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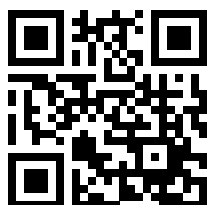
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COVER

Pacific Ferry Flights



The RAAF has carried out three ferry flights of fighter and strike jets, 24 for each of three types (Phantom F-4Es, F-111Cs and F/A-18F) since 1970. These ferries involved flying in four flights, each of six aircraft over four weeks and took considerable planning. All aircraft staged through various bases and airports and, except the F-111C/Gs, all required air-to-air refuelling (AAR) on each leg. The non-stop ferry of the first two F/A-18As took many AARs. While there were a few aircraft and system malfunctions, the ferries proved the US technologies and the professionalism of RAAF air and ground crews and the support elements. Of course, the 'well-oiled' USAF system for AAR and technical support was indispensable. SAR support by RAAF P3s was 'low key', but provided an added safety factor. Delivery flights of Neptunes, C-130s, Orion P-3B/Cs have been flying across the Pacific Ocean between USA and Australia for many years, most with little fanfare. Deployments to USA of all these types, and Canberra aircraft in the 1950s, all via Hawaii, for exercises were carried out routinely in the following years. In addition, VIP aircraft from 34SQN and F-111C aircraft crossed the South Pacific many times as well. Current RAAF aircraft, Boeing BBJ, C-17s, KC-30As and E-7As cross the Pacific as a matter of routine. Cover: Phil Crowther

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President's Message

An Australian Defence Covenant

The idea of a Defence Covenant, Military Charter or Accord or even a set of protocols that underpin the mutual obligations between the Parliament (as the representative of the Australian people) and serving and former Australian Defence Force (ADF) members is a worthwhile objective and flows on from an understanding of the concept of the uniqueness of service in the ADF.

The Commonwealth of Australia, as a sovereign national entity, has the right, under its Constitution, to raise, equip and train military forces for its defence. This right includes the right, under the law, to compel all or some of its citizens to render military service when it considers such compulsion necessary. The body of military forces so raised is known at present as the ADF.

An essential factor in accepting or compelling military service from its citizens is the understanding that the nature of that service is unique, and in the ultimate involves the surrender in trust to the Nation of the individual's fundamental rights to life, liberty and security of the person. Accepting or compelling military service imposes on the Nation an obligation to act at all times in employing, deploying and issuing orders to the ADF within the law.

It also requires the Nation to ensure that as far as is compatible with the military mission that the physical safety and the mental and spiritual welfare of each individual rendering service is protected and to provide for the care of those who suffer physical or mental injury or illness as a result of their service. In a collective sense the Nation is also obliged to promote and protect the honour of the ADF as a whole and of the individuals who serve, or have served in it; preserving in the national life the memory of their deeds and sacrifice for the safety of the Nation.

Why a Covenant? The proposed Australian Defence Covenant is an instrument designed to articulate the, to date, largely unwritten mutual obligations between the Nation and the members of the Australian Defence Force. Its concept is a development of an understanding of the unique nature of service in the ADF and the mutual obligations owed between the Nation and its service personnel that flow from this service. It is worth emphasising at this point it took literally years of advocacy for the notion of the 'Unique Nature of Military Service' to be recognised. Now it is widely supported and part of accepted language that differentiates military service from other endeavours.

The concept of a Covenant is an important objective and is becoming more relevant in light of the increasingly multi-cultural nature of our society (with many of our recent immigrants coming from societies where military forces have been used as an instrument of oppression), the revelations of inappropriate attitudes and behaviour by a small number of serving ADF members and the need to maintain the esteem ADF members have traditionally enjoyed within Australian society.

Its relevance is also reinforced by an upward trend of reports of domestic violence, drug and alcohol abuse, incarceration, homelessness and suicide among the veteran community. Unfortunately empirical information about such trends is not readily forthcoming in large part because the responsibility for dealing with such issues is spread across the across different portfolios at both the Commonwealth and State levels of government. Things simply fall between the cracks.

It is important to emphasise that a Covenant should not be seen as a demand for increased government support in tackling these issues rather as an expression of practical and pure principles which should be a foundation for any policy initiatives impacting the serving and veteran communities.

There are some in government, defence and the ex-service community who, while not opposing the Covenant, consider it unnecessary. This includes elements of the RSL although the South Australian Branch championed a similar initiative which saw the State Government enact a bi-partisan 'Veterans Charter'.

I encourage readers to promote the concept of an Australian Defence Covenant and to garner support for its introduction through a concerted effort within your networks of fellow members, family, friends and colleagues.

On behalf of my fellow National Councillors please accept my best wishes to you and your families for a Merry Christmas and a Happy New Year. Travel safely and stay well.

Brent Espeland

December 2015



RAAF and The South Pacific

Since the Pacific Flight of Sir Charles Kingsford Smith from Oakland to Brisbane in June 1928, Australian aviators have experienced trans South Pacific Ocean flights many times. During World War II, the RAAF and the USAAF flew many sorties across the South Pacific from USA to Australia and New Guinea. Since the War, Qantas became the 'masters' of the Pacific between Australia and USA. However, while not flying the Pacific as frequently as Qantas, the RAAF got to know the South Pacific very well.

Delivery flights of the Neptunes (P-2, SP-2Hs), C-130s (A, E, H and J models), Orion P-3B/Cs were all carried out with little fanfare. Deployments to USA of all these types, and Canberra aircraft, all via Hawaii, for exercises were carried out routinely in the following years. In later years, VIP aircraft from 34SQN and F-111C aircraft crossed the South Pacific many times as well.

However, while most of the aircraft crossed the ocean singly or in flights of three, the ferries of fighter and strike jets, 24 for each of three types (Phantom F-4Es, F-111Cs and F/A-18F) were different and took more planning. All these ferries staged through various bases and airports and, except the F-111Cs (and later F-111Gs), all required air-to-air refuelling (AAR) on each leg. While there were a few aircraft and system malfunctions, the ferries proved the US technologies and the professionalism of RAAF air and ground crews and the support elements. Of course, the 'well-oiled' USAF system for AAR and technical support was indispensable. Weather reconnaissance and SAR support by RAAF P3s was 'low key', but operationally essential, and well appreciated.

While a flight of two, the F/A-18A delivery non-stop from St Louis to Williamtown, was an achievement of technology, procedures and training - and endurance on the part of the pilots.

Phantom F-4E Ferries - SEP-OCT 1970

The Phantom ferries were organised in four flights of six aircraft, a week apart, starting on 14 September 1970, with the last six arriving on 3 October. A mix of RAAF and USAF crews flew the aircraft. However, one F-4E in the first group went unserviceable (U/S) at Anderson AFB (Guam) and only five arrived at Amberley where the Defence Minister, Minister for Air and RAAF VIPs were waiting to meet the arrivals. Six F-4Es arrived a week later (19 Sep), seven on 26 September, four on 3 October and two on 4 October 1970.

In addition to the normal 2 x 370 gal tanks carried on wing stations, each Phantom was fitted with a 600 US gallon centreline fuel tank and a 'travel pod' to the port inner wing pylon. These were used for crew essential baggage and, in one case, a Tonka truck for one of the crew's son. As the contents experienced a cold soak for up to five to seven hours, some thawing was necessary.

Two Phantoms in the last ferry went unserviceable (U/S) at Hickam AFB, with the result that the fourth ferry arrived 3 Oct with only 4 x F-4Es; the last two F-4Es arrived the next day.

The lead F-4E in this last pair, crewed by Capt Chris Patterakis USAF and FLT LT Lance Halvorson RAAF, was 97234, the only F-4E out of 'tail number' sequence with the other RAAF F-4Es. Due to a malfunction in the AAR receptacle door of a F-4E in the third ferry, an aircraft from this fourth ferry was 'grabbed'. That left only five in the fourth ferry until 97234 was allocated from the MCDONNELL DOUGLAS (MacAir) factory.

On its first flight in Australia, 97234 was involved in a landing accident when, due to an electrical problem resulting in the loss of nose wheel steering and anti-skid, it carried out an approach-end engagement, ie, an arrested landing on the hook cable at the approach-end (landing) of the runway. Following touchdown, the BeFab cable unlatched from its drum, the cable ran out to its end, broke and the F-4E careered off the runway. See <http://www.raafa.org.au/f-4e-phantom> for a description of the accident.

The Flights

In each flight of 6 x F-4Es - 1 x KC-135 per 2 x F-4Es and one spare KC-135 - a total of 4 tankers for a flight of 6 x F-4Es. Each tanker and pair were spaced about one n mile in trail and 500ft in altitude.



**USAF KC-135 and RAAF F-4E (the 24th) refueling on leg
George AFB, Ca to Honolulu, 30 Sep 70.**

Photo Lance Halvorson

- On all F-4E flights, each pair had a dedicated KC-135 on each of 4 legs
- On all legs, the KC-135s landed at same base, except the last from Guam-AMB, when the tankers returned to Guam when abeam Cairns.
- The last pair (author's flight) from Hawaii to Guam had only 2 x Aussie F-4Es - accompanied by 2 x USAF F-4Es, who flew onto Vietnam.
- The 12 x AARs were:
 - Lambert Field, St Louis - George AFB (Ca) - 2x
 - George AFB - Hickam AFB (Honolulu) - 4x
 - Hickam AFB - Anderson AFB (Guam) - 4x
 - Anderson AFB - Amberley - 2x

Total flight time St Louis to Amberley - 21.6 hrs



Phantom 97220 taking on fuel, pilot FLTLT Brendan Roberts, George AFB to Honolulu, 30 Sep 70. Photo Lance Halvorson

Lockheed P-3B Orion from No 11 Squadron providing weather reconnaissance and search and rescue support for the Guam to Amberley sector, a flight time of 5.35hr. The Phantoms carried a combination of USAF and RAAF aircrew.

F-4Es Return to USA

Two years after arriving in Australia, the first 12 of the RAAF F-4Es left Australia on 4 November 1972 with the final 11 departing in June 1973, after the arrival of the F-111.

Most of the 23 Phantoms returned to USA were modified to F-4G Wild Weasel (electronic warfare) aircraft and continued flying until the USAF retired the type in the late 90s. Nearly all the remaining ex-RAAF tail numbers were modified to QF-4 drones and employed as targets or are stored at AMARC (boneyard) at Davis Monthan AFB, Arizona.



F-111C and F-4E before the Phantoms returned to USA, June 1973. Photo: RAAF

F-111C Ferries - JUN-JUL 1973

The F-111 ferry crews for the 1973 pickup completed a familiarisation course at Amberley before going to the USA for the conversion course at Nellis AFB with 442 Tactical Fighter Squadron, 474 Tactical Fighter Wing. They used the original F-111A flight manual that crews used in 1968 when training for the pickup then. While the cockpit layout and nav/bomb system were the same, the performance figures were quite different.

After the re-engineered F-111C aircraft came off the General Dynamics line at Fort Worth, Texas at a rate of about two per month, RAAF crews ferried the aircraft to McClellan AFB,

Sacramento, California for checks and 'shakedown' for the trans Pacific flights. When six aircraft were available and serviceable at McClellan, crews ferried the aircraft to Australia via Hickam AFB, Hawaii and Pago Pago, American Samoa. The first ferry departed in June 1973 and the last ferry arrived in Amberley on 4 December 1973. Flight times were about 5.5 hrs for each of the three legs from McClellan AFB- Hickam AFB- Pago Pago, to Amberley.



RAAF F-111Cs at Hickam AFB, Hawaii, June 1973.

Photo: Wally Walters

All twenty-four aircraft carried external fuel tanks on stations 2 and 7, non-pivot pylons which restricted wing sweep to a maximum of 26 degrees, so that the tanks were aligned with the aircraft longitudinal axis. In the absence of long range cruise data for the F-111C, these stations were chosen based on data extrapolated from theoretical USAF figures for the F-111A, which recommended that stations 2 and 7 produced the least drag. In addition, if emergency jettison of the tanks was necessary, the tank and pylon would be jettisoned, thus removing the significant drag caused. Obviously, any range benefit would only be realised if the tanks were empty if jettison was necessary. Each ferry was accompanied by two C-130 support aircraft, one in advance and one following.



F-111Cs at Pago Pago, American Samoa, June 1973.

Photo: Wally Walters

Before the 4th ferry, the Arab nations imposed an oil embargo against the United States in retaliation for its arms supplies to Israel. This embargo was not expected to affect the F-111 deliveries but at 0500 on Tuesday 27 November, as the crews reported at Hickam for flight briefing, they were informed that fuel would not be available at Pago Pago because the

Governor of American Samoa had ordered that existing fuel supplies should be conserved.

A flurry of international phone calls and radio calls then occurred to re-plan the route and obtain diplomatic clearances to refuel at Nadi, Fiji instead of Pago Pago. Of concern was the extra distance from Hickam AFB to Nadi, an extra 500 n miles (900 Km) further than the 2264n miles from Hickam AFB to Pago Pago. In addition, the extra distance increased the 'single engine' gap. Due to the short time frame of the Governor's decision, there was no opportunity to arrange for a KC-135 at short notice, so compromises had to be made.

Two RAAF P-3 Orions were tasked to provide SAR coverage on this 2755 n mile (5,100km) leg where the only alternate was Pago Pago, which had no fuel. In anticipation of receiving a clearance, the crews would report for briefing at Hickam at 0530 each morning only to be stood down on several occasions as the departure clearance failed to arrive.

It wasn't until Sunday 2 December that the six F-111s finally departed Hickam AFB for Nadi. The exact movements of the two C-130 support aircraft and the two P-3 Orion escorts are unrecorded. After some seven hours of clear skies between Hawaii and Fiji, the aircraft arrived at Nadi in the middle of a thunderstorm, after nearly 7 hrs flying time. To further complicate matters, an improvised UHF facility in the tower failed (the F-111s were UHF only and Nadi Tower was VHF only). The crew of one of the accompanying RAAF Orions, which had landed earlier and was parked near the tower, provided air traffic communications for the arriving F-111s. The subsequent leg to Amberley was routine and arrived at Amberley on 4 December 1973. All F-111Cs were delivered in numerical order.



