for example, your work ethic, initiative, team work, management performance, customer service and desire to improve your professional skillsets.

The most effective written application is one that quickly highlights to the employer how your skills match the skills required for their job. This is the area where most job search frustration occurs. So, spend time getting this area right and you'll have much greater success. The same principle also applies to the best way of promoting yourself at the job interview. Talk specifically to the points the employer is looking to use to grade applicants and you'll be doing the best you can to secure that job.

We recommend that at everything step of finding new employment, remove or replace military terms with everyday language. This will be challenging if you've never thought of doing this before. But you can if you avoid language like *"I have commanded teams of various sizes on many deployments in different situations"*, or *"I managed a team to achieve the Commander's intent at sea and at shore"*. While these examples aren't using military-specific terms, they make statements that only you know the context of. If you wish to use statements like these, then add examples of what you refer to. For example; *"on my last overseas deployment to Iraq, I managed a team of 10 staff for nine months to provide close protection and surveillance at airports, compounds and small villages."* Or *"I managed a team of four highly skilled technicians over six months to operate the ship's combat radar systems whilst under pressure on high-intensity operations"*.

**Bottom line** - The effectiveness of any written application is only

determined by the ratio of applications sent to interviews gained. If you're sending out many applications, but not getting at least 50% success rate of being invited to an interview, then your written application needs adjusting. Similarly; the effectiveness of promoting yourself at a job interview is assessed by the number of job offers you get in relation to the number of interviews you attend. If either of these ratios aren't what you'd like, ask for help. Right at this moment, in Australia there are a number of funding sources available if the lack of finances is preventing you from seeking assistance.

Defence invest significant time and money in training you to think and perform your military role to achieve the military mandate. We all know that this 'regimented way' of operating is different to most non-Defence workplaces. However, little is offered to help you know how it is different, how to adjust when engaging with civilian employers and also with new team mates when entering a non-Defence workplace.

When engaging with employers, you should know that typically the following traits are much stronger in Defence - focus on safety, teamwork, work rate and work ethic, professionalism and attitude to task completion.

The greatest transition challenge is in relating the commercial value you bring to civilian employers. You know you can work hard, but just saying that isn't enough. Most ex-Defence members are already very well equipped to get a civilian job in either Operations, Security, Work Health & Safety or Teaching. If you think you have little to offer a commercial organisation, think again.

There are any number of people and organisations wanting to offer help. But who is best placed to help you with your transition and find a job on a good salary? Our experience is that only someone who personally understands how challenging it is to relate military experiences to civilians and who has also worked in commercial workplaces can understand you, your current situation and help you through the next few months of your transition.

It's your choice to either find your feet through trial and error (which will take time), or seek assistance from those who have gone before you. How

much time do you have to learn through trial and error on how to compete with other job seekers for commercial opportunities?

Seeking transition assistance can be challenging, given there are so many organisations out there offering help. But think of it as learning a new language, because talking in military terms to a civilian employer won't work in such a competitive environment. Would you prefer to learn Chinese from the Aussie bloke down the road who has only ever taught from a book, or would you prefer to learn from someone who grew up in China and now lives in Australia? In both circumstances, you will be taught Chinese, but you will be able to speak the new language much better from someone who knows both languages and can help with the Aussie dialogue. Choose wisely who you seek help from.

For help in your smooth "Transition to Civilian", contact Trans-Civ [www.transciv.com.au](http://www.transciv.com.au).

## 10 TRANSITION TRAPS

The following transition traps are what the team at Trans-Civ have observed over their 14 years in helping ADF members in their transition to civilian life:

1. Not thinking about your transition until you're almost out of Defence. Your loyalty won't be reciprocated.

2. Thinking that your next career move must be the job you have until retirement. The average time in any job now is only five years.

3. Thinking that because you can talk well with people in general, you'll be fine at job interviews. Talking about yourself in a promoting manner is more difficult than you think.

4. Compiling a Résumé from your own perspective and thinking it will be competitive in this job market. There are over 100 applications on average per job vacancy – above average applications are no longer competitive. Only the best applications get through.

5. Thinking that testing the waters with an average Résumé will be OK. You're asking an employer to judge you on an average Résumé. You can't decide to send them a better version of you later, as they will already have formed an opinion about your suitability.

6. Using a Resume that has grammatical and spelling errors (this is a major problem). Far too many job seekers send applications out before having them proof read.

7. Thinking a civilian employer will understand the context of your military terms in a written application and at a job interview. In all forms of communication with civilian employers, speak plain language only.

8. Not knowing how to use your existing network to open job opportunities. Your existing network is the best source of securing your first job outside Defence.

9. Thinking that everyone in your new organisation will love you because you served in the Australian military. Know that not everyone will love you and respect what you have done in Defence.

10. Working really hard to prove yourself in your new civilian workplace (it may show up your work colleagues). Be careful of the unintended collateral damage of working too hard in your new job.

## THE LOVE OF COFFEE

The Love of Coffee is supporting our veterans and their families through the entire transition from the Defence environment into the commercial workforce and integrating back into our communities.

3 Elements Coffee (a veteran owned Australian coffee company) has developed several blends of high-end premium coffee:

- Allied (full bodied with a hint of chocolate)
- Terra Firma (Army – Strong, robust blend)
- Hydro (RAN - Full bodied blend)
- Airbourne (RAAF - Light blend, but full of flavour)

A percentage of each bag of coffee sold is donated into the EDIT (Ex-Defence Integration Team) program to provide formal transition training to our veterans and their families, in order that they may have a better chance of gaining employment after leaving the military.

Terry McNally Director of 3Elements coffee says ex ADF personnel aren't looking for charity after leaving the military, they are looking for meaningful employment. They want to contribute to the commercial workforce by adding value from skills they have developed

whilst being in the military. The only real barrier preventing this happening is in the military to civilian translation of skill sets and languages. For example; when commercial businesses talk about using programs like Six Sigma and 5S, Defence personnel use instilled discipline to follow processes and maintain safety within the workplace to achieve similar outcomes.

Many civilian companies simply don't understand what military trained personnel can do or offer the commercial workplace, and exiting military personnel don't know what commercial value they have to offer. This is just one of the reasons leaving Defence personnel must be retrained in their thinking. Through organisations like 3 Elements Coffee, Trans-Civ and EDIT, we aim to change the current employer perception of someone with a military background, through empowering each exiting member to fully understand their value proposition and to be able to promote this effectively to commercial employers.

The EDIT Program is a fully recognised transitioning and workplace integration course designed to be undertaken prior to stepping out into the commercial workplace. It goes without saying that being part of the wider Defence community, spouses are also supported through the EDIT Program.