The first three F-111Cs, over Brisbane on the way to Amberley, 1 June 1973. Photo: RAAF

Hornet F/A-18A Ferry - May 1985

The first two aircraft, A21-101 and A21-102, were built at McDonnell Douglas' factory in St. Louis, and the RAAF accepted them on 29 October 1984. These aircraft remained in the United States for training and trials purposes until May 2015, when they flew from NAS Lemoore, California to RAAF Base Williamtown on 16 and 17 May 1985.

The ferry flights were non-stop with a USAF McDonnell Douglas KC-10 Extender tanker refuelling each of the Hornets 15 times as they crossed the Pacific. This is one of the longest non-stop flights that F/A-18s have undertaken.

There was some resistance to the non-stop flights. However, the Chief of Air Staff at the time, AIRMSHL Evans, considered it was important to demonstrate to the Government the capability that tankers would give the RAAF. He directed a change to the direct route from that planned by the Director General Tactical Fighter Project, via Anderson AFB, Guam, on the well known USAF 'oil burner' route.

The difficulty of arranging a tanker at reasonable cost to the RAAF was resolved when the C-in-C Tactical Air Command advised that a USAF KC-10 tanker was scheduled to fly to Australia for an air display and that the two Hornets could 'tag along', which they did. The ferry of the two Hornets across the Pacific went without a glitch. Interestingly, the KC-10 tanker aircraft itself refuelled from another tanker aircraft over Hawaii. Had the Hornets not tagged along, the tanker probably would have transited via Hickam AFB, primarily to refuel.

The KC-10 and the two Hornet aircraft were intercepted and escorted into Williamtown by six Mirages of 77 Squadron. It was a very welcome sight. .

Super Hornet F/A-18F

The first five F/A-18F aircraft arrived at RAAF Base Amberley on 26 March 2010, three years after the government announced the decision to procure 24 Super Hornets for the RAAF. While a relatively short time from order to delivery, and considerably shorter time than the F-111C delivery, not a record. The time from order to delivery of the F-111C was nine years, but the Phantom F-4E was three months; that was a record.

The Super Hornet ferries took much the same route as the F-111Cs in 1973 - via Hawaii, Pago Pago and Amberley. However, the Super Hornets transited via Auckland and refuelled mid-air while the F-111Cs did not need AAR.

The Super Hornets departed Lemoore NAS in California in company with an Omega Aerial Refuelling Services KDC-10 aircraft. Air to air refuelling was carried out with the USN system, probe and drogue, which allowed two aircraft to be



Super Hornets enroute to Hawaii. Photo: SQNLDR Cameron Cornell

refuelled at the same time, a function not achievable with the USAF flying boom system.



RAAF Super Hornets at Pago Pago, enroute to Australia.

Photo: ACW Kylie Gibson

The Super Hornets were fitted with three external tanks, two on the wing stations and one centreline tank. Each tank held about 3300lbs of fuel and gave the aircraft sufficient fuel in case of diversion or return to departure base or continue to destination. The first ferry flight to Hawaii took 6.00 hrs and they were scheduled to stay for two days and to synchronise with a visit to Australia by the US President. However, plans changed and they altered their ferry legs to fly to Pago Pago, Auckland and then to Amberley. In addition to the KDC-10 tanker support, the Super Hornets were supported by a C-17 from 36 SQN Amberley.



RAAF Super Hornets and the Omega KDC-10 tanker at Pago Pago. *Photo: ACW Kylie Gibson*

The remaining 19 Super Hornets were ferried to Australia over the next few months, following much the same routine. However, few details on these ferries are available to the author.

Summary

All ferries were significant in their achievements. The ferry of the Phantoms was the start of a new era in strike jets in the RAAF. It was all the more significant in that it took only three months from the time crews arrived in USA to the arrival in Australia of all 24 Phantoms; and all 24 arrived in Australia within three weeks. The Phantoms were refuelled with the USAF flying boom system; the pilot followed the director lights



RAAF Super Hornet and F-111Cs in formation with a KDC-10 tanker arriving at Amberley, 26 March 2010.

Photo: SQNLDR Cameron Cornell

on the underside of the KC-135 and the boom operator 'flew' the boom into the AR receptacle. The navigator watched the position of the boom, just above his head.

Most in the RAAF and many in Government were very relieved when all F-111C aircraft arrived over a period of six months, with all the initial fanfare on the first to arrive in June 1973, which dissipated quickly. Subsequent ferries were largely routine with the last six aircraft arriving in December 1973. All arrived with no AAR and no major technical problems. A few (mostly aircrew) did have a few anxious moments when flying from Hickam AFB and arriving at Fiji during a tropical storm with minimum fuel and no alternate.

All the ferries were different in the way they were conducted: each Phantom flight of six had four KC-135 tankers (one spare). As the first KC-135 was airborne, two Phantoms would take off and position either side of the tanker; the next KC-135 would take off and the second section of Phantoms would take off and again, 'formate' on the tanker, and so on. There was no problem in joining up with the much slower KC-135s. The KC-135s did the navigation and called the 'receivers' into position so that all Phantoms had enough fuel to divert if necessary; crews knew their fuel state and navigation situations at all times in any case.

The F-111C crews kept a close watch on their fuel states, and the engine gauges, especially in the 'no go' zones, which were significant, especially on the Hickam to Nadi sector. The Super Hornets took off after the KDC-10 tanker and positioned in flights of two or three for the ferry, moving onto the refuelling positions as required.

The ferries of all three types displayed the professionalism of the RAAF, from the aircrew who flew the aircraft, the technical crews who provided outstanding support, the RAAF engineering system at work and the great teamwork provided by the Logistics Organisation from the catering, administration, security and the photographers who recorded the history of the activities.

Lance Halvorson

Air Force 2021 Centenary

Air Force has launched planning for its centenary and all past and present Air Force members and the broader Australian community have the opportunity to shape activities for 2021.

On Tuesday 17 November, Chief of Air Force Air Marshal Leo Davies AO CSC officially launched Air Force 2021 during a ceremony at Fairbairn.

“The first stage of planning for Air Force 2021 is our consultation phase. We are inviting ideas and suggestions from across Australia to consider how we should mark this important milestone,” AIRMSHL Davies said.

AIRMSHL Davies said Air Force had a strong history, and an exciting future. “From our modest beginnings in 1921, we have grown into a potent, world class Air Force which Australia relies upon both in conflict and in peace,” AIRMSHL Davies said.

“Australia’s air power began with the Australian Flying Corps in World War I. Since then, generations of Air Force men and women have provided outstanding service to this nation in conflicts across the globe, including World War II, Korea, Malaya, Vietnam, Afghanistan, and Iraq.”



Chief of Air Force, AIRMSHL Leo Davies at the Air Force Centenary 2021 Launch. Photo: SGT William Guthrie, RAAF

The vision for Air Force 2021 is a program of carefully selected events and initiatives that will honour the service and sacrifices of the last 100 years, demonstrate today’s highly capable force and foreshadow RAAF’s continued evolution into the future. The launch ceremony featured a number of speakers who covered these three timeframes: Air Force’s strong history, present and future.

Former Chief of Air Staff, AIRMSHL David Evans AC, DSO, AFC (Retd) told the audience that the Empire Air Training Scheme (EATS) established during WWII was a real foundation stone, taking the RAAF from a tiny, obsolescent Air Force into a professional operationally capable Air Force.

“At the time the EATS arrangement was agreed, RAAF had an establishment of 3172 members including just 27 flying instructors. It is an almost unbelievable story, but by the end of the war Australia had produced more than 38,000 aircrew,” AIRMSHL Evans said.

AIRMSHL Evans reflected on the challenges that RAAF faced in maintaining its air power capabilities after WWII. While personnel numbers declined rapidly through demobilisation, Air Force was still fulfilling operational demands across the world. Crucial tasks included supporting occupation forces in Japan, participating in the Berlin airlift, supporting the fight against Communist insurgents in Malaya and operational commitments during the Korean War.

AIRMSHL Evans said today’s Air Force is the most balanced force it ever has been.

“And in terms of today’s Air Force people: they are extraordinarily well trained - there are none better in the world,” AIRMSHL Evans said. “There will be much to celebrate, to reflect on and to be thankful for on 31 March 2021,” AIRMSHL Evans said.

One of Air Force’s most senior female officers, Air Commodore Cath Roberts spoke about how the Air Force has changed during her career. AIRCDRE Roberts said she entered an Air Force in which women were not pilots, aircraft crashes were an accepted norm and engineering, supply, maintenance were all done in house.



AIRCDRE Catherine Roberts CSC, speaks about her career, the changes she has seen during her time with Air Force and her perspectives on the centenary of Air Force in 2021.

Photo: SGT William Guthrie, RAAF

“Today there are seven women in the Senior Leadership team and every role in Air Force, including all combat roles, is open to women. I am now in an Air Force that manages risk, focuses on airworthiness and the health of our people – losing people and aircraft is no longer an accepted norm. In 2021, the Air Force I joined will be 100 years old and for me it will be a celebration of, and for, the next generation. The next generation will not be “the first” women in every role.”

LACW Emma Chapman joined Air Force in 2012 and has deployed to the Middle East as part of the Combat Support Unit on Operation Accordion. She told the Air Force 2021 launch that the centenary would be a time to acknowledge the

sacrifices and legacy forged by the fallen and the dedicated service of generations of servicemen and women.

"This will be a time to reflect on the many initiatives and milestones that Air Force has achieved over the last 100 years. This will also be an opportunity to adapt and shape the direction Air Force is headed and consider how the application of my individual effort can make a difference," LACW Chapman said.

"For me, celebrating the centenary of Air Force would not be possible without the ongoing support of my family and friends and the Australian public. For that, I am grateful and I am honoured to say I will be serving through the centenary celebration of Air Force in 2021."



Former Chief of Air Staff, AIRMSHL David Evans AC DSO AFC (Retd) with LACW Emma Chapman and LAC Mason Gow following the launch of Air Force 2021 - planning for the centenary of Air Force. Photo: SGT William Guthrie, RAAF

The Air Force 2021 consultation period runs until 20 March 2016. Ideas and suggestions for the Air Force centenary can be submitted at: www.airforce.gov.au/RAAF2021

Members without Email access can send letters to the National Secretary, RAAF Association National Council, PO Box 1038 Hawthorn BC VIC 3122. RAAFA will gather and consolidate hard copy contributions received and forward them to the AF2021 planning team at the conclusion of the consultation period.

ADF Superannuation

Superannuation is about providing our ADF personnel with income for their retirement. These retirement savings grow in two ways: The ADF member pays into their superannuation scheme, and Defence also pays into the scheme for them.

Benefits are usually paid when the ADF member retires from the workforce. If they are discharged due to injury or illness they may be eligible to receive benefits from their scheme. If they die, their dependants may be eligible to receive benefits from their scheme.

Currently, ADF members can be members of one of two superannuation schemes:

- Defence Force Retirement and Death Benefits (DFRDB) scheme. This scheme was closed to new members on 1 October 1991.

- Military Superannuation and Benefits Scheme (MSBS). This is commonly known as Military Super

The Government has announced it will seek to introduce new military superannuation arrangements from 1 July 2016.

The proposed new military superannuation arrangements will apply to:

- Those joining the ADF for the first time on and after 1 July 2016;
- Serving (contributing) MSBS members who choose to join ADF Super;
 - o Current serving (contributing) MSBS members will not be compelled to move to ADF Super.
- Former serving (preserved) MSBS members who re-join the ADF and choose to become a member of ADF Super; and
- MSBS and Defence Force Retirement and Death Benefits (DFRDB) scheme members who receive retirement pay and re-join the ADF on a full time basis or as a Reservist on Continuous Full Time Service on or after 1 July 2016.

Current serving (contributing) DFRDB members are unable to transfer to ADF Super.

The proposed new military superannuation arrangements will establish ADF Super and ADF Cover and the current MSBS will close to new members from 1 July 2016.

C-17 Flight to Antarctica

A C-17A Globemaster III of the RAAF recently flew a joint operational mission with the Australian Antarctic Division to East Antarctica, delivering heavy lift cargo to Wilkins Airfield in support of the Australian Antarctic programme.

The C-17A flew the 3450km distance, landing at Wilkins Airfield near Casey station on 21 November 2015 where it unloaded cargo, including a brand new Hägglunds, a dual cab vehicle that operates over snow, and infrastructure building materials.



A Hägglunds snow vehicle is driven off a C-17A Globemaster at Wilkins Airfield. Photo: 28SQN AFID-RIC RAAF

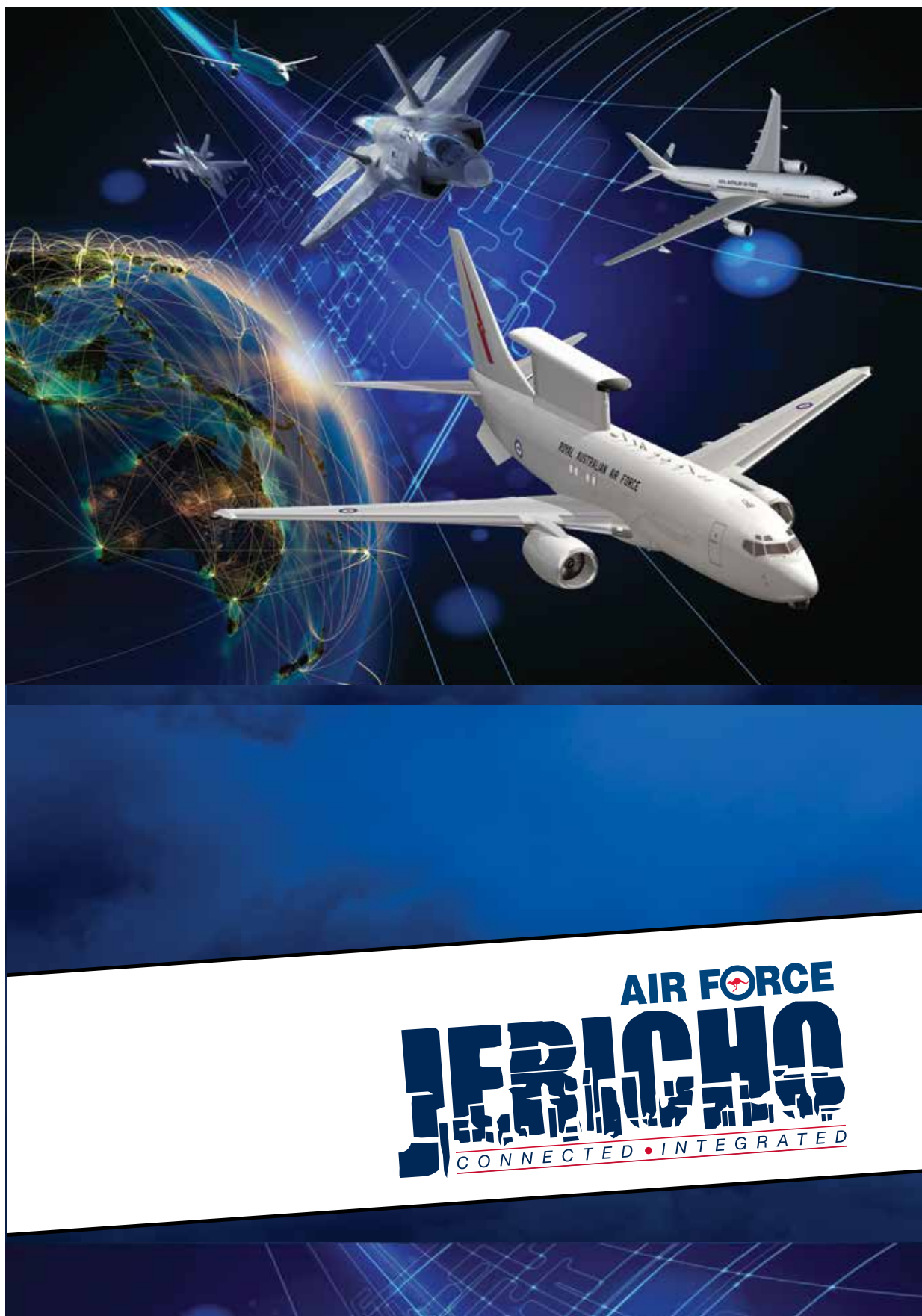
The flight is one in a series of proof of concept flights being trialled by the Royal Australian Air Force and Australian Antarctic Division, with the remaining flights scheduled to take place between November 2015 and February 2016.

Plan Jericho - The Future Air Force

The then Chief of Air Force, AIRMSHL Geoff Brown , launched Plan Jericho at the Australian International Airshow at Avalon on 23 February 2015.

The following initial pages from the RAAF booklet, "Plan Jericho" , provide an overview of the plan.

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Air Force Vision: Air Force will provide the most rapid, effective and responsive military options for the Australian Government to achieve national objectives within our region and globally.

Air Force Mission: Air Power for Australia's interests.

Air Force Values:

Respect
Excellence
Agility
Dedication
Integrity
Teamwork



Tomorrow's Air Force will be fundamentally different.

Our new platforms—such as the E-7A Wedgetail, P-8A Poseidon, MQ-4C Triton, EA-18G Growler and F-35A Lightning II aircraft—demand new operating concepts, support arrangements and sustainment processes.

Our operating environment will be increasingly complex, with high volumes of rapidly produced data moving along contested lines of communication to challenge our decision capacity.

In order to exploit our new capabilities and win in challenging operating environments, we need to transform ourselves into an integrated, networked force. A force with the freedom of action in the air, space, electromagnetic and cyber domains required to deliver air power for Australia's interests, in all operating environments.

We need to evolve our techniques, tactics and procedures to work as a champion team, not a team of champions. We also need to work alongside Army, Navy, our international partners and industry to ensure our future networked force is capable of working effectively with them across the spectrum of conflict.

Air Force is preparing a fully integrated fighting force for tomorrow that will continue to provide the most rapid, effective and responsive military options for the Australian Government.

Air Marshal Geoff Brown, AO
Chief of Air Force

A handwritten signature in black ink, appearing to read 'Geoff Brown'.

Jericho Vision: To develop a future force that is agile and adaptive, fully immersed in the information age, and truly joint.

Over the next few years, Plan Jericho will lead the Air Force transformation across almost every aspect of our enterprise—systems, operations, training, simulation, acquisition, sustainment and personnel management—in order to fully realise the opportunities afforded by the latest technologies.

Plan Jericho will confront the challenges posed by new capabilities, emerging technologies and our changing strategic environment. It will provide clear direction for our future force.

This is not the final plan, but rather the first step to meet our challenge of transformation for the future.

Plan Jericho is Air Force's plan to transform into a fully integrated force that is capable of fighting and winning in the information age.



What is Plan Jericho?

Plan Jericho will transform Air Force into a fifth-generation enabled force that is capable of fighting and winning in 2025; a modern, fully integrated combat force that can deliver air and space power effects in the information age. Plan Jericho will harness the potential of our current capabilities, drive further innovation and change the way we acquire and sustain new capabilities in order to best prepare Air Force for this future.

Plan Jericho encompasses a suite of activities, some of which are already underway, in operations, personnel and capability that will create the Air Force of the future.



Why Now?

Air Force has always operated leading edge technology. Over the next few years we will transition to an even more technologically advanced force. As P-8A Poseidon, EA-18G Growler, F-35A Lightning II, MQ-4C Triton and new surveillance and space systems enter service, we must be postured to exploit the full range of capabilities they offer. The capacity of our organisation and support systems to collect, process, distribute and protect data must match those of our major platforms.

A rapidly changing strategic environment means we must look for new and better ways of staying ahead of our adversaries. State and non-state actors have access to more technologically advanced systems than ever before, and are able to acquire them more rapidly than us. We will not maintain our technological edge if we stand still.

The Government has made a considerable investment in Air Force platforms. We must now operate and support these platforms in a way that provides agile and responsive options. We must realise the opportunities afforded to us.

Our fully integrated Air Force will:

- Be more agile and adaptive
- Have extended reach
- Hit harder with greater precision
- See further
- Distribute information more quickly

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

The P-3B Orion in the 1970s

By Doug Hurst

Some things are so good they become the new standard in their field. The P3 Orion was one. It flew twice as fast, twice as far and three times as high as the Neptune it replaced, carrying its crew as it did so in relative quiet and air-conditioned comfort.

For the many of us who began our maritime careers in Neptunes it was a revelation. From our base in Edinburgh, near Adelaide, we could be anywhere off the Australian coast in four hours or less, and could transit with ease to places like Singapore, Fiji and Guam.

Much of our work took us into the tropics. Here, its habitability, speed and excellent endurance – especially at lower levels with an engine deliberately shut down – made it unequalled in our region and the valuable RAAF asset it still is today.

The RAAF debut of the B model in 1968 could not have been more timely. During the 1970s Australia's area of maritime interest grew significantly when the Indian Ocean and the Australian Exclusive Economic Zone (EEZ) were added to the existing SE Asia and SW Pacific areas.

The EEZ alone covered an area larger than the Australian land mass. Along with the Indian Ocean focus, this added tens of millions of square miles to the maritime surveillance mission. The P3B handled the new tasks with ease, thanks to its excellent range, four-engine reliability and overall fitness for mission.



A RAAF P-3B flying over the Georgetown - Butterworth Channel, Penang 1968. Photo: RAAF

Some things, however, were unique challenges, none more so than the Indian Ocean. It is a different world from the Pacific we were used to and this soon became obvious. Until the 1970s, we did most of our work to Australia's north-east, a part of the Pacific dotted with islands big and small, many with airfields and navigation aids. This greatly assisted operations to out past the International Date Line and well north of the Equator.

The Indian Ocean, on the other hand, has vast empty spaces in much of our area of interest. Indonesia forms a northern border just south of the equator in the north-eastern corner. Other than that, Cocos and Christmas Islands are the only land on a direct flight between Australia and Sri Lanka, and if you head due west there is nothing until you reach Mauritius, two thirds of the way to Africa.

Shipping too is virtually all in the north, mostly along the very busy shipping lane that passes just below Sri Lanka, goes around the northern tip of Sumatra and down the Malacca Straits to Singapore. From there goods are shipped on into East Asia all the way to Japan. Called 'The Iron Highway' in my times, this extraordinary shipping lane today carries more than a third of the world's trade in some 50 000 ships each year.

In contrast, the vast empty expanses to Australia's west are seldom travelled by ships other than those headed for Australia or further east – or, occasionally, those too big for the Malacca Straits or those (like Russian submarines during the Cold War) not wishing to be seen there.

I did six and a half years on P3Bs in three postings – the first beginning in early 1970 and the second finishing at the end of 1980. During that time, more surface surveillance was progressively added to our regular Anti-Submarine Warfare (ASW) training and operational tasks.

What follows about these times is in no particular order, but includes some background on why this official 'mission creep' occurred. It is not a history, but a mix of facts and related incidents I remember of those days.

That said, there is one important, over-riding fact - the Cold War was still very much on. The 'Communist Bloc' of the 1960s was no longer a bloc, and while this changed the nature of the war, some things stayed the same. Most importantly, the Russians still had some 90 submarines in the Pacific (mostly based at Petropavlovsk on the Kamchatka Peninsular) and hundreds more around the globe.

Their potential to disrupt western sea lines of communication if the balloon went up was obvious, and of constant concern. As a result, Anti Submarine Warfare (ASW) was still our primary role - and, as always, it took considerable time and effort. As in the 1960s, the ultimate ASW training was at RIMPAC, the annual Rim of the Pacific exercises in Hawaii. Participants always included the US, Australia, New Zealand, Canada, and sometimes the Brits.

Japan also sent forces to Hawaii during RIMPAC. They didn't participate until the 1970s because of the other participants objected and exercised only with US forces. Faced with most of the heavy lifting needed to contain the Red Navy in the Pacific, the US had long since seen the need to get Japan fully on side and had been working with them for years.

The wisdom of this approach eventually dawned on the other players and during the 1970s Japan joined the RIMPAC club. I can't recall the year, but it had its moments. For me the most memorable was at the welcoming drinks in the Officers' Club. There I met the CO of the Japanese Navy Neptune squadron, a fit looking man in his fifties and much older than the rest of his squadron.

He spoke good English and I began the usual small talk by asking if he had been to Hawaii before. He paused, looked around him to see who could hear, and replied: 'Yes. This is my second visit – but last time I didn't land.' I took me a few seconds to realize what he'd said, but I did some quick sums and soon worked out that he had flown in the attack on Pearl Harbor some 30 years before.

He was wise to restrict his revelation to a young Australian. The attack was still well remembered by Hawaiians, most of whom had long since put it behind them but had most definitely not forgotten. Indeed, one USN briefing officer with family in Hawaii had to be persuaded – with some pretty dire threats – against putting a white kamikaze scarf in the Japanese briefing pack.

It was as well he didn't, as this was a new generation, educated post-war and very happy to help us counter the Russian Bear who lived right next door to them and was a constant worry. And they were more than useful, with a home-grown turbo-prop version of the Neptune fitted with much lighter and better electronics that made it, by all accounts, a very effective ASW machine.

To this they added a very disciplined approach, beginning with a smart parade and flag raising outside their quarters each morning and generally quiet and reserved behavior socially. We were all very impressed by their self-discipline and temperate ways, but I modified my views a little after an invitation to their quarters for a drink one evening.

On arrival, I found that they had turned one room into a very nice bar. Behind the bar were dozens of cases of Kerin beer and boxes of Suntory whiskey, stacked to the ceiling. It was not there just for show and they attacked it with gusto. Disciplined and professional they certainly were, but temperate they were not – not all the time, anyway.

Australia's main ASW efforts were still aimed at protecting harbor approaches and surrounds, choke points and convoys – sensible aims given the vastness of the oceans and our limited ASW resources. Training was, as before, in the East Australian Exercise Area off Jervis Bay. We had previously always deployed to an east coast airfield to participate but now sometimes took advantage of the Orion's speed and range to fly out of Edinburgh. This added some transit time, but produced many savings from not having to deploy.

With the arrival of the F-111s, maritime warfare exercises off the Queensland coast began with the F-111s in an anti-shipping role. We always went to Amberley for these exercises, and as well as our usual ASW did strike direction for the bombers. This involved locating the 'enemy' ships, usually by radar, and passing coordinates to the F-111 crew/s.

Like many things, this was not always as simple as it sounds. In those days, one radar contact looked just like another – profiling radars were not yet in service. To identify targets of

interest, we often needed more than just a radar paint and sometimes had to get fairly close to the ships concerned. This could put us within anti-air missile range and, although we were all friends and no one fired at us, we knew that in a hot war someone would.

But it was all worth-while if we got to see the mock attack. Picture if you can an F-111 streaking along at 480 knots just above the water with a huge rooster tail of spray behind it generated by the down wash. All very spectacular and quite unforgettable.

We also did more real world missions above the equator than in Neptune times, operating from places like Guam and working with USN P3 squadrons there. Briefings and debriefings were done by specialist staff in a purpose-built ASWOC (ASW Operations Centre). With time this became the norm back in Australia – especially with increased computerisation of on-board systems and records.

Guam is the largest island in the Mariana chain and lies about 13 degrees north of the equator. A US territory, it is proudly proclaimed The Place Where America's Day Begins on numerous signs. Strategically located, in the 1970s it was home to a large Naval Air Station, Agana, a big USAF base, Anderson, and a modern harbor shared by civilian and USN ships.

We usually stayed at Agana, mainly because of our direct operational links with the USN, but I recall at least one visit to Anderson. This was an unforgettable experience as the very long runway – B52s were based there for decades – is not flat, but follows the contours of the land. It undulates up and down so much that on landing and take-off the other end of the strip is hidden behind the higher ground ahead. This unusual situation proved to be an oddity rather than a problem, and as far as I know is still in place today.

As mentioned, although ASW was our main role, surface surveillance was also important – especially in the time following the declaration of the Exclusive Economic Zone (EEZ). Like most countries, Australia has a 12 nautical mile Territorial Sea with full 'sovereign rights' over everything above and below the surface, including control of shipping. The EEZ goes out to 200 nm, but applies only to things below the surface and is open to international shipping.