The EDIT Career Transition and Integration Program is a three-day course with two additional practice interviews to ensure each participant not only understands their commercial value, but it also assists with the all-important workplace integration. It is facilitated by ex-Defence members who have also experienced their own Defence transition and have also successfully integrated into a commercial workplace.

3Elements coffee also supports other Defence charities through hiring out of coffee carts and has pledged to support the EDIT transitioning course. You can also help your mates through purchasing 3 Elements Coffee directly from the website [www.3elements.coffee](http://www.3elements.coffee).

3 Elements Coffee supports the not-for profit EDIT Program ([www.edit.org.au](http://www.edit.org.au)).





## ADVOCACY, ENTITLEMENTS AND SUPPORT (AES) SPOT<sup>1</sup>

### Introduction

In my last three articles, I have been discussing some of the influences impacting on the delivery of advocacy services to veterans and their families/dependents. You will remember that three of the 24 recommendations in the Senate Inquiry into Suicide by Veterans focused on aspects of the delivery of advocacy services. In this article I continue exploration of the inquiries. The views I express are my own and not necessarily those of National Council.

### Australian National Audit Office

The ANAO Report No 52 2017-18, Efficiency of Veterans Service Delivery by the Department of Veterans' Affairs has been released and can be read in full through the following URL:

<https://www.anao.gov.au/work/performance-audit/efficiency-veterans-service-delivery-department-veterans-affairs>

In brief the ANAO found that:

- The majority of DVA Rehabilitation and Compensation services are being delivered within the Department's time-based performance targets.
- Weaknesses in DVA's business systems and processes do not adequately support the efficient delivery of services. DVA should improve workflow management and its highly segmented approach to processing claims.
- Claims that had a high time-taken-to-process stemmed from excessive delays through medical review and in actioning a claim despite the information being available.

Research of the ANAO Report during drafting of the submission to the Productivity Commission discovered the following 'factor supporting conduct of the audit'.

*'A Functional and Efficiency Review (May 2016) of DVA recommended that service delivery functions either be outsourced or transferred to other agencies. The review stated that the reform would lead to 'administrative efficiencies'*

This led to research of the

Department of Finance (DoF) Annual Report 2016-17 which discovered the statement that its *'Reviews in FY2015-16 delivered savings of about \$2.7 billion.'* <https://www.finance.gov.au/publications/annual-reports/16-17/>

As the Air Force Association is one of the foundation members of the Alliance of Defence Service Organisations (ADSO), our input is being submitted through ADSO. In that way our inputs become part of a submission that represented the views of 18 ESOs. The power of the ADSO submission has been reinforced by the support extended by the RSL and Legacy's National bodies.

ADSO has expressed profound concern that the DoF position appears to be evidence of economic rationalism. This conclusion was reinforced by further research which discovered the DoF's Contestability Programme Guidelines, which state that:

*'The Government committed in the 2014-15 Budget to applying a Commonwealth-wide Contestability Programme to systematically review government functions, in whole or in part, with a view to entities improving the effective achievement of government outcomes.'*

[https://www.finance.gov.au/sites/default/files/Contestability\\_Programme\\_Guidelines\\_March\\_2015.pdf](https://www.finance.gov.au/sites/default/files/Contestability_Programme_Guidelines_March_2015.pdf)

Given DoF's enthusiastic acclaim of the savings it made in the Programme's first year of operation, in the context of successive governments' budget constraints and drive to create mega-Departments, it is easy to be a little concerned about where this may lead. Indeed, that concern has led to ADSO to make a robust submission to the Productivity Commission.

### Productivity Commission Submission

During our research of this submission we discovered a remarkably well researched book by C. Lloyd and J. Rees, published in 1994, *The Last Shilling: A History of Repatriation in Australia*. From Chapter 19, *'Change and Innovation,'* we have excerpted the following.

- In 1979, when the Government created the Repatriation Review Tribunal,

the *'Attorney-General's Department tried to poach responsibility for the RRT'*. Observation: The Senate Inquiry recommends that *'a Bureau of Veterans Advocates be established, comprising legally trained public servants who assist veterans claim and fund Legal Aid to assist veterans' appeals.'* We noted that Legal Aid is co-funded by the Attorney-General's Department and some States.

- In 1981 the Fraser Government reaffirmed it would maintain Repatriation General Hospitals (RGH) and appointed a geriatric consultant; but on estimating that, by 2000, the number of frail and aged veterans would treble, in 1984 a review of RGH found that integration of the State and RGH systems was inevitable. In 1988 the Government announced the transfer would occur in 1995, which was then brought back to 1992. The consternation expressed by the veteran community led to the (then) Government assuring in writing that the transfer *'will not proceed if [there is] reasonable cause for dissatisfaction'*.

- By 1982 the veterans' legislative system included over 80 separate pieces of legislation prompting recommendations for consolidation of *'unnecessarily complex and cumbersome [provisions] that militate[d] against public understanding, consistent interpretation and effective administration'*.

- As the result of the Fraser Government's 1983 review of veteran's legislation, when the Hawke government was elected, the Minister (Gietzelt) *'played up'* the ex-service community's hostility to the 1984 mini-Budget as *'unknown to the ex-service community'* the Minister *'was fighting off attempts by DoF to convince Cabinet that all veteran's applications, appeals and claims should be determined on the civil standard of proof'*.

- In 1985 DVA was unable to prevent attempts that had been included in the mini-Budget *'to limit consultation with the ex-service community and to avoid a potentially hostile Senate'*. The *'thrust of the mini-Budget came from senior public servants in DPM&C and Finance'*. The *'clamorous indignation of the ex-service community [caused Government] to back off. Not only did [the Government] reinstate many diminished entitlements*

<sup>1</sup> Article was prepared by R.N. (Dick) Kelloway, National VP, accredited Level 3 Compensation and Level 2 Wellbeing Advocate.

but it was forced into further concessions in ensuing parliamentary battles’.

- The (then) Secretary successfully fended off an attempt by Cabinet during consideration of the Veterans’ Entitlements Bill 1985 (VEB) to vest in the Minister the ‘power and direction of all administrative activities and functions of the Repatriation Commission... [except for] determine[ing] pension applications and rates’.

- On 25 July 1985 Gietzelt wrote to Hawke expressing reluctance to cover new members of the peacetime ADF under the VEB as it would ‘unnecessarily prolong the life of DVA’ beyond the mid-1990s. Gietzelt proposed that Defence should compensate its service personnel. In the event, the Government ‘had to accept’ continuing entitlement but added the proviso that ‘it would cease when a new compensation scheme’ was implemented.