Initially, fishing control was the main concern, followed soon after by resources like oil and gas. Unlike today, there was no established coastal surveillance force and we filled the gap until one was created. Called Fishexes, the resultant tasks saw us circumnavigate Australia in stages over three or four days. With time, places like Cape Leveque, the Wessel Islands and much of coastal Australia became part of our language.

Some times we went via Perth then on to Darwin the next day, but more often we overnighted at Exmouth, near Learmonth. There we stayed in the Potshot Inn, named after WWII's Operation Potshot, hastily mounted to oppose, if need be, a Japanese fleet south of Java on exercises. Happily, nothing happened.

Few of us knew the history of Pot Shot, but everyone who stayed there remembered the large platters of local prawns always served with our pre-dinner beers. Also memorable

was Father John, the local catholic priest who raised money for travel about his huge parish by driving the fuel tanker at Learmonth.

As I recall, his superiors objected and told him to choose one vocation or the other. Knowing they couldn't replace him he chose tanker driving, was sacked, and continued to serve his parish unofficially with the money he raised. I understand he continued to provide an excellent re-fueling service for some years. All it took was a phone call to Father John before leaving Edinburgh. The prawns too were ordered well ahead.

North out of Learmonth, we also checked weather stations on various islands. Adele Island was one. It was a pelican rookery and after a flypast they took to the skies in large numbers. A second pass was obviously not on, but a single pass was considered safe. The truth was otherwise. During a single Adele Island flypast an Orion hit a large pelican that almost downed the aircraft.

It smashed the radar dome in and two E handles used to shut down engines were dislodged from their mounts. This was scary, but the engines kept working and the aircraft still flew, albeit at reduced speed. When back in Edinburgh, an inspection showed pieces of pelican throughout the front part of the aircraft, with one piece of leg as thick as a man's wrist. Adele Island was out of bounds thereafter.

The North West gas-fields were still under development and the coastal towns that now support them and the iron ore mines were much smaller, sleepier places than today. Regional shipping was correspondingly light, and at times non-existent all the way from Exmouth to the Timor Sea. Thereafter, local shipping and fishing craft were quite common.

The wet season in the north always added interest. Large banks of cloud, known locally as the 'duty thunderstorm', formed most afternoons to sea west of Darwin along our intended track. Our radar helped, but sometimes there was no clear way through and all too often we got a battering. All part of life in the wet, I know, but an unwelcome end to a day's flying nevertheless.

Fishexes really began in earnest from Darwin, across the Gulf of Carpentaria, through Torres Strait and down the Barrier Reef. In season, the gulf was home to numerous prawn trawlers, with nets on each side held on frames that made them look all the world like giant versions of the beetles that run across the surface of ponds.

Most were based near Karumba, where the prawns were processed. Those licenced to fish in the gulf, as most were, had large numbers prominently displayed. We checked them for numbers and reported those without who were mostly poachers from places north. I never found out how the authorities dealt with poachers, but some prawn fishermen I met years later told me the Australian prawners all carried guns and a few shots into the water near the poacher's bows usually sent them packing.

We photographed them all as we passed. On one occasion, when the photos were developed on return, we found we had photographed a well known trawler with a male skipper and all female crew – a fact confirmed by a bare female bottom pointing at the camera and some scantily clad young women waving from the deck. We sent the skipper a picture, along

with a short note outlining our envy of his work arrangements, and got back a very nice thank you note in return.

The folks who lived to our north were interested in more than just prawns, and poached fish and squid whenever they could. And, in accordance with ancient lore asserting, for example, that eating parts of a tiger gave the eater the courage of the beast, there was also a big market for sea cucumbers (also known as trepang or beche-de-mer). As the name suggests, these molluscs were shaped like cucumbers and were enough like a key part of male anatomy to see them prized as an aphrodisiac in parts of Asia.

It seems this belief was especially strong in Taiwan, and Taiwanese trawlers headed south to the Great Barrier Reef where the world's biggest and best trepang are found. They knew they were poaching and would only enter the outer reef when bad weather provided cover. Once there, they would work quickly, stripping each reef bare of trepang before moving on to another.

If the weather was good they would wait well out to sea in international waters, and at times of good visibility we flew all the way down the reef – which took over four hours at some 220 knots – with nothing to show for our efforts other than a relaxed and wonderful tour of the reef.

But when visibility was poor we searched assiduously, photographing and reporting any poachers found. We couldn't, of course, arrest them. That could only be done by patrol boats that often had to travel from afar and didn't always arrive in time to apprehend them.

An effective alternative emerged by accident. An Orion crew decided to get some acoustic intelligence on one trawler and dropped sonobuoys ahead and behind it. Thinking they were being attacked, the trawler crew headed for the open sea at full speed and didn't return. This didn't become official practice, indeed it was frowned on, but I can report that when used thereafter it always worked.

Fishexes didn't need something as capable as a P3B. With time they were handed over to a dedicated coastal surveillance force with smaller and cheaper aircraft. This made sense and allowed us more time to concentrate on our real job, which now included Cold War developments in the Indian Ocean.

Like much else about the Cold War, the situation there was complicated. Two factors, however, were dominant. The British withdrawal west of Suez and the Sino-Soviet split. The British withdrawal left a power vacuum in and around the Arabian Gulf. The Soviets happily filled the vacuum by increasing their presence in the Arabian Gulf and influence in East Africa and South Asia. In particular, in the early 1970s they began regular Indian Ocean deployments and concluded a strategic partnership with India.

The Sino-Soviet split had turned China and Russia from 'Communist Bloc' allies into adversaries and potential enemies. Mostly a dispute about acceptable behaviour at home and abroad, it was serious stuff, with fighting along the China-Russia border and rivalry in East Africa and the Middle East. The picture was further complicated by Soviet backing of Egypt in its wars with Israel in 1967 and 1973, and Nixon's China visit in 1972.

Countries like India and Pakistan, who would probably have preferred neutrality, were forced to pick sides. India aligned with the Soviets, who supplied much of their high-end armament. Pakistan aligned with China – influenced, no doubt, by their intense rivalry with India and subsequent ‘the friend of my enemy is my enemy too’ thinking towards the Soviets.

These alignments made relations with their neighbours and outsiders like us and the US complex and often difficult. However, three things, more than anything else, influenced our operational life:

- the US adopted a policy of containment and balancing of the Soviet Union in the Indian Ocean;
- the USSR stationed Russian warships and submarines in the Indian Ocean and markedly increased their merchant traffic there; and
- merchant shipping between the PRC (the People’s Republic of China) and Africa grew steadily.

All of which gave us plenty to do. The most common task was via Cocos Island, with a patrol to the west before arrival and another the next day to below Sri Lanka, along the Iron Highway and into Singapore.

Cocos Island is a beautiful place, a large coral atoll with a wonderful big lagoon. As good or better than any Pacific ‘island paradise’, it was a popular overnight stop. The airfield was on the smaller of two islands, along with a settlement of various Australians doing various things like meteorology, marine biology and the like.

In the past Cocos was an overnight staging point for Qantas and some buildings from those times were still in use. We slept in ex-Qantas accommodation, ate with the single islanders in their mess and joined them later for a drink in

the Cocos Club, a strongly built combination cyclone shelter and community centre.

The other island, called the Big Island, was a privately owned coconut plantation. The owner lived in a big colonial style house and was effectively the lord of all he surveyed, including Malay people bought in to work the plantation. This arrangement went back, I believe, to the previous century when the British administered what was then called the Keeling Islands.

The Australian government eventually bought him out and the entire Cocos Island group is now run by an Australian administrator. But in those times, the Big Island was separate territory, usually visited only by invitation.

This didn’t bother us as the Australian settlement was always welcoming and happy to have some visitors to their remote part of the world. They were well provided for, but some things were not available, and if we were returning home via Cocos, we often bought things for them in Singapore.

One time, just before Christmas, we took orders from parents and returned with an aircraft full of toys and games of all kinds they could not otherwise get. The kids were kept clear while we unloaded the aircraft and we were given some magnificent Cowrie shells from the lagoon for our trouble. Just one of my pleasant memories of Cocos, along with magnificent sun rises behind the palms along the foreshore.

Most of the Iron Highway ships were, as you would expect, merchant ships of all kinds from around the world. They were spread out on either side of the shipping lane and we had to zig zag at times to check for those of Soviet or PRC origin - or more importantly, a Red Navy warship or submarine transiting to or from the Pacific.

Submarines usually had to transit the shallow areas of the Malacca Straits surfaced and were easily seen and tracked. To avoid detection Red Navy submarines sometimes transited all the way around Australia. This didn’t always work for them, and although I have no way of knowing how many did this, I do recall we tracked the occasional one off our east coast.

The P3B had much the same ASW fit as the SP2H Neptune, so this tracking was mostly done with Jezebel, the passive acoustic detection and classification system. We also had the same tactical displays as the SP2H, and a similar Doppler driven automatic navigation system.

And just like the SP2H it was good but not great. Along with the first generation inertial system also fitted it was unpredictable, and traditional navigation techniques were still needed – especially in the Indian Ocean with its total lack of area systems (like Loran) and other navigation aids. As a result, P3B navigators still used Astro navigation throughout the life of the aircraft.

We usually had a rest day in Singapore. Everyone I knew liked the place. The port was already huge and modern, but parts of the city still survived from earlier times. One was ‘Fatty’s’ in Albert Street, memorable for wonderful banquets of Chinese food and low cost. Another was ‘Thieves’ Market’ with its seemingly endless number of stalls selling a seemingly endless number of things, all bargains if you believed the stall holders.



Cocos/Keeling Island Group Photo: Indian Ocean Islands Inc

But the most popular venue was Bugis Street, then a real place, not just a street name like today. It was a popular evening eating and drinking spot and attracted all sorts, both locals and visitors. Watching the passing parade over a Chinese feed and a few beers was always interesting, especially after about 10 pm when the 'shims' – short for she/hims, the local name for transvestites – began to arrive.

Always beautifully dressed and made up, they were very convincing if you didn't know what you were seeing. I recall one time when a young merchant sailor at the table next to us became more and more engrossed with a particularly attractive shim and one of our group decided to save him from later embarrassment by telling him the girl he was with was really a boy. The sailor grinned and replied; 'Yes, I know. It's good isn't it.' You met all kinds there, but the Bugis Street of those days is long gone and sadly missed.

In 1978-9 the SP2H Neptunes were replaced by P3C Orions. No.10 Squadron was relocated to Edinburgh where all RAAF Orions were now based as part of the newly formed 92 Wing. A combined maritime training squadron, MATS (Maritime Air Training Squadron) replaced the 11 Squadron training flight and I became a member of it.

We had good simulators and procedural trainers, proven syllabuses and experienced staff, but our CO was unhappy – to him squadrons all had numbers and the name MATS had to go. Most people didn't care, but he fought the good fight, eventually won and 292 Squadron came into being. Nothing else of significance changed, but we soon realized one small, but important detail was still outstanding – we lacked a squadron badge.

Such badges all have an emblem and a motto. We concentrated first on the emblem. Reasoning that we trained the crews for Orion the Hunter, we contacted the classics department of the University of South Australia to find out 'who trained Orion?' The answer was not encouraging.

Orion was a great hunter, but when it came to intellectual matters the classical scholars described him as 'an untutored clot.' It was back to the drawing board. A squadron badge featuring a South Australian Sea Eagle and the motto Prepare the Hunter was eventually adopted – a good outcome in the circumstances.

As the decade progressed, the Arabian Sea area became more and more important. The Soviets established a naval presence in Aden, built an airbase in Berbera, Somalia, and began deployments of warships, for up to six months, in the northern parts of the Indian Ocean.

This gave them naval and air assets at the western end of the Arabian Gulf and the potential to control shipping through the Red Sea - and with it the Suez Canal. The implications in times of tension or something worse were obvious. In



Diego Garcia, Indian Ocean Photo: Google Maps

response, the Americans put a carrier battle group in the Gulf and looked around for a permanent anchorage and airfield in a safe location.

Diego Garcia, part of the British owned Chagos Archipelago, was the best place available. The British agreed to a permanent US base on Diego Garcia and by 1977 work was underway on a suitable anchorage for naval ships and extensions to the airfield.

In more rational times this would have passed virtually unnoticed in Australia. But these were not rational times in Australia. Today, virtually everyone is glad we won the Cold War, but in the 1970s many Australians were very unhappy with the fight and added Diego Garcia to the long list of things they didn't like.

No matter that the sins of Communism were widely known - the Soviet Gulags, the many millions who died under Stalin and Mao and the vicious nature of Communism in action. For some, these atrocities made no difference. Instead of being appalled, they chose to ignore them, oppose Diego Garcia and attack anyone and everyone who disagreed with them. It was not a good time to be a serviceman and many bit their tongues and kept a low profile.

In retrospect this stance on Diego was completely irrational. The facts of the matter are simple and in no way justify the anger of the aggrieved Left. Diego Garcia is almost in the middle of nowhere, five degrees below the equator south of the Maldives. A small to middling sized US base there was, by most assessments, a pretty low-key response to increasing Soviet and Chinese presence in East Africa and the Arabian Sea.

But that is not how it was seen by sections of the Australian public, still angry over Vietnam and opposed to anything the Americans did or might do. Diego was labeled a secret spy base – which it wasn't, it was simply remote and little known. Rallies in opposition were held and the press had a field day reporting all and every scrap of rumour and misinformation.

Not surprisingly, most of us couldn't wait to go there. We flew patrols there and back, looking mainly for Russian warships. We usually found one or two and did all the usual intelligence gathering things like taking photographs and collecting acoustic intelligence with sonobuoys and electronic intelligence from any operating radars.

Rules of engagement limited us to one pass along track and never across the bows. This meant we manned every available window with a photographer and hoped they would cooperate and fire up some radars so we could record their transmissions. They usually had their big search radars going and sometimes tested the fire-control radars on their anti-air systems as we passed.

This didn't bother us until someone took a movie showing that the missile batteries controlled by the radars had also tracked us throughout a flypast. I was never very worried. They had no more wish to start WWII than we did, and in fact I felt sorry for them. Most of the crew were conscripts who must have found six months drifting around the Indian Ocean incredibly boring.