- ‘Compared with the lacerations inflicted on the welfare system by the proponents of small government, the ‘New Right’. Public choice theorists, and libertarians during the 1980s, repatriation escaped virtually unscathed’.

In the context of ‘The Last Shilling’, the Government’s Contestability Programme and DoF’s recommendation after its *Functionality and Efficiency Review* of DVA, the grounds appear to exist for the veteran community to be concerned about the longevity of DVA. ADSO took the following approach in its Submission to the Productivity Commission. The URL is:

<http://www.pc.gov.au/data/assets/pdf/0005/229433/sub085-veterans.pdf>

Through ADSO we:

- expressed concern that the DoF approach would justify further Budget constraint putting downward pressure on DVA’s appropriation. DVA would be progressively reduced to a rump, in time justifying its abolition. This would be absolutely unacceptable to the veteran community. If this occurs, the veteran community response would be trenchant.

- noted that the Nation’s duty of care, first legislated in the *Australian Soldier’s Repatriation Act 1920* and unaltered in the *Veterans’ Entitlements Act 1986* (VEA), has already been weakened in *DRCA* and *MRCA*. Comparison of the Explanatory Memorandums and Second Readings of *Veterans Entitlements Bill* and the *Military Rehabilitation and*

*Compensation Bill* confirms a transition from overt legislation of a ‘beneficial intent’ to, at best, implied acceptance of an obligation. If the Government fails to preserve in veterans’ legislation that 100-year old commitment the Nation’s defence would be placed in jeopardy.

- expressed the further concern that Government may see the downturn from intense ADF operations as an opportunity to resile from the Hughes Government’s commitment to veterans, widows and orphans after WWI. In this respect, it noted that the Commission’s Issue Paper’s invidiously compared veterans’ entitlements and the social services available to the civilian community. Any such thinking is totally unacceptable to the veteran community. Inevitably, any reduction in entitlements would provoke a vigorous response.

- concluded that the Inquiry is an opportunity to reinforce the Nation’s century-old social contract and to amend veterans’ legislation to include a Military Covenant. Canada and New Zealand have already done so. Failure to do likewise will perpetuate Australian legislation’s third rank in world’s best practice. Failure to do so undermines the sacrifices of life, health and wellbeing that the Government and Nation have expected, and continue to expect, of ADF personnel and their families in both peace and conflict. The ramifications of economic rationalism for national security and societal values are decidedly perilous.

Through ADSO we recommended, amongst other things, that:

- the national defence and social consequences of an economic rationalist approach to veterans’ support are unacceptable;

- a Military Covenant be legislated in *VEA* 1986, *DRCA* 1988 and *MRCA* 2004 to bring Australian veterans’ legislation up to world’s best practice; and

- ‘warlike’ service be redefined so that the Beyond Reasonable Doubt standard of proof applies to all service including peacetime service where:

- o the risk of injury, disease or death is high; and

- o ‘clusters’ of conditions occur amongst veterans with toxic or other exposures.

### Independent Scoping Study

As the Spring 2018 edition of *Wings* goes to the press, the ADSO scoping study is being finalised across the 18

Members of ADSO. It is due to be submitted on 8 August. You should be able to access within a couple of days of submission. The relevant URL is: <https://www.dva.gov.au/consultation-and-grants/reviews/veterans-advocacy-and-support-services-scoping-study/submissions>

### Conclusion

Current research suggests that the veteran community could see itself without a dedicated Department to administer veterans’ legislated entitlements. Were the Central Departments to progress now the outcomes discussed in *The Last Shilling*, it will take concerted effort to reverse the trend. We are fortunate, therefore, to be a founding Member of ADSO - the ‘third leg of the ESO platform’. For that platform to be firm, ADSO, RSL and Legacy must work together. This will involve more than joint effort at the national level. To be effective, the Members of every Branch, Sub-Branch and Club will have to unite behind their ESO’s leadership.

Reflecting its new strategic direction, Air Force Association is taking a highly proactive stance in advocacy to Government, Departments and Inquiries/Reviews. Our objective is to protect RAAF serving personnel and ex-RAAF veterans and their family’s entitlements. We are especially concerned about the rights and entitlements of current service personnel and future veterans. We will be applying all effort to ensuring that current legislation is not amended to erode entitlements. Were any proposal emerge in future for new veterans’ legislation to be drafted, we will apply all effort to ensure that the ‘beneficial intent’ of *VEA* is reinstated.

Richard Kelloway





# ALLY'S KINDY - At One Mile

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Just to give you a little background on us, we are a family owned centre and have been operating in One Mile for 12 years. We are located at the rear of the RAAF Base on Woodford at Onemile, which is 3 mins from the back gate. We have a number of RAAF Families currently as part of our parent family. We have long term highly qualified staff, who have been with us for many years.



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### The Chief Executive

#### Mildura Airport Pty Ltd

PO Box SM 356, Mildura South, Victoria 3501

or info@milduraairport.com.au

Telephone enquiries may be made to The Chief Executive on **0401 992 496**



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or emailing wrighsair@bigpond.com

**The Hon Darren Chester MP**  
**Minister for Veterans' Affairs**  
**Minister for Defence Personnel**  
**Minister Assisting the Prime**  
**Minister for the Centenary of**  
**ANZAC**

### RSL continues supporting veteran community

Minister for Veterans' Affairs Darren Chester has reiterated the importance of the RSL to the veteran community following the announcement that Robert Dick has stood down as National President of the RSL.

Mr Dick has been an active member of the RSL since 1991 and has served as National President and RSL Tasmania President during this time.

"I thank Mr Dick for his 21 years of service in the RAAF and his significant contribution to the RSL and veteran community and wish him well in his future endeavours," Mr Chester said.

"I look forward to continuing to work with the RSL and Mr Dick's successor in the future to ensure that our ex-service men and women receive the services and support they need."

DVA and the RSL have a long history of working together to provide support to those who have served and their families.

"The RSL has played a vital role in supporting the veteran community since it was established over 100 years ago by offering care, financial assistance, advocacy and commemorative services," Mr Chester said.

"The Government is committed to putting veterans and their families first, and working with the RSL and other ex-service organisations is an important part of this commitment."

More information about DVA's engagement with the ex-service community and ex-service organisations is available on the DVA website.

### Visiting the Australian Remembrance Trail

Two significant initiatives encouraging Australians to visit the Australian Remembrance Trail along the Western Front, and learn more about Australia's First World War history, have been launched in France.

Minister for Veterans' Affairs Darren Chester unveiled the Australian Remembrance Trail – A Traveller's Guide, which is a practical guide to the Western Front battlefields.

"The guide is a key resource for travellers, not only from Australia but other countries, so they can make the most of their visit along the trail," Mr Chester said.

"More than 295,000 Australians served on the Western Front and deaths here accounted for around 75 per cent of all Australians in the First World War. In terms of our history, this is one of the most significant regions in the world and an important one for Australians to experience first-hand."

The second initiative is the addition of Naours Caves to the Australian Remembrance Trail. This small, yet significant site, is also featured in the new traveller's guide. The caves are a three-kilometre long complex of tunnels which were visited by soldiers.

"During the First World War the caves became a tourist attraction for soldiers in the area, and the tunnels features more than 2,000 individual inscriptions made by Allied soldiers," Mr Chester said.

"In addition to the initial Australian Government contribution to protect the 'graffiti' in the caves, I have asked the Department of Veterans' Affairs to work closely with the local authorities in Naours to scope out a management strategy and bring forward a business case to help secure and preserve this important part of Australia's history."

The Naours Caves are in close proximity to the former Somme battlefields, approximately two hours north of Paris, and only a short drive from the newly opened Sir John Monash Centre—an ideal point for visitors to commence or finish their visit along the

Australian Remembrance Trail.

### Community Grants for projects honouring veterans

Local communities are set to receive almost \$200,000 in Saluting Their Service grants which deliver projects commemorating Australia's wartime history and reflect our gratitude to all those who have served our country.

Minister for Veterans' Affairs Darren Chester described the 85 community projects as thoughtful and moving, ranging from memorial gardens, exhibitions and sculptures, to repairs to cenotaphs, reunions and services.

"I congratulate these communities, this funding will deliver meaningful projects which commemorate Australia's role in wars, conflicts and peacekeeping operations and recognise the sacrifice of Australians who have served and continue to serve our nation," Mr Chester said.

"In my own electorate of Gippsland, Saluting Their Service grants have supported a range of projects over the years including a Boer War honour board at the Morwell Historical Society to recognise service personnel from the local area. It's a permanent tribute to those who served more than 100 years ago and it includes each personnel's rank, their service number and their unit."

The Community Commemorative Grants category of the Saluting Their Service program provides up to \$4,000 for each project and applications can now be made through the Community Grants Hub.

Applicants requiring support in submitting their application are encouraged to phone 1800 020 283 or email: [support@communitygrants.gov.au](mailto:support@communitygrants.gov.au)

A list of the 85 projects receiving funding follows. All funding listed is GST exclusive.

#### NORTHERN TERRITORY

Recipient	Electorate	Funding Description	Amount \$
Back to the Track 2020 Inc	Solomon	Produce a promotional brochure for Back to the Track 2020	1,605
Darwin Military Museum	Solomon	Upgrade the First World War Furphy display at the Darwin Military Museum	318
<b>Total Grants - NT – 2</b>			<b>Total \$1,923</b>



## Veterans Information

### AUSTRALIAN CAPITAL TERRITORY

Recipient	Electorate	Funding Description	Amount \$
RAASC Vietnam Supply Platoons Association Inc	Fenner	Install a plaque and hold a dedication ceremony at Glenorchy to commemorate members of the Royal Australian Army Service Corps who served in the Vietnam War	571
<b>Total Grants - ACT – 1</b>			<b>Total \$571</b>

### NEW SOUTH WALES

Recipient	Electorate	Funding Description	Amount \$
Riverwood Punchbowl Anglican Church	Banks	Install a flagpole at the Riverwood Punchbowl Anglican Church to fly the Australian National Flag on days of commemoration	1,364
St Alban's Anglican Church	Bennelong	Publish a book to commemorate the First World War soldiers of the Epping area	2,727
The 7th Australian Division AIF Association	Blaxland	Install a plaque on the Bass Hill Remembrance Wall to commemorate the Battle for Australia and hold a dedication service	1,453
Stuarts Point Workers Recreation and Bowls Club Ltd	Cowper	Replace a deteriorated flagpole located at the Stuart Point Workers Club	909
Tumbarumba RSL Sub-branch	Eden-Monaro	Upgrade the Cenotaph in Tumbarumba and install a plaque in memory of Vietnam Veterans	3,500
Queanbeyan-Palerang Regional Council	Eden-Monaro	Install a plaque and hold an unveiling ceremony in Queanbeyan to commemorate the service and sacrifice of all members of the Royal Australian Army Ordnance Corps	1,555
Narooma Historical Society Inc	Eden-Monaro	Hold an exhibition in Narooma, NSW to commemorate the Centenary of Armistice	2,775
Wattle Grove Public School	Hughes	Create a memorial garden at the Wattle Grove Public School to commemorate the service and sacrifice of Australian servicemen and women	2,924
Colo Vale Community Association Inc	Hume	Install a stainless steel Anzac sculpture at the Colo Vale War Memorial	4,000
Lake Macquarie City Council	Hunter	Conserve the Killingworth War Memorial	3,636
Lake Macquarie City Council	Hunter	Conserve the West Wallsend War Memorial.	3,636
Museum of Fire	Lindsay	Upgrade the interpretive panels regarding fire-fighters during the Second World War at the Museum of Fire in Penrith NSW	1,720
City of Penrith RSL Sub-branch	Lindsay	Repair display cases exhibiting wartime memorabilia at the Penrith RSL Club	2,727
Gloucester RSL Sub-branch	Lyne	Upgrade the War Memorial located at the Gloucester cemetery	3,636
Dungog Shire Council (Vacy Sportsground Management Committee)	Lyne	Install plaques at the Gresford School of Arts War Memorial depicting all theatres of operation and those who served since 1975	3,636
Gloucester RSL Sub-branch	Lyne	Install a plaque at the Memorial Clock Tower in Gloucester, NSW to commemorate the Vietnam War and the Battle of Coral/Balmoral	3,636
Australian Christian Nation Association Inc	Macarthur	Hold a memorial service at the Anzac War Memorial in Hyde Park, Sydney to commemorate the 100th anniversary of the Light Horse Charge on Beersheba	3,000