Initially, if we surprised them we would see sailors sunbaking on the deck and others waving as we passed. This did not go over well in Moscow and our intelligence told us both practices had been banned. This proved to be true, and later flypasts evoked no response from the sailors. We could only guess at the conditions on board, but the signs pointed to a shoestring operation – by the end of their deployments most ships were rusty and from time to time we would find one towing another to save fuel.

It was all pretty silly and very serious at the same time, and more than justified a US base in Diego Garcia. The base on Diego was much larger than the facilities on Cocos, but the geography is quite similar – both are coral atolls. In my time no squadrons were based there, long-term detachments being favoured instead. Similar arrangements existed for shipping, be they supply or combat.

In those times the Chagos Archipelago was British and administered accordingly, with an RN Lieutenant Commander as governor and British customs and immigration officials. On arrival we received a rather rambling address explaining these arrangements and describing efforts to combat the import of drugs from Asia with measures like sniffer dogs and body searches – which we wouldn't be subjected to as we hadn't come from Asia.

One of our crew dozed through the brief and only took in the bit about sniffer dogs and body searches, and then not very well as it turned out. When the briefing officer asked for questions he stunned even those who knew him well by asking if, when body searches and sniffer dogs were used, the officers got the dogs with the warm noses. I don't recall the reply, but I suspect the question put back RAAF, RN relations in Diego Garcia for some time.

Although only about seven degrees nearer the equator than Cocos, Diego has a more equatorial summer climate. Cocos enjoys cooling breezes almost all year, but at times Diego summer evenings are still, humid, hot and quite unpleasant. A USN officer said so in a letter to his wife, in which he enclosed

a photo of a beautiful sunset over an orange tinted lagoon, all framed by a curving palm tree.

The photo was a mistake. His wife wrote back along the lines: 'you are clearly living in paradise, there's thick snow on the ground here, it's freezing and gloomy, so stop complaining'. They had obviously been married for some years.

The wisdom of a base on Diego was confirmed at Christmas 1979 when Russian paratroopers landed in Kabul, the Capital of Afghanistan. The country was in the grip of a civil war sparked by the communist prime minister's attempts to sweep aside longstanding Muslim traditions and modernize the country.

Muslims everywhere rose in opposition and declared a holy war. Russia sent in troops to support their communist mate and the rest, as we all know, is history, with victory for the Mujahdeen and eventual withdrawal of Russian forces after almost a decade of costly fighting. In the meantime, it seemed that the USSR was strengthening its grip on the region and the US and its allies responded by maintaining a good presence in the region. The Australian defence vote was increased, but I can't recall any other reaction of note.

The end of 1980 saw the end of my flying career and a posting to AJASS, the Australian Joint Anti-Submarine School on the RAN Naval Air Station near Nowra, on the NSW south coast. By then, as well as the places mentioned, I had also visited Canada, California, the Seychelles and Egypt – at times thanks more to the fact that the P3B could go to such places with ease, than to the Cold War.

AJASS was a most enjoyable and instructive posting. We not only ran courses, but helped run exercises and I learned much about how the other half (the RAN) lived and worked. I have a good regard for those who 'go down to the sea in ships', but my regard for those who go 'under the waves in boats' is higher still.

I couldn't be a submariner – the mere thought of living in a metal tube under the water for months is simply too much for me – but I got on well with those I met, finding them smart and practical men. This opinion was confirmed during an AJASS study period to discuss tactics and effectiveness of the Harpoon cruise missile then being acquired for P3s, ships and submarines.

The missile skims the surface at high speed before using one of a number of attack profiles to hit a ship above the waterline. One participant was an older, experienced submarine captain. He listened quietly for sometime before reminding everyone that the Harpoon hits above the water line and: 'if you want to sink a ship, it's best to fill it with water, not with air'. Very true – and a good thought with which to end this narrative.

After AJASS I left the operational world and became a staff officer in Canberra. There I was part of the frustrating but vital task of assisting our senior men run the RAAF – and while it was all very important at the time, little of it was memorable and none of it merits a written memoir.

So there will be no more from me about my RAAF days. I hope you have enjoyed reading my series of jottings about the RAAF in the 1960s and 70s and our part in the Cold War – which, for the record, I am very thankful we won.



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The transition from traditional Nav Bags to EFBs has been taken on at different rates by aircrew with the more experienced pilots still taking their paper maps to the aircraft as a backup, while the newer/younger generation pilots are more than happy to ditch paper altogether. I was more than happy to not have to spend hours amending paper DAPs, although I felt a little empty handed on my first IFR transit from Townsville to Sydney with nothing but a checklist and iPads on hand.”

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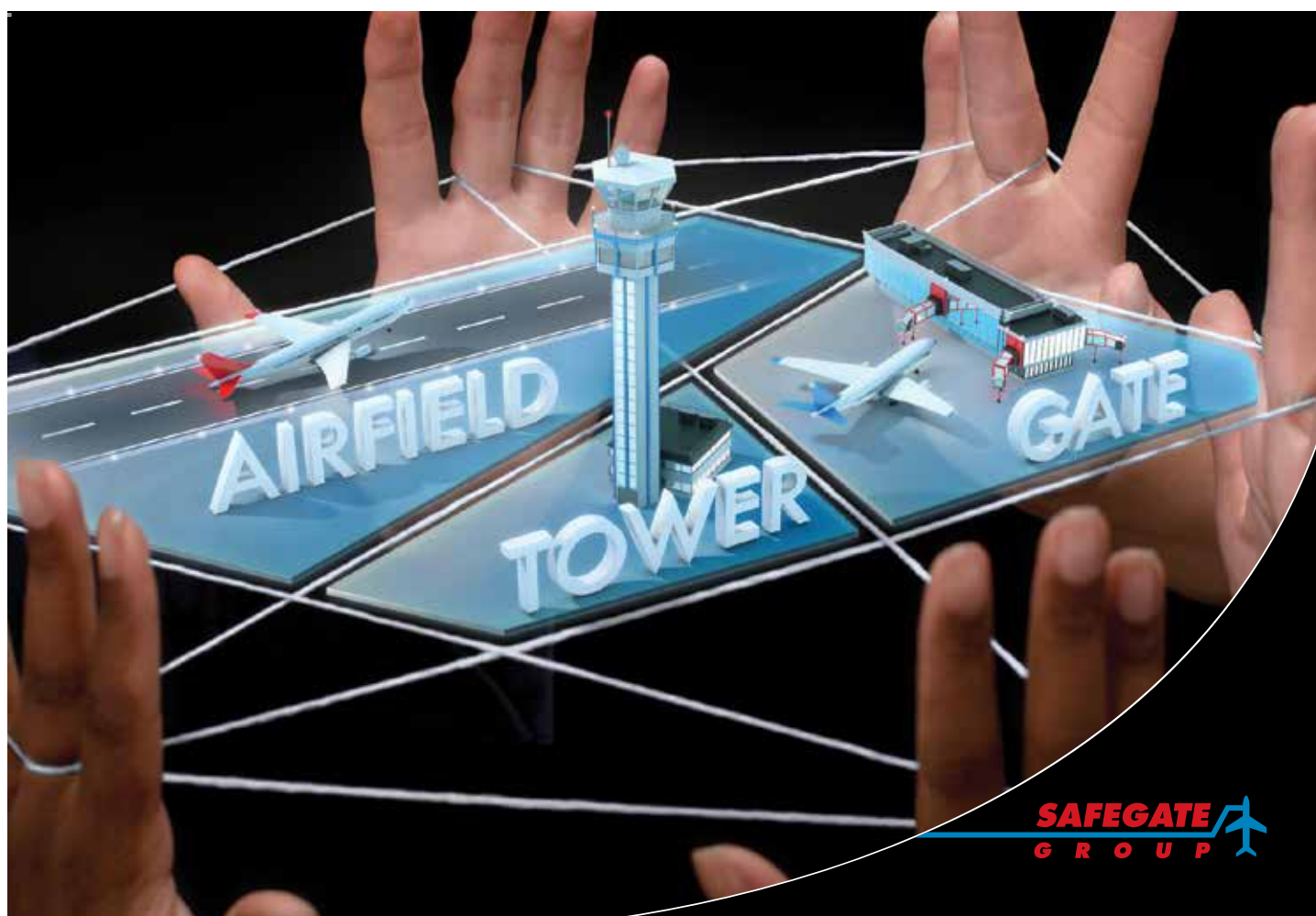
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Length	153 ft 2 in	46.68 m
Wingspan	108 ft	32.92 m
Cruising Speed	610 mph	982 km/h
Seating	up to 151	
Engines	Three P & W JT8D—15	
	15,500 lb. Thrust	68.9 kN Thrust



McDonnell-Douglas DC9		
	Imperial	Metric
Length	119 ft 4 in	36.37 m
Wingspan	93 ft 4 in	28.45 m
Cruising Speed	560 mph	901 km/h
Seating	up to 100	
Engines	2 P & W JT8D—7 Fan Jets	
	Thrust 14,000	62.3 kN Thrust



Fokker F27		
	Imperial	Metric
Prop-Jet		
Length	75 ft 9 in	23.09 m
Wingspan	95 ft 2 in	29.00 m
Cruising Speed	300 mph	483 km/h
Seating	up to 40	



Fokker F28		
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The Detractions in the Life of a Fighter Pilot

Australian Wing Commander Noel Constantine was a fighter pilot in the RAF at the outbreak of the Second World War. In operations over France, the North Sea, the Battle of Britain, in Ceylon, India and Burma, he became a fighter ace, and yet his outstanding service until the end of the war is not well known

In August 1940 Australian Flying Officer Noel Constantine wrote of the life of a fighter pilot in Britain - and its detractions. The constant vigilance at readiness was exhausting, week after week, month after month, alarm after alarm, 2-3 minutes to get into the air – land, refuel, re-arm, off again. And always the yearning for a chance to sleep.

Whilst stationed with No 141 Squadron RAF at Folkstone in Kent, Constantine found that his fighter patrols over the English Channel, gripped him heart, body and soul. There was no outside world, just dozens of whirling aircraft – and you or the other fellow.

'On beautiful cloudless days, watching from the ground we could see the French coast quite plainly. Through field-glasses we could see a multitude of black dots swirl off the ground high into the sky. A convoy lazing its way through the channel in all serenity, then it would come – columns of water shooting skyward obliterating the ships. One after another the Junkers would come hurtling down. Then the muffled sound of AA, and suddenly fifty or more hostile aircraft would appear over our own aerodrome – the battle is on!'

On one occasion Constantine was in an organised attack, of thirty six aircraft, Spitfires, Hurricanes and Defiants, against as many as an estimated 150 Luftwaffe bombers and fighter escorts.

Aircraft are milling, writhing, circling, then one colossal dogfight. It is one complete mix-up, a melee, actors in a giant firework display. Far below several aircraft are disappearing towards earth leaving long trails of smoke and flame. Fighter versus fighter. German bombers still carrying on unloading their cargoes. Every now and then a Hurricane, Spitfire or Defiant would break away and get a head-on with a bomber – finis! Far below several parachutes are mushrooming, and leisurely following the burning machines. Five minutes and it's all over. My God one lives a lifetime in those few minutes.

Following a few weeks based at Folkestone, on operations protecting shipping convoys, Constantine returned with his squadron of Boulton Paul Defiant fighters to their home station at Grangemouth, Scotland. The Boulton Paul Defiant was a two-seat and multi-gun barrel turret fighter, which entered service in the RAF in 1939. After some initial success it proved inferior to the more agile tactics of conventional fighters of the Luftwaffe. Despite its greater weight than the German fighters, its top speed of 304 mph helped the Defiant to be

more effective for a period as a night-fighter, as well as in protection patrols for shipping.

The month of August in 1940 was at the height of the Battle of Britain. Yet while the Spitfires and Hurricanes fought to halt the Luftwaffe's attempt to win the air war over Britain's cities, squadrons such as No 141 continued the unceasing struggle to protect shipping at sea. This was a struggle just as crucial, and one that would continue until the end of the war. In a letter of 28 August 1940 to his mother, Constantine writes from RAF Montrose in Scotland, saying that there is nothing else to speak of except war.

It absorbs all our waking and sleeping hours. We're at 'readiness' night and day, which means that we have to be in the air within three minutes – that involves sleeping in flying clothing by our aircraft. On busy days it is one patrol after another, only on the ground to re-arm and refuel and off again. The ground crews are marvellous, doing quick repairs, refuelling and rearming – models of speed and efficiency.

We had held together pretty well for eight months, then one day we were utterly surprised over the French coast by a mass of German fighters. They came out of the sun... when we headed for home, poor old Gardiner never got there. His engine was streaming oil and petrol, he just suddenly dived into the sea. As we reached the coast, Donald's aircraft blew up. He and his air-gunner were burnt to death. Johnny



SQNLDR Noel Constantine (right) of No 273 Squadron (Hurricanes) at Katakurunda, Ceylon, 20 July 1942.



Five Spitfire Aces of No 136 Squadron: (L-R) FLG OFF Dudley J 'Barney' Barnett (RAAF), FLG OFF Frank Wilding DFC, SQNLDR A Noel Constantine (Aus) (seated on wing), FLT LT Gordon Conway DFC and FLT LT Denis E Garvan DFC (RAAF), of No 136 Squadron RAF. 15 January 1944 in Arakan, Burma. Photo: Bryn Evans

Noel Constantine was born in 1914 in Moama, New South Wales, and later lived with his widowed mother in Phillip Island, Victoria. After studying pharmacy at Melbourne University, in 1937 he travelled to London, and in 1938 joined the RAF on a short service commission.

At the end of 1941 Constantine was posted to India Command, and promoted to Squadron Leader of No 273 Squadron RAF flying Hurricanes in Ceylon. In July 1943 he transferred to take command of the Hurricanes of No 136 Squadron RAF at Baigachi, about twenty five miles from Calcutta in north east India. As the battle for the skies over India and Burma with the Japanese intensified in late 1943, Constantine led 136 Squadron as it converted to Spitfires. With other fighter squadrons in 1944, they took part in the toughest air

London crashed 100 yards from the aerodrome, just couldn't quite make it.

We lost six of our boys and their six gunners, three were New Zealanders and one Canadian. The CO Tamblyn and myself alone got back. That rather finished us for the day, though we did have the satisfaction of seeing a few of their fighters slide away in flames too. That evening I went to London and went to several night clubs, and got thoroughly smashed.