## Veterans Information

National Trust of Australia (NSW) / Saumarez Homestead	New England	Install a plaque to commemorate the 33rd Battalion AIF and a flagpole to fly the Australian National Flag on days of commemoration	1,943
Walcha & District Historical Society Inc	New England	Purchase a glass fronted cabinet for the display of wartime memorabilia at the Pioneer Cottage and Museum Complex in Walcha	2,727
National Trust of Australia (NSW) / Saumarez Homestead	New England	Hold a memorial service at Saumarez Homestead, Armidale, NSW to commemorate the 100th anniversary of the Battle of Villers-Bretonneux	245
National Trust of Australia (NSW) / Saumarez Homestead	New England	Hold an exhibition of First World War memorabilia at Saumarez Homestead, Armidale, NSW to commemorate the contribution of the people of the New England district	523
Maclean RSL Sub-branch	Page	Install a sandstone block to display a plaque gifted by the Greek consulate at the front of the Maclean Cenotaph	945
Port Stephens Naval Association	Paterson	Install a plaque displaying the Naval Ode on the memorial to HMAS Psyche at Salamander Bay	300
Breakfast Point Community Association DP270347	Reid	Restore the immediate surrounds of the Breakfast Point War Memorial	3,636
Mullumbimby RSL Sub-branch	Richmond	Restore the Mullumbimby Cenotaph	3,636
Garema Public Hall & Recreation Reserve Trust	Riverina	Install a replica honour board at the Garema Hall	1,200
Parkes Shire Council	Riverina	Update honour roll plaques on the Vietnam War Memorial and the Cenotaph in Parkes	3,636
Parkes Shire Council	Riverina	Update the immediate surrounds of the Parkes Cenotaph	1,475
Parkes Shire Council	Riverina	Install a flagpole	1,364
The Rock RSL Sub-branch	Riverina	Install three interpretive plaques to identify memorabilia at The Rock Avenue of Honour	1,754
Murringo Community Association Inc	Riverina	Install a flagpole at the Murringo Cenotaph	1,000
Parkes Shire Council	Riverina	Install security lighting at the Vietnam War Memorial in Parkes to deter vandalism	3,636
Murringo Community Association Inc	Riverina	Publish a hardcover book for the community with information of men who enlisted in the First World War from Murringo, NSW.	3,000
Art Studios Co-operative Ltd	Robertson	To support the 2018 Australian Spirit Exhibition	3,000
Peats Ridge Public School	Robertson	Install a flagpole at Peats Ridge Public School to fly the Australian National Flag on days of commemoration	1,500
Belmont RSL Sub-branch	Shortland	Install lighting at the Belmont War Memorial to deter vandalism	2,479
Lake Macquarie City Council	Shortland	Restore the First World War German trench mortar in Speers Point Park	3,636
Mittagong RSL Sub-branch	Whitlam	Install a Centenary Commemoration Stone at the Mittagong and District War Memorial to acknowledge the service and sacrifice of the men and women of the Australian Defence Force	2,000
C Company 2 RAR Reunion	Whitlam	Hold a reunion to commemorate 50 years since the Battle of Coral and Balmoral	600
<b>Total Grants - NSW – 39</b>			<b>Total \$91,069</b>



## Veterans Information

### QUEENSLAND

Recipient	Electorate	Funding Description	Amount \$
Home Hill RSL Sub-branch	Dawson	Install service emblems, inscriptions and soldier silhouettes on the Remembrance Wall at the Home Hill War Memorial	4,000
Emerald State High School	Flynn	Upgrade the Emerald State High School Centennial Memorial to include battles from the First World War to Afghanistan	3,636
Toowoomba United RSL Sub-branch Inc	Groom	Remount and frame historical military photographs for public display at the Soldiers Memorial Hall	2,689
Royal Australian Air Force Association Townsville Branch	Herbert	Install a plaque at St Benedict's Catholic School dedicated to the men & women who served at the RAAF Bohle River Airfield during WWII	392
Chillagoe Alliance Incorporated	Kennedy	Install a flagpole, honour board & interpretive signage at the Chillagoe railway precinct to depict the town's contribution to the First & Second World Wars & subsequent conflicts	2,403
Burpengary State School P&C Association	Longman	Install a monument of honour at Burpengary State School to honour past students who served in conflicts since the First World War	2,395
No 38 Squadron (RAAF) Association	Longman	Purchase three 38 Squadron (RAAF) Association Battle Honour banners	1,582
3rd Battalion The Royal Australian Regiment Corporation	Petrie	Purchase & install a plaque in Regimental Square, Sydney, commemorating all those who served in 3rd Battalion, The Royal Australian Regiment	921
Sixth Battalion The Royal Australian Regiment Association	Petrie	Install a plaque at Regimental Square, Sydney, to commemorate all those who have served with 6th Battalion, The Royal Australian Regiment	1,163
Tramways RSL Sub-branch	Ryan	Install a plaque at the Tramways RSL in memory of the First & Second World War Veterans who worked in the Transport Department of the Brisbane City Council in Taringa	696
Beechmont Anzac Committee	Wright	Install 19 plaques on the Beechmont Memorial Wall commemorating local service men	1,936
<b>Total Grants - QLD – 11</b>		<b>Total \$21,813</b>	

### South Australia

Recipient	Electorate	Funding Description	Amount \$
Mannum RSL Sub-branch	Barker	Restore the "Garden of Memory" monument at the Mannum Cemetery	847
Purnong District Hall Incorporated	Barker	Upgrade the surrounds of the Anzac Arch at the Purnong District Hall	3,837
Burra RSL Sub-branch	Grey	Restore a Krupp Cannon for display at the Burra War Memorial	3,000
Beltana Progress Association	Grey	Hold a service and install a flagpole at the Beltana Hall	1,938
District Council of Mount Remarkable	Grey	Publish a book about the men and women who enlisted for service in both World Wars from Willowie Township and district of South Australia	2,727
Port Elliot RSL Sub-branch	Mayo	Restore and upgrade the Port Elliot War Memorial	4,000
Hillsview Village Residents Association Inc	Mayo	Install a flagpole and plaque at the Hillsview Retirement Village in Happy Valley, SA.	2,564

## Veterans Information

Hillsview Village Residents Association Inc	Mayo	Install a flagpole and plaque at the Hillsview Retirement Village in Happy Valley, SA.	2,564
Riverton RSL Sub-branch	Wakefield	Install a First World War Honour Board and replace the deteriorated flagpole at the Riverton RSL	1,784
Town of Gawler	Wakefield	Install paving around the immediate surrounds of a new war memorial in Pioneer Park, Gawler	3,636
Australian Air Defence Artillery Association Inc	Wakefield	Purchase a banner for the Australian Air Defence Artillery Association to be used during annual Anzac Day Marches	259
<b>Total Grants - SA – 10</b>		<b>Total \$24,592</b>	

### Victoria

Recipient	Electorate	Funding Description	Amount \$
Dandenong/Cranbourne RSL Sub-branch	Bruce	Hold an event to commemorate the 20th Anniversary Reunion of International Force East Timor	273
Australian Special Air Service Association	Deakin	Produce a booklet commemorating the service of 2 Squadron Special Air Service Regiment in the Vietnam War	3,000
Morwell Historical Society Inc	Gippsland	Publish a book about Morwell District Soldiers who served in the Boer War	3,000
Windsor Community Children's Centre	Higgins	Install a flagpole at the Windsor Community Children's Centre to fly the Australian National Flag	850
Swanpool Memorial Hall & Recreation Reserve Committee Inc	Indi	Relocate and restore the Swanpool War Memorial	4,000
Sherbrooke Community School	La Trobe	Install a plaque about the Aleppo Pine at the Sherbrooke Community School	286
St Peter's Eastern Hill Anglican Church	Melbourne	Restore the Wayside Cross War Memorial at St Peter's Eastern Hill Anglican Church which commemorates 241 parishioners who died during the First World War	3,636
Alfred Health - Caulfield Hospital	Melbourne Ports	Hold an exhibition at Caulfield Hospital, VIC to commemorate 100 years since its establishment as a military hospital	2,727
39th Australian Infantry Battalion (1941-43) Association Inc	McEwen	Establish a walk of honour at One Tree Hill National Park, VIC to commemorate the Kokoda Campaign	4,000
Portland Bay School	Wannon	Create a commemorative garden at the Portland Bay Special Development School	2,727
Nelson Cemetery Trust	Wannon	Install a tree guard around a Lone Pine and install a plaque to commemorate the 100th Anniversary of Armistice at the Nelson War Memorial Gates	1,814
Cavendish RSL Sub-branch	Wannon	Install a flagpole at the John Thomson Memorial Gates in Mooralla to fly the Australian National Flag	1,500
Cavendish RSL Sub-branch	Wannon	Install a fence around a Lone Pine tree at the John Thomson Memorial Gates in Mooralla	820
<b>Total Grants - VIC – 13</b>		<b>Total \$28,633</b>	

### WESTERN AUSTRALIA

Recipient	Electorate	Funding Description	Amount \$
Shire of Shark Bay	Durack	Install security lighting at the Anzac Memorial in Pioneer Park, Denham	3,636



## Veterans Information

Shire of Morawa	Durack	Restore the remembrance wall at the RSL Memorial Park in Morawa	2,727
Nannup RSL Sub-branch	Forrest	Restore the Nannup War Memorial	4,000
2/16 Australian Infantry Battalion AIF Association Inc	Perth	To restore a plaque dedicated to the 16th Battalion AIF located in Kings Park	935
Vietnam Veterans Association of Australia Western Australia Branch	Perth	Hold a memorial service in Kings Park, WA to commemorate the 50th Anniversary of the Battle of Coral/Balmoral	2,178
<b>Total Grants - WA – 5</b>			<b>Total \$13,476</b>

## TASMANIA

Recipient	Electorate	Funding Description	Amount \$
St Patricks River Valley Progress Association Inc	Bass	Restore the Cenotaph and create a portable replica cenotaph in Nunamara	3,943
Vietnam Veterans Association of Australia Greater Hobart Branch	Franklin	Hold a memorial service at the Hobart Cenotaph to commemorate the 50th anniversary of the Battles of Fire Support Bases Coral and Balmoral	1,145
Central Highlands Council	Lyons	Restore the First World War Memorial in Gretna	3,636
<b>Total Grants - TAS – 3</b>			<b>Total \$8,724</b>

*Veterans and Veterans Families Counselling Service (VVCS) can be reached 24 hours a day across Australia for crisis support and free confidential counselling. Phone 1800 011 046 (international: +61 8 8241 4546). VVCS is a service founded by Vietnam veterans.*

## Books in Brief

# The Australian Flying Corps in the Great War 1914-1918



By Norman Clifford and Lance Halvorson

Published by Air Force Association Ltd, 2018

233 pages, soft cover with many B&W photos, maps

Availability online from AFA Ltd. Order from - [vpcomms@raafa.org.au](mailto:vpcomms@raafa.org.au)

RRP \$49.95 + post and handle

General readers, aviation enthusiasts and WWI history buffs will all find much to like in this attractively presented and well-written book. It has two authors: Norman Clifford who did many years of research and Lance Halvorson who reduced the veritable mountain of information Norman gathered into a unique book that makes full use of material from veterans, many previously unpublished photographs and the years of thorough research.

The result is a comprehensive account of the AFC's formation in Australia, the formation and deployment of the four operational squadrons, the creation and operation of four training squadrons, work with the Royal Flying Corps and, finally, demobilization and repatriation.

The focus is on the AFC's creation, operations and key people, not on the big strategic picture well covered elsewhere. This did not limit the authors, who still had much of interest to write about. By any measure, the AFC was a

remarkable achievement for Australia in those times, situated as it was on the other side of the world, with a small population and limited industrial capacity.

Although tiny at first, as numbers and experience grew, the AFC became a very effective small air force in just two years. By 1917 it was routinely doing reconnaissance, photography, bombing and air control missions, many in the Middle East, the majority in France. Such work was now fundamental to army operations, and support for Australian troops on the Western Front involved before and after battle reconnaissance and parachute delivery of ammunition to troops on the battlefield.

The book gives a good feel for these times, covering topics ranging from mundane but vital administration up to famous events like the shooting down of the Red Baron, Manfred Von Richthofen. His funeral, conducted with military honours by squadrons of the RFC and AFC and flowers supplied by nearby French villagers, is portrayed in detail in a photograph of Norman Clifford's oil painting of the event.

Numerous photos, many published for the first time, clear maps and excellent line drawings of aircraft support very readable text throughout, along with descriptions and performance details of all aircraft flown by the AFC in WWI.

Seven appendixes complete the book: Royal Flying Corps Squadrons; 3rd Squadron Information; Camel and Snipe Armament; Fighting Tactics 1917; Description of the DH5; Description of the SE5/SE5A; and German Adversaries.

In all, this is a unique book in terms of detail, historical significance and overall presentation and readability. But thanks to a good deal of hard, volunteer work and publication by the Air Force Association, the price in no way reflects the mountain of effort behind it.

Doug Hurst



## The Missing Man

**From the outback to Tarakan, the powerful story of LEN WATERS, Australia's first Aboriginal fighter pilot**

**Author: Peter Rees**

**Published by: Allen & Unwin**

**360 pages**

**RRP \$32.99 in paperback**

Len Waters was the first known Aboriginal military aviator and the only one to serve as a fighter pilot in the Air Force during WWII.