Tonight here in Montrose is a bad one. Cloud right down to the ground, and though we can hear at this moment many German bombers high above the clouds, we are not risking going off in this weather, as we could never find them, and they can't see anything either in this visibility. The rest of the boys have taken advantage of the break and gone to bed... me too very shortly.

We miss the chaps very much...I wonder how it will all end. I have been miraculously fortunate so far, but have certain misgivings that it will not always be so. How can one expect a continued existence? If one survives four or five of those violent engagements, you are a veteran in your own squadron. I honestly don't fear my fate, mainly because I don't contemplate it much, and one becomes so used to seeing one's pals disappear one by one. It's as though they are just transferred to another unit. I can't imagine them dead, say as Mack our father is dead. It's different somehow. Perhaps it is because each one of us has had such ample warning that death is no surprise. And I would not change my life.

fighting of the Burma campaign, to wrest air superiority from the Japanese air force.

Notes:

1. The above article is drawn from my book *Air Battle for Burma*, scheduled for publication in 2016 by Pen & Sword Ltd UK. This is the second in a trilogy of books, following *The Decisive Campaigns of the Desert Air Force 1942 – 1945*, which recount many untold stories of airmen in World War II.
2. My thanks to Geoff Constantine for giving me access to letters written by his uncle, Wing Commander Noel Constantine.
3. I would be delighted to hear from veterans and their families, with any stories and photographs from the air campaign in Burma during 1941-45.

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Flight Sergeant Jason Skeggs - BAvMan graduate - currently enrolled in the Massey University Master of Aviation (Professional)

RAAF Base Pearce WA

by Serge DeSilva-Ranasinghe and Mitchell Sutton

*“Pearce is going to remain the primary base in the West”:
The Royal Australian Air Force in Western Australia*

Though widely seen in Defence terms as a ‘Navy state,’ it is seldom realised that Western Australia is home to important Royal Australian Air Force facilities. Around 35 km north of Perth lies RAAF Base Pearce, named in honour of WA politician Sir George Pearce, the Air Force’s primary fixed-wing training centre, and permanent base on the Australia’s western seaboard. First constructed in 1935 to provide the fledgling Force with an establishment in Western Australia, RAAF Base Pearce has become an enduring feature of the Air Force’s posture.

History and development

As Wing Commander Peter Kershaw, the commanding officer of the Pearce-based No 25 Squadron, illustrated, the base fills a specific purpose in the Air Force’s national operations. “Pearce is primarily set up as a training base, but also has the ability to support major exercises and operations,” he said.

The rationale for building an airbase astride the Indian Ocean was vindicated less than a decade after the base opened, with Pearce playing a key role in the defence of Australia during World War II. Lying at the nexus of a series of new bases rapidly formed in the State’s south-west at Cunderdin, Guildford and Maylands, Pearce was to play an operational and training role for the duration of the war. The base hosted the anti-submarine and reconnaissance patrol aircraft of No 14 Squadron, the air-defence, trainer and bomber forces of No 25 Squadron and the transports of No 35 Squadron. It proved highly useful, with bombers staged from the base conducting missions as far as the Indonesian archipelago.

Pearce survived the wave of base shutdowns and consolidation that occurred after the war, and took on its current role as the RAAF’s premier advanced fixed-wing flying training school in 1958. In view of its geographic location the base has also taken on a number of other uses in recent years. RAAF aircraft heading to the Middle East Area of Operations, such as C-17 Globemaster transports and F/A-18 Hornet strike fighters, frequently use Pearce (and the more northerly Learmonth) as their last Australian stop-over point. It has also proven to be a useful staging area for AP-3C Orion aircraft operating on patrols in the Indian Ocean, and receives visiting UK and US military aircraft on a regular basis. In addition, the Republic of Singapore Air Force (RSAF) is also present at the base, and since 1993 has conducted all of its initial pilot training at Pearce through its No 130 Squadron and Standards Squadron.

Despite the standardised level of support it provides, there are a number of qualities that make RAAF Base Pearce unique. “We have three runways here, which is probably one of the things that makes it relatively uncommon,” said

Wing Commander Kershaw. “The other thing that’s unique to Pearce is the rate of effort with flying. The base is well set up to support that, and with around 110,000 movements a year at Pearce and Gingin combined, it’s by far the busiest military airspace in Australia,” he said. Explaining how Pearce ranks among the RAAF’s 11 permanent bases, Wing Commander Kershaw affirmed: “If you want to use number of aircraft movements, then Pearce is number one. By the number of aircraft permanently stationed here, Pearce is second only to Amberley. By number of flying squadrons, apron space and overall personnel, it’s about average.”

Force Structure

As an advanced fixed-wing flying training centre is Pearce’s two training squadrons and myriad support formations, totalling around 230 uniformed personnel. No 2 Flying Training School (2FTS) is the primary training unit on the base, providing intermediate training with the Pilatus PC-9 for graduates of the RAAF’s Basic Flying Training School at BAE System’s Tamworth facility. During the 12 month course of over 100 flying hours, students are taught the skills necessary to safely take off, handle, and land the PC-9 on any airfield in any given condition, as well as gaining the standard instrument ratings necessary for aviators.

It is during this training that the pilots are streamed into the types of aircraft they will spend the first part of their careers flying, based on aptitude and service demand. Royal Australian Navy helicopter pilots also receive part of their initial military flight training with 2FTS, before advancing to rotary-wing training at HMAS Albatross. Around four such courses are held per year, with around 60 graduating per year, depending on pass rates and demand. “It’s not uncommon for a pilot, within 12 months of leaving Pearce as a graduate, to be flying on operations in the Middle East or elsewhere,” said Wing Commander Kershaw.

The second training squadron at Pearce is No 79 Squadron, responsible for lead-in training with some of those students of 2FTS selected for a career in fast-jets. Operating around a dozen Hawk-127 advanced jet trainers, the squadron often assists the Navy during joint interoperability exercises, and is utilised in the training of Army Close Air Support Controllers in Western Australian training areas. As with the other two training squadrons, it has its own contractor maintained flight simulators.

A third training squadron is also present at Pearce, Singapore’s No 130 Squadron, and Standards Squadron with around 120 RSAF and contracted personnel supporting operations with the Pilatus PC-21. Whilst the Singaporeans run their own command and control system, they share the same messes,

training areas, air operations planning forums, aviation risk management forums and standardisation forums as the RAAF training squadrons. "It's just like having another squadron on the base," noted Wing Commander Kershaw. "We have a really good relationship with the RSAF here at Pearce."

Supporting the operation of these training units is No 25 (City of Perth) Squadron, responsible for airbase command and coordination, air operations coordination, mechanical equipment maintenance, air movements, air cargo handling, and base amenities type functions. These include physical and recreational training, chaplaincy services, basic administration services, logistic services, and others. The Squadron is also responsible for the same activities at Learmonth, with a caretaker staff of six personnel and two contractors stationed on site, plus Pearce's satellite airfield at Gingin.



RAAF Base Pearce development started in 1935.

Photo: RAAF

Other support elements at Pearce are detachments from larger units with headquarters elsewhere, including No 2 Expeditionary Health Squadron; No 453 Squadron, which provides air traffic control functions; and No 3 Security Force Squadron, which provides base security in conjunction with civilian contractors. Pearce also hosts branches of a number of Defence agencies, including Defence Support and Reform Group, which manages a wide range of estate maintenance and operational support services; Joint Logistics Unit (West), running a small warehouse on the base for materiel ordered through the national logistics chain; Defence Community Organisation, offering social services to the families of Defence personnel; and No 7 Wing of the Australian Air Force Cadets.

In keeping with the wider trend across Defence, the base also provides employment for a large number of contractors, both local and international. In the former category is Perth-based aviation maintenance company Airflite, which provides support services for 2FTS, and Sydney based Pel-Air, which has two aircraft onsite for target towing and other activities.

Multinationals with a presence at Pearce include BAE Systems, which supports No 79 Squadron; Lockheed Martin, which provides support services and training systems to the Singaporean squadron; and Canadian Helicopter Company, which has helicopters on the base responsible for search and rescue operations. Infrastructure and base support services are provided by national contractors Transfield, Wilson and Veolia. "Most days there are more contractors on base

than there are uniformed people," stated Wing Commander Kershaw.

Operation Southern Indian Ocean

An outstanding example of the base's utility was when Pearce came to world attention in 2014 during the search in the southern Indian Ocean for missing airliner MH-370. As the closest major airfield to the Operation Southern Indian Ocean search area, Pearce played a key role in coordinating and hosting the multinational force of maritime patrol aircraft engaged in the opening months of the mission. In addition to the base's local flying routine, up to 10 wide-bodied aircraft from Malaysia, United States, New Zealand, Japan, China and Korea all operated from the base. "There pretty much wasn't a spare bit of apron that didn't have an aircraft parked on it," recounted Wing Commander Kershaw.

This was not the only aspect of the search that Pearce had to contend with, however. "One of the main activities for the base was actually accommodating all of the VIP visits. That might not sound like much, but a lot of effort goes into arranging a senior diplomatic visit," said Wing Commander Kershaw. "We had very senior government representatives from nearly all nations involved in the search effort here to have a look, and provide their support for what was going on." Surprisingly, the operation did not require any significant additional contractors or RAAF personnel. "It was just a higher rate of effort for the people here who were supporting that, with some minor augmentation from within Air Force," the CO stated. For its efforts during that operation, No 25 (City of Perth) Squadron was awarded the RAAF's annual Hawker Siddeley Trophy, as the Air Force's most proficient combat support squadron.



RAAF Base Pearce, February 2011. *Photo: RAAF*

Future considerations

Though there are currently no plans to expand the infrastructure at Pearce, or to increase the tempo of activities at the base in the future, a gradual upgrading of existing infrastructure worth tens of millions of dollars is currently underway. A new air traffic control tower and associated control systems will soon be introduced, while an extension of the main runway is being planned to cater for future capability requirements such as the P-8 Poseidon maritime patrol aircraft, which will replace the AP-3C Orion. Further modifications to base infrastructure are likely to occur as the PC-9 is replaced under the AIR5428 project.

The programme of asset replacement has been in place

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for some time, with a new headquarters buildings, mess facilities, fuel farm and accommodation facilities having been constructed in recent years. "I think with what you saw on Operation Southern Indian Ocean in 2014, the base is already quite well set up to support a large surge in activity," said Wing Commander Kershaw. "So there hasn't been a need for an expansion of capacity."

When questioned on the future of Pearce, Wing Commander Kershaw seemed sanguine. "The fact that Defence is planning all these upgrades, underlines the fact that Pearce is going to remain the primary base in the West, and also the primary fixed wing training base for the Air Force for at least another generation," he said.

Serge DeSilva-Ranasinghe is a security analyst, defence writer and consultant. He is also a Research Fellow at the US Perth Asia Centre, University of Western Australia and a non-resident Fellow at the National Security Institute, University of Canberra.

Mitchell Sutton is a Perth-based security analyst, defence writer and consultant.

Potential Global Pilot shortage

Boeing has estimated there will be a global shortage of 533,000 pilots over the next 20 years. This situation comes as no surprise. It has resulted from the combined effects of decreased military flight training, soaring civilian instruction costs and the recently mandated increase in hours for U.S. airline first officers. This shortage will grow as many senior pilots reach their mandatory retirement age. Combined, these issues demand we consider measures to address the problem

Why aren't the airlines taking on the training tasks needed to assure that they have an adequate supply of pilots? Is it because they have grown so accustomed to having an adequate supply of individuals who were either trained by the military or who were so dedicated they paid for their own training that they have lost the ability to adapt to new conditions? It is more likely that they have gotten so proficient at pulling the strings of government to provide funding that they naturally look first to the government to solve their problems and only look elsewhere if it appears that their goals can't be achieved that way.

Ultimately, the flying public will pay the bill, so putting the training cost burden on them through passenger taxes to fund government sponsored training, raise ticket cost to provide higher starting salaries as individual incentives to choose flying as a career, or raise ticket cost to cover initial pilot training provided by the airlines really doesn't make much difference.

An organization that broadly represents the airline industry should take the initiative to systematically assess which approach, or which combination of approaches, results in the lowest cost per passenger mile and aggressively press to bring it, or them, into play. *Article from US Breaking Defense*

MH-60R Romeo Wins Coveted AIPM Project of the Year Award

by LM Australia Communications Story Highlights

- The MH-60R Romeo project has received the Project of the Year award for the Australian Capital Territory within the Defence/Aerospace category
- The MH-60R Project has also been nominated as a contender for the national awards
- The MH-60R helicopter program continues to be a model of success for Lockheed Martin, with the aircraft being delivered ahead of schedule Congratulations

Congratulations to all Mission Systems and Training employees involved in the MH-60R Romeo project, which has received the Project of the Year award for the Australian Capital Territory within the Defence/Aerospace category. The award, presented by the Australian Institute of Project Management (AIPM) exists to recognise, honour and promote outstanding achievements in program and project management.



The MH-60R Romeo, equipped with advanced mission systems and sensors by Lockheed Martin Australia Mission Systems and Training (MST), is noted as the world's most advanced Anti-Submarine Warfare multi-mission helicopter.

AIR 9000 Phase 8 Project Director, CAPT Peter Ashworth, delivered the good news, explaining he is "particularly pleased with this award because AIPM, a national non-Defence body, has recognised the hard work and great results achieved by the broader AIR 9000 Phase 8 project". A combination of commitment, drive and trust have amounted to the ongoing success of the MH-60R project, with stakeholders across Defence, the Royal Australian Navy, the US Government and Industry working cohesively to meet schedule and budget requirements. CAPT Peter Ashworth went on to explain that the MH-60R Project has also been nominated as a contender for the national awards, with the nomination "explicitly recognising the excellent teamwork, goodwill and communication by all players".

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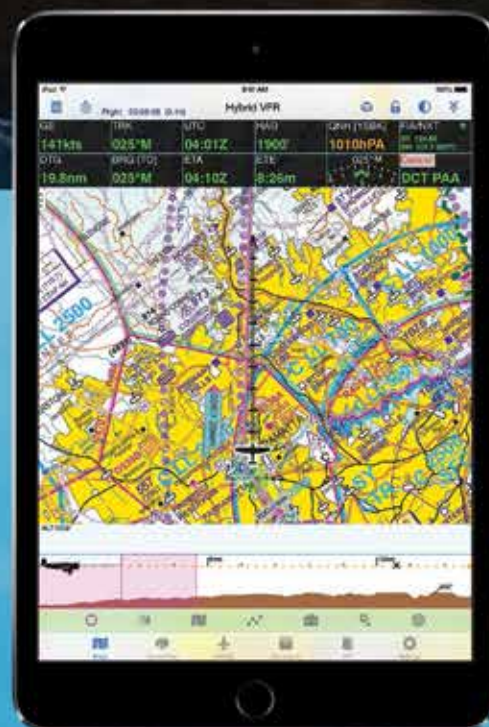
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DVA Liaison - Air Force Association (RAAFA)

The aim of Air Force Association is "Supporting those who served or who are serving". Occasionally Service life has some downsides: injury, disease, illness, bereavement and associated problems. The Department of Veterans Affairs (DVA), fortunately, provides excellent support through welfare service and pension entitlements, but liaison is needed to interface with the bureaucracy of DVA. That's where the Air Force Association (RAAFA) provides a liaison service to assist applicants to cope with the bureaucracy of DVA and also to provide supportive and friendly services.

Generally, the Association policy is to advise applicants not to attempt to submit applications on-line; although the facility does exist, it is far wiser to leave the bureaucratic maze of the application process to trained professionals who have a comprehensive knowledge of DVA procedure. Attempting to submit applications without any detailed knowledge of procedures can lead to frustration generally arising from going up blind alleys and reaching dead ends; leave it to the professionals. Remember that the very first step in the application process is to have your application accepted; and achieving this is really about 80% of the work.

All Divisions of the Air Force Association have access to trained Welfare and Pensions Officers and State contacts are detailed on the Association website, www.raafa.org.au

In Victoria our team of Welfare and Pensions Officers offer advice and support. Based in Hawthorn East, Melbourne, and also serving the whole of Victoria provides challenges, especially the tyranny of distance. This is addressed by the Welfare and Pension Officers liaising with local RSL Sub Branches, DVA Regional Centres and other Ex-Service Organizations to find the closest convenient Officer for the client.

DVA, through its Training and Information Programme (TIP) provides free, comprehensive training to all Welfare and Pension Officers. Our team are all fully trained and accredited and you can take their counsel, advice and support with full confidence.

Contact details for RAAFA (Vic) are:
24-36 Camberwell Rd, Hawthorn East VIC 3122
03 9813 4600 office@raafvic.org.au

Battle of Britain - 75th Anniversary Hobart

The RAAF Association (Tasmania Division) commemorated the 75th Anniversary of the Battle of Britain in Hobart on 19 and 20 September 2015. The weekend of commemorations included the Hobart Lord Mayor's reception on Friday evening, a Ecumenical Church Service at St David's Cathedral and a Commemorative Battle of Britain Dining-in-Night on the Saturday, followed by a Commemorative Ceremony on Sunday at the Hobart Cenotaph. RAAF Association National Council supports the annual commemoration in Hobart of the Battle which remembers the Few who fought the series

of heroic air engagements that changed the course of World War II and stopped the planned German invasion of Britain. It recognises the heroism on both sides of the conflict and the air power of the time.



The Australian National Flag is paraded into St David's Cathedral during a service of National Commemoration for the Battle of Britain. Photo: CPL Shannon McCarthy RAAF



RAAF Chaplain, Air Commodore Kevin Russell leads Chief of the Defence Force, Air Chief Marshal Mark Binskin, AC to lay a wreath at a National Commemoration for the Battle of Britain, held at St David's Cathedral, Hobart.

Photo: CPL Shannon McCarthy RAAF

Attendees included Chief of Defence Force, Air Chief Marshal Mark Binskin AC, Air Commodore Joe Iervasi OAM, representing the CAF, Air-Vice Marshal Tim Bishop OBE, Royal Air Force, Defence Attaches and High Commission/Embassy officials from Canberra, service members, ex-service veterans and local dignitaries.

The commemorations were supported by the Air Force Band, Australia's Federation Guard, Air Force Hawk 127 fighter training jets from No 79 Squadron, RAAF Base Pearce WA, the Air Force Roulettes with their PC-9 trainer aircraft and No 29 Squadron, from Hobart.

The Chairman of the Battle of Britain Planning Committee, AVM Peter Scully (Retd) said the Tasmania Division of the RAAF Association was delighted with the weekend's activities. The weather was perfect and the number of veterans, ex-service members and visitors made the weekend a



Senior officers lay wreaths at the Hobart Cenotaph, (L-R): AIRCDRE Joe Iervasi, representing CAF, CDF Air Chief Marshal Mark Binskin, and AVM Tim Bishop RAAF.
Photo: CPL Shannon McCarthy RAAF

resounding success. Over 60 Air force Cadets from No 5 Wing formed an honour guard at the Cenotaph; AVM Scully said later that they did an outstanding job in supporting the commemorations over the weekend.

In addition to RAAF elements at the commemoration, the RAAF Association National Council held its Annual General Meeting in Hobart, supporting the Tasmania Division in its Commemoration and the activities over the weekend.



The Air Force Roulettes fly over the Hobart Cenotaph during the Battle of Brittan ceremony Cenotaph.
Photo: CPL Shannon McCarthy RAAF

RAAF Memorial Grove - Majura

Solar lighting for the central cairn at the Memorial Grove was recently installed and operates each night. The light gives a special effect to this special place – recognised by a recent item in the Canberra Times featuring VP Bob Weight who put much effort into the project.



The central cairn at the Memorial Grove. Photos Bob Weight

The project was funded by the Canberra Airport group and The Power Saving Centre (Canberra) carried out the installation. The RAAF Association (ACT Division) is grateful for the support from both organisations and thanked the CEO Canberra Airport Group, Stephen Byron and Mick Burgess and Rob Hanily from the Power Saving Centre for the project completion.



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A love of life-long learning begins at St Joseph's School, North Ipswich

WITH more families choosing a Catholic education for their children, now is the time for parents to think about enrolling for 2016.

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More than 72,000 students filled classrooms at the beginning of 2015, building on a 35 per cent growth over the past 10 years in 137 Brisbane Catholic Education (BCE) schools across Brisbane archdiocese, which covers metropolitan Brisbane, the Gold and Sunshine coasts, west to South Burnett and north to Childers.

BCE Executive Director Pam Betts said the significant growth in enrolments over the past 10 years indicated the value families placed upon a faith-based, high quality, affordable education for their children.

"Parents are attracted to the faith-based ethos of our schools and the feeling of being a part of this experience is a major motivator in parental selection of education for their sons and daughters," she said.

Working closely with parishes and communities, Catholic schools are the face of the Church to young families seeking support for their challenging work of parenting and educating in faith and values.

Founded on Christ and firmly focused on the challenges of the 21st century, committed staff ensure all Catholic families, regardless of their financial situation, are welcome.

Our Catholic schools are fundamental to bringing the presence of Christ and the Church into the lives of people, especially those who are marginalised or experience disadvantage.

This reflects the great tradition of many of the religious orders and their founders,

including Australia's first saint - Mary MacKillop - and the ongoing commitment of Catholic Education in furthering the Brisbane archdiocesan vision of "Jesus Communion Mission" through the educational ministry of the Church.

Catholic schools now educate about one in five Queensland children.

As welcoming communities, those of different cultural backgrounds and faith traditions also are made to feel at home and every student is given the opportunity to experience success by reaching their full potential in all aspects of school life.

Our staff recognise education is about establishing strong foundations for success in life-long learning and empowering students to make transitions throughout their schooling and into the world of work.

Students are seen as active participants in the learning process and their spiritual, physical, emotional, and social development is of equal importance with teachers aware of the wide variation within any one group of students in their development. G FRAMEWORK

Pastoral care is also a distinguishing feature in Catholic schools with students gaining a sense of identity, purpose, success and wellbeing within the context of a Catholic community.

Healthy eating and physical activities also play an important role of the mix in Catholic schools with the school curriculum seeking to improve students' understanding of good nutrition and helping them develop the skills to make positive health decisions.

For more information about a Catholic school near you or an enrolment pack visit www.brisbanecatholicschools.com.au or call (07) 3033 7000.



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Air League Officers Honoured

On the 13th September 2015 at the NSW Group Review, NSW Boys' Group Commissioner Raymond McKenzie was honoured with the Australian Air League's highest honour - the Award of Life Membership by Chief Commissioner Ian Rickards.



Group Commissioner Raymond McKenzie receiving the award of Life Membership from Chief Commissioner Ian Rickards

Ray McKenzie joined the Australian Air League Blacktown Squadron as a cadet in 1955 and made steady progress through the ranks to the position of Drum Major with the band, winning many competitions. In 1961 he became an Officer with the Squadron and held a number of appointments with the Squadron including Squadron Officer Commanding from 1985 through to 2005.

Among the many highlights of his time as Squadron OC were the construction of the new Squadron hall at Blacktown in 1988 and being acknowledged in Federal Parliament by Federal Member for Greenway Louise Markus MP for the work of the Squadron in 2004.

As well as his role with Blacktown Squadron, Ray has held a number of other appointments with the Air League including NSW Boys Group Band Officer, Officer Commanding Kerr Wing, as well as Group Administration Commissioner, Group Operations Commissioner, Group Chairman and Group Records Officer. Ray is also a branch committee member for Blacktown Squadron and previously Penrith Squadron. He was a member of the Future Committee during the production of the League's updated Memorandum and Articles of Association and also a past Councillor on the Council of the Air League.

Ray has also been a keen supporter of NSW Girls Group and his wife Robyn, the NSW Girls' Group Executive Commissioner providing assistance at Athletics and Swimming Carnivals, Training and Recreation camps and undertaking instructional roles to pass on his knowledge of the League.

Each ANZAC Day the Australian Air League has assisted the Air Force contingent of the Sydney ANZAC Day March and Ray has worked tirelessly for many years with the RAAF Association co-ordinating these events.

Group Commissioner Raymond McKenzie has excelled as a fine example of a loyal and respected NCO and then Officer of the Australian Air League for 60 years and the Award of Life Membership is a fitting and just reward to a member who has given so many years actively serving the Australian Air League and the youth associated with it.

The following month Chief Commissioner Ian Rickards was surprised and visibly pleased to receive his Bar to the DSA Medal from the 2015 Cadets of the Year at a special presentation ceremony during the Victoria Group Review on 4th October. The Bar to a Distinguished Service Award is the Air League's highest award for service and was granted by the Council of the Air League in recognition of Mr Rickards' long and outstanding commitment to the organisation for over 40 years.



Chief Commissioner Ian Rickards receives his Bar to the DSA medals from the 2015 Cadets of the Year

In February 2015 Chief Comr Rickards presented awards in NSW to the top male and female cadet for 2015, both from the Victoria Group. However, Cpl Benjamin Tam and Cpl Rebecca Newbery never expected the awards process would be reversed in their term of duty as leaders of the Cadet of the Year Advisory Group. Federal Training Commissioner Tom Short said afterwards, 'This occasion was a historic event for the Air League because the DSA Bar has never been presented before, and it was the first time Cadet of the Year winners have been invited to present such a prestigious award. It was an occasion everyone will remember for some time'.

With almost perfect weather, the Victorian Review was further enhanced by a large contingent of cadets and officers from the South Australian Wing. The cadets took part in a number of competitions and picked-up several awards. To mark the occasion, South Australia's Cadet of the Year, Cpl Daniel Oliver was also invited to join the DSA presentation party.

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450 Squadron 75th Anniversary

The countdown is on for the upcoming 75th Anniversary of No. 450 Squadron on Saturday 9 and 10 April 2016.

If you were one of the 300 people who attended the 60th Anniversary held in Newcastle in 2006 you will understand how much it means for everyone to become involved. The descendants of No. 450 Squadron have greatly increased over the last 9 years so it is expected that the attendance for 2016 will be just as impressive.

This is a major occasion for our association and will involve a lot of organisation. We are taking names of those interested in attending and hope that your name will be on the list. We are also taking names of those male descendants in their late teens, early twenties who would like to take part in the re-enactment of men of No. 450 Squadron leaving Civic Railway Station, Newcastle on Saturday 9th April 2016.

We are looking forward to your continued support and trust that you and your family will consider attending our celebrations which will be held in Newcastle.

Plans for the celebrations will be forwarded to you as they are finalised. They will include venues, accommodation and travel options etc. Please forward your intentions by reply mail.

Sandi Nipperess, Secretary/Webmaster
450 Squadron RAAF Association Inc.
PO Box W79, CESSNOCK WEST NSW 2325
secretary@450squadron.org.au
Mobile: 0428 599 979
www.450squadron.org.au www.450squadronraafassoc.com

No 22 Squadron Plaque - Richmond

No 22 (City of Sydney) Squadron Association historian Allan Campbell is putting together a list of 22 SQN members who died on duty excluding those who died during WWII. A plaque is to be placed at the Chapel at RAAF RICHMOND NSW. Any member who knows of a 22 SQN member who died on duty please let me know the name(s) so that this project can proceed.

Alan Lyons, President
No 22 (City of Sydney) Squadron Association
56 Caravan Head Rd, OYSTER BAY NSW 2225
Tel: 02 95892537 Mob: 0414591072

World War II - Northern Ireland

From Andy Glenfield who lives in Northern Ireland.

"I have a keen interest in the involvement of Northern Ireland during WW2 and will research locations then visit, photograph and put together what I find with some information on my website "The Second World War in Northern Ireland" which I invite you to visit at <http://www.ww2ni.webs.com>. I want you to know that these men have never been forgotten and their last resting place is well tended in Northern Ireland."

"I hope that you will pass details of my website to your Membership as I guess they may be interested in my visits to all of our old WW2 Airfields as well as some of the other places I have included. I have visited the graves on a number of

Australian Air Force personnel and some of their Headstones are photographed on his website."

ww2ni@btinternet.com

Search for Lost Relative

Gareth Cooper is looking for a lost relative:

"Looking for lost family contact. I am looking for contact details for my uncle, WOFF Alan J Cooper, posted in 1986 to No. 1 Stores Depot RAAF Tottenham, Victoria. Likely age now would be about 74 years and may have moved on retirement to the USA. Please send any information to Gareth Cooper, 44 Station Road Dover, TAS, 7117, or gareth.t.cooper@gmail.com..