*The Missing Man* recounts Len's life, from childhood memories on an Aboriginal reserve where his fascination with flight developed from hearing and reading about the exploits of Australia's aviation heroes.

Despite his young age and dealing with discrimination at the time, Len enlisted in the Air Force in 1942, commencing training as a mechanic.

Through application and determination to study and better himself, Len was eventually accepted for re-muster to pilot. He undertook basic flight instruction at 1 EFTS where he flew Tiger Moths, completed his training on Wirraways and received his wings as a SGT pilot at 5 SFTS.

Len converted to Kittyhawks and was eventually posted to 78 SQN in 1944, on the island of Noemfoor, off the coast of Dutch New Guinea. Piloting a Kittyhawk nicknamed Black Magic, he flew 95 operational sorties between 1943-45.

The War finally came to an end, the Air Force rapidly downsized and personnel were not encouraged to stay on. Len reluctantly elected to discharge. He would later reflect on his service with a great deal of pride and satisfaction. Having been given the same privileges as his squadron colleagues, Len was also regarded as unique in the sense that he was 'somebody with true Australian blood.'

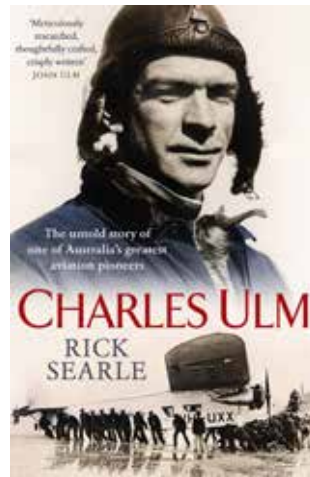
Post war, Len tried a number of times to gain his commercial pilots licence and be involved in the operation of a regional aerial taxi service in western QLD. He also saw opportunity for a wool scouring plant in Longreach. Both

ventures were never realised financially by the banks, possibly due to his heritage.

After his passing in August 1993, honours flowed for Len, including commemorative stamps, street and place names and an FA-18A Hornet named the 'Worimi'. There is even a bid for Sydney's second airport at Badgerys Creek to be named after him.

AIRCDRE Geoffrey Harland recently launched *The Missing Man*, a biography of WOFF Len Waters, during NAIDOC Week celebrations.

*The Missing Man* is a must read. An extraordinary, powerful and inspiring story of a remarkable man who broke through the 'black ceiling' to become a role model for many Australians.



## Charles Ulm

**The untold story of one of Australia's greatest aviation pioneers**

**By Rick Searle**

**Published by Allen & Unwin**

**352 pages**

**RRP \$32.99 in paperback**

*Charles Ulm* stands shoulder to shoulder with our great aviation pioneers.

Best known for his partnership with Charles Kingsford Smith, he was co-pilot on a number of record breaking flights, most notably crossing the Pacific Ocean in 1928 in the Southern Cross from California to Brisbane - a distance of 11, 585 km.

Following the Pacific flight, both Ulm and Kingsford Smith were given honorary commissions in the Air Force and awarded the Air Force Cross.

Whilst 'Smithy' tended to be the focus of attention with the media as pilot and also due to his charisma, Ulm was the astute, ambitious businessman, who realised the importance and future commercial aviation would come to play in Australia. The trans-Pacific flight, whilst successful, was only 'the first step in a very long journey' for Ulm.

Both he and Kingsford Smith also attempted further record breaking flights including the first non-stop flight around Australia, first successful crossing of the Tasman Sea and first trans-Tasman flight (Australia to New Zealand).

Despite various setbacks and tragedies along the way, Ulm went on to support and act as driving force behind a number of aviation initiatives, including Australian National Airways and Great Pacific Airways. He also had plans to fly around the world to prove viability of regular commercial air services.

In 1934, Ulm, along with two other crew members, disappeared in the *Stella Australis* on a test flight between California and Honolulu. The intent was to establish a regular passenger service from San Francisco to Sydney. No trace of crew or aircraft were ever found.

*Charles Ulm* is an outstanding, in depth and fascinating biography of one of our great pioneering aviators. He was a visionary and major influence behind the growth of modern air travel prior to his passing at the young age of 36 years.



Author, Peter Rees, RAAF Indigenous History Custodian, SQNLDR Gary Oakley and AIRCDRE Geoffrey Harland, at the book launch, *The Missing Man*. Photo CPL Dan Pinhorn.





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# Air Vice Marshal Douglas David Hurditch CBE AE (RAF)

## 1921 - 2018



Douglas Hurditch was a foundation member of No 460 Squadron, completing 16 operational missions as a Wellington pilot over Europe in World War II, before being shot down over North Holland. He was a prisoner of war for 1000 days before escaping on one of the long marches.

Following the war, he undertook a specialist navigators course and was the co-pilot of "Aries", a specially modified Lancaster which gained a number of flight records between England and New Zealand in 1946 including one from RAF Blackbushe UK to Ohakea NZ of 59hours 50mins flight time.

He served in 78 Wing at Malta on Vampires and Meteors, followed by a posting in the RAAF Staff London. On his return to Australia, he served as Commanding Officer No 22 Squadron at RAAF Base Richmond, flying Vampires and Meteors. On appointment as Officer Commanding RAAF Base Townsville in 1965, he flew the Neptune on many occasions over two years he was OC. He then attended the Imperial Defence College Course in 1967, before holding a number of senior RAAF staff appointments. He became DCAS in 1974 and resigned from the RAAF and the last Air Board on 19 Mar75.

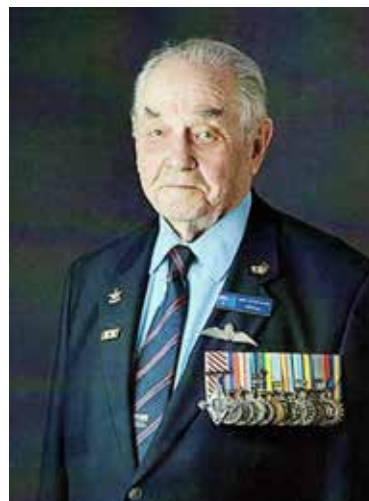
AVM Hurditch Certificate of Service lists the following courses he completed:

- No 123 Navigation course UK 1946
- No 1 Specialist Navigation Conversion Course UK 1947
- No 8 Intermediate Air Support Course 1948
- No 5 RAAF Staff College Course 1952
- No 18 General Duties Officer Guided Weapons Course 1955
- No 18 Air Support Course 1956
- Imperial Defence College Course (UK) 1967

AVM Douglas Hurditch was farewelled at a funeral service in Canberra on 18 June 2018.

# Group Captain Milton James Cottee AFC (Retd)

## 1926 - 2018



GPCAPT Milton Cottee passed away on 1 May 2018 after a courageous battle with cancer.

His final few months were restful. He was surrounded by family when he departed on his Last Flight. He attended this year's ANZAC Day, although he couldn't lead the RAAF World War II contingent as he had for so many years. Attendees at his final farewell included the Chief of Defence Force, the Korean Defence Attaché,

senior officers and his veteran friends.

After completing initial training in the RAAF in 1945, Milt was discharged when the War finished. He rejoined the RAAF in 1948 and trained at Point Cook on the first post-war pilot training course. After graduation at East Sale, he converted to Mustang aircraft at No 21 Squadron before he was posted to No 77 Squadron in Iwakuni, Japan in 1949.

Milt flew P-51 Mustangs in the Korean War before returning to Australia to complete a flying instructors course, followed by a posting to No 22 Squadron CAF Squadron and then CFS as an instructor. He was then posted to Farnborough in 1955 to complete the RAF Test Pilots Course before staying in the UK on an exchange posting at Boscombe Down with the RAF from 1956-57. He was a test pilot on the Vulcan programme, eventually flying all three V-bombers during his time at Boscombe Down.

Returning to Australia, he was posted to ARDU as test pilot, eventually becoming Chief Test Pilot in the early 1960s. Following completion of the RAAF Staff Course he spent a brief time at HQ Operational Command in 1968 before appointment as CO No 36 Squadron, flying C130s.

He was posted to RAAF Washington in 1969 as the F-111C Project Manager, replacing GPCAPT Sam Dallywater. By the time Milt arrived in USA, the RAAF had accepted one F-111C, on 4 September 1968, which was then handed back to the manufacturer, General Dynamics (GD). Milt and his team worked with the USAF, GD and DoD for four years to resolve the problems with the aircraft structure. The F-111s were ferried to Australia in 1973.

Following his retirement from the RAAF, he worked with OFEMA, the French Government Agency and General Dynamics when the F-16 was a finalist to replace the Mirage. Milt travelled to Korea on a number of occasions on Veterans Commemoration visits. He was a member of the Korean War MIA Working Party which meets in Canberra regularly; his last MIA meeting was on 6 March 2018.

Smooth landings, Milt.

Lance Havorson



# The RAAF - 60 Years at Butterworth

The RAAF commemorated 60 years at RMAF Butterworth with a parade at the base on 29 June 2018. It was the first time that the RAAF and RMAF paraded together; another first was the parade commands given in Bahasa Malay. The RAAF held key parade positions of Parade Warrant Officer, Adjutant and Parade Commanders.



Malaysian Chief of Air Force, General Tan Sri Dato' Sri Hj Affendi bin Buang, and Australian Chief of Air Force, Air Marshal Leo Davies AO CSC, cut a cake to celebrate the Royal Malaysian Air Force's 60th birthday and the 60 years of continuous airbase operations by the RAAF at RMAF Butterworth.

The Malaysian CAF, GEN Tan Sri Dato' Sri Affendi bin Buang and CAF AIRMSHL Leo Davies reviewed the parade of RMAF and RAAF members. The Parade Warrant Officer, WOFF Eichmann, learnt the Bahasa Malay commands during the week's rehearsals for the parade, both challenging events. The Defence Minister, Marise Payne, and CDF, ACM Mark Binskin, attended the week-long celebration.

Butterworth was handed over to the RMAF in 1979, although two Mirage squadrons remained until 1983. The RAAF has maintained a presence at Butterworth since, with regular deployments of Orion,

F-111 and F/A-18 aircraft. Following the withdrawal of the last permanent fighter squadron from Butterworth in 1988, BSBUT was disestablished and replaced by RAAF Support Unit Butterworth which was in turn disestablished and replaced by 324CSS in 1999. A detachment of 92 WG remained for some years.

## Brief History

The RAF built Butterworth in 1941 and following the end of World War II, resumed control of the Station. Japanese prisoners of war were used to repair the airfield as well as to improve the runways before air operations were resumed in May 1946.

During the Malayan Emergency that started in 1948, RAF squadrons used Butterworth for operations against the Communist terrorists until the late 1950s. With the commitment of Australian forces to the Far East Strategic Reserve on 1 April 1955, two RAAF fighter squadrons (3 & 77 SQNs) and a bomber squadron (2SQN) were planned for Butterworth. However, before they could deploy, No 2 ACS re-built the runways and dispersals to a standard suitable for modern jet aircraft. A Mobile Control & Reporting Unit (114MCRU) and a helicopter squadron (5SQN) were to join the base in 1959 and 1963.

Following re-equipment with the Canberra in 1958, No 2 Squadron deployed to the newly upgraded Butterworth air

base in mainland Malaya, near Penang Island, arriving on 1 July 1958. No 3 Squadron arrived in November 1958 and No 77 Squadron arrived in 1959. Base Squadron Butterworth (BSBUT) was formed at RAAF Amberley on 15 Jan 1958 and established at the then RAAF Base Butterworth on 1 May 1958.



Sabre flight line, 1966.

The squadrons remained at RAAF Base Butterworth as part of the Commonwealth Strategic Reserve, Far East Air Force (FEAF) and operated as a unit of 224 Group, Royal Air Force, headquartered at RAF Changi in Singapore.

## Indonesian Confrontation

Following the creation of Malaysia in 1962, when Malaya, Singapore and territories in Borneo merged into a new federation, Indonesia engaged in "Confrontation" against the new state. Incursions by Indonesian forces occurred from late 1962 to reach a peak in 1965. During the heightened alert and expecting an Indonesian attack on Malaysia, 2SQN Canberras were targeted on the Indonesian base at Medan, Sumatra. 60SQN RAF Javelins and RAAF Sabre aircraft were on two minute standby for extended periods and a detachment of Sabres deployed to Labuan during heightened tensions in Borneo.



The Penang Swimming Club at Tanjong Bungah, Penang.

During their time at Butterworth, the fighter and bomber squadrons were involved in many exercises and operations and postings to these units were career highlights for many RAAF members, not just in flying but in technical support, logistics, catering, medical, administration and other support positions. The attraction of a posting to Butterworth remains attractive today as it did in the 1960s, 1970s and 1980s, even though many aspects have changed.

Lance Halvorson



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