The Hon Stuart Robert MP
Minister for Veterans' Affairs
Minister for Human Services
Minister Assisting the Prime Minister for the Centenary of ANZAC

Standing Ovation for the Gallipoli Symphony

The Gallipoli Symphony premiered to an enthusiastic audience in Brisbane on 24 November 2015. Performed by the Queensland Symphony Orchestra, and supported by soloists from Australia, New Zealand and Turkey, last night's performance is the only time the full musical and visual masterpiece is planned to be staged in Australia.

Minister for Veterans' Affairs and Minister Assisting the Prime Minister for the Centenary of ANZAC, Stuart Robert, said the Gallipoli Symphony is a significant event for the Anzac Centenary, honouring the Australian, New Zealand and Turkish First World War legacy in a unique and enduring way.

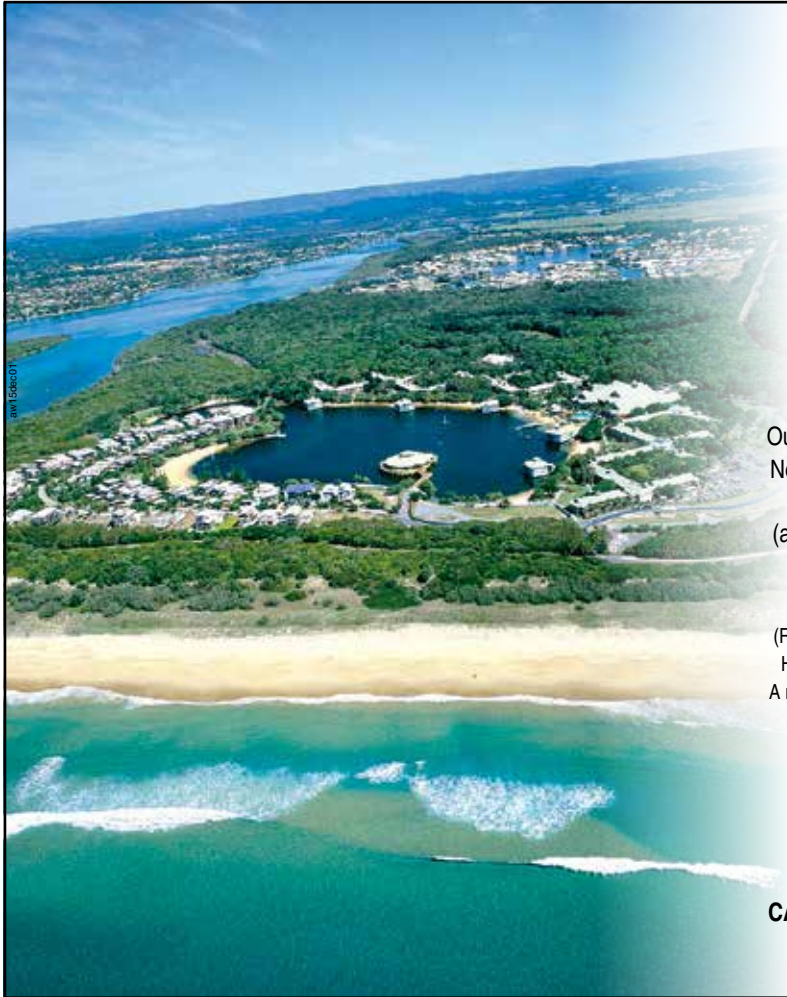
"As we commemorate the Anzac Centenary we are reminded again of the impact the Gallipoli Campaign had on our three nations, and the triumph of co-operation and friendship over adversity," Mr Robert said.

"The performance was a fitting tribute to those who forged the ANZAC legacy in 1915, and to those who have maintained those traditions over the last 100 years."

The Gallipoli Symphony showcases the works of 11 noted international composers with renowned conductor Jessica Cottis leading the Queensland Symphony Orchestra and the St Joseph's College and All Hallows' School's Gallipoli Choir.

The Symphony's international premiere, held in Istanbul in August, was recorded by the ABC. The DVD is now available from the ABC's online shop: <https://shop.abc.net.au/products/gallipoli-symphony-dvd>. The Australian performance was broadcast on ABC Classic FM.

The Gallipoli Symphony, commissioned by the Department of Veterans' Affairs in 2006, has received generous support for the international and Australian premieres from the Turkish and New Zealand Governments, the Queensland Government, Qantas Airways and the Queensland Performing Arts Centre.



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Rotortech 2016 – Set to break a record?

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

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

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

Rotortech 2014 was held in May 2014 as the inaugural event of Australian Helicopter Industry Association. Exhibitors later

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

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

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

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



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First 78WG Vampire lost in Cyprus

On 4 Nov 52, 12 Vampires of No 78 Wing were leaving from Nicosia, Cyprus, when the aircraft flown by Flying Officer Lyall Klaffer experienced an emergency. The Wing formation was returning from a navigational exercise from Malta to Iraq, using El Adem (the airfield at Tobruk, Libya) and Nicosia as staging points. While refuelling at a disused strip at Nicosia, Klaffer took the opportunity to purchase some brandy for the base at Halfar which he stowed in the ammunition bins of his Vampire, WR174. At take-off, Klaffer's wingman reported that Klaffer's starboard bin door had opened, which caused him to abort the take-off. This meant retracting the wheels to prevent the aircraft running over a cliff at the end of the runway and, as a result, the Vampire was completely wrecked. Despite an official inquiry, no disciplinary action resulted and Klaffer's aircraft was replaced a few months later.



First Vampire loss - after aborting takeoff at Nicosia, Nov 1952. Photo: RAAF

P-3B Orion Crash in USA

A new P-3B Orion (A9-296), awaiting delivery to the RAAF following acceptance from the Lockheed Aircraft Corporation factory at Burbank, California, was destroyed by fire after the undercarriage failed on landing at Moffatt Naval Air Station on 12 April 1968.

The crew of eight escaped via the starboard overwing hatch. An Airborne Electronics Officer (AEO), Flight Lieutenant Paul Fuller, took this photo as he cleared the aircraft. The aircraft was one of the first three of this type due to reach Australia on 29 April, but the arrival date was deferred until 13 May while the cause of the crash was investigated.



P-3B Orion in flames after a landing accident. Photo: FLTLT Paul Fuller, RAAF

Australia's order was initially for 10 Orions to equip No 11 Squadron (relocated from Richmond, NSW, to Edinburgh, South Australia) for maritime patrol duties. The serial numbers for these aircraft ranged from A9-291 to A9-300, but an additional Orion (A9-605) was purchased to replace the lost aircraft. A second order for 10 P-3Cs re-equipped No 10 Squadron in 1978, when the Squadron moved to RAAF Base Edinburgh from Townsville, Queensland. The RAAF celebrated 40 years of Orion service in 2008.

Last Caribou Sortie in Kashmir

On 28 Nov 78 the RAAF Caribou light transport that had been flying in support of the United Nations Military Observer Group in India and Pakistan (UNMOGIP) since 1975 undertook its final 'milk run' prior to returning to Australia.

A detachment from Richmond-based No 38 Squadron had been operating with UNMOGIP since March 1975, maintaining and crewing the Caribou that provided a scheduled Tuesday courier service for observers in the disputed territory of Kashmir, and also transporting the UN Chief Military Observer on his visits to 35 observer stations scattered along the ceasefire line.

The detachment's single aircraft was changed over at six-month intervals by another sent from Australia. By the time that the final run from Rawalpindi to Srinagar was completed, the Caribous had flown 1800 hours on UN duties. Operating under a new ferry crew, the aircraft commenced its return flight from Rawalpindi, bound for Richmond, on 2 January.



The last Caribou sortie ended service in support of United Nations observers in Kashmir. Photo: Office of Air Force History

Caribou made final flight

On 27 Nov 09, the RAAF flew its last operation involving the DHC-4 Caribou light transport aircraft, 45 years after this type first entered service in Australia. The final flight was carried out by Caribou A4-140 from Richmond into Canberra, where the aircraft was handed over to the Australian War Memorial for preservation. The previous day, another Caribou, A4-152, was similarly handed over to the RAAF Museum at Point Cook, Victoria. A4-140 was the oldest surviving airframe of this type operated by the RAAF, having been one of the first three to arrive in Australia in 1964 (see 22 April). It had served

in Vietnam, supported United Nations efforts in Kashmir, and seen extensive service in South East Asia and across the South Pacific, logging a total of 20 040 flying hours. It was also the aircraft hijacked in East Timor by armed soldiers fleeing that country's civil war in 1975 (see 4 September item).



Caribou 152 taxiing at RIC before flying to Point Cook Museum Photos: Office of Air Force History

F-111 Flypast Over High Court - Canberra

On the evening of 11 October 2003, two F-111 aircraft flew at low level over the High Court, participating in the Court's centennial celebration and creating a spectacle in the process. The crew dumped fuel and lit the afterburners, technically 'afterburner torching', but more commonly called a 'dump and burn'.

According to subsequent press reports, Canberra police and emergency services were inundated with calls from alarmed members of the public after the flypast, as the eve of the Bali bombings anniversary had prompted fears of terrorism. "The timing of it was appalling, on the eve of the Bali service" said Madeleine Quigley, from Ainslie, in Canberra's inner north. "I seriously thought it was a missile going for Parliament House. I didn't think it was a plane."



An F-111C carrying out a fuel 'dump and burn' at low level. Photo: RAAF

A spokeswoman for the High Court said the flyover was announced in media releases by the Court and Air Force. On 13 October, AAP reported that the Australian Federal

Police had launched an investigation into the flypast; they also quoted an RAAF spokesman as saying that the jets flew in from the north and across the city at an altitude of about 1000ft (300m), dumping fuel and lighting the afterburners during the overfly. Although low-level fireworks were also ignited near the National Museum, where a dinner was underway as part of the celebration, the F-111 overfly seemed to be more spectacular. The so-called 'dump and burn', while not an operational manoeuvre or tactic for F-111 operations, has a high 'wow' factor and was seen by many, most of whom didn't complain.

World War II RAAF aircraft - scrapped?

On 22 October 1947, Charters Tower newspaper, The Northern Miner, reported that the Minister for Air, Mr A. S. Drakeford, had announced that 500 RAAF aeroplanes at Oakey, and 163 at Amberley, were to be sold as scrap. The planes had a war-time capital value of approximately £11 million. Those to be sold for scrap at Oakey included 38 Boomerangs, 225 Spitfires and 240 Kittyhawks and at Amberley 26 Liberators, two Beaufighters, 32 Mitchells, 47 Spitfires, 41 Vultee Vengeances and one Ventura. There were also 10 Mosquitoes and one Douglas Dakota at Amberley, on which no decision had yet been made.

An article in The Australian on 28 January 2011 asked if all the aircraft were scrapped.

Check <http://www.theaustralian.com.au/business/aviation/fact-or-fable-hunt-is-on-for-buried-spitfires/story-e6frg95x-1225995654752>.

First Flight of Y/F-18 prototype

The YF-18 prototype first flew on 18 Nov 78. The F/A-18 was a descendant of the Northrop YF-17, which had been the loser of the United States Air Force (USAF) light-weight fighter competition. On 2 May 1975, the US Navy announced the selection of McDonnell-Douglas-Northrop project, which became the F/A-18 Hornet, as a multi-mission aircraft with the 'F/A' designation signifying both fighter and attack roles. The Hornet resembled a YF-17, scaled up 12 per cent.

Australia reduced its shortlist for the Mirage replacement to two candidates in November 1979, the General Dynamics F-16 and the McDonnell-Douglas F/A-18 Hornet. The RAAF selected the Hornet on 20 October 1981.



The first flight of the Y/F-18 Hornet Photo: RAAF

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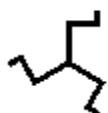
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Advocacy, Entitlements and Support (AES) Spot¹

Introduction

In my Autumn 2015 article I wrote about training ESO practitioners – the volunteers who provide support with claims, welfare and advocacy. I mentioned the work being done by Brigadier Bill Rolfe, AO (Retd) and consideration of his Review of Advocacy Services by the ESO Round Table (ESORT). Much has happened in the intervening months and I'd like to bring you all up to speed on the future of ESO advocacy services, before turning to some other significant issues.

ENSURING ESO PRACTITIONER COMPETENCY

The Advocacy Training and Development Program (ATDP) is what has emerged from the Rolfe Review. In this context, 'advocacy' is used generically to include both 'claims' (previously termed 'compensation') and 'wellbeing' (previously termed 'welfare'). The advent of ATDP has two major consequences. It reinforces a fundamental change already underway within DVA: its transition from legislation-specific to client-related services and support. And, by it, ESOs have committed to playing a full role in the development of their practitioners' competency.

But, we're getting ahead of ourselves. So, let's go back to the beginning. As a result of the Rolfe Review, DVA invited ESO and TIP Representatives to participate in a working party process over the months March to August this year. The product of their work was the ATDP Blueprint.

The Blueprint was considered by the Minister for Veterans Affairs in September and became mandated Government policy. You can access a copy via the DVA website www.dva.gov.au - once on the homepage, open the <Consultations and grants> hyperlink, then <Reviews> in the drop-down window. Links to the Blueprint in MS Word and PDF are below the topmost paragraph.

For those who do not need wish to read the Blueprint, I'll quickly outline its key elements. They are structural, operational and functional. Each is linked intimately with the other. My apologies if what follows is less than riveting!

The major change arising through the ATDP structure is the creation of joint ESO-DVA-Defence-TIP bodies at the national and regional levels and (with Defence absent) at local levels. For the first time there will be a strategic body that governs practitioner training, development and competency. The Strategic Governance Board (SGB) was appointed by the Minister at the time he mandated the Blueprint and comprises four representatives of the Ex-Service community plus a senior Public Service Officer from DVA and Defence. (As pointed out below, two additional members will join in 2016.) The Board had its inaugural meeting on 15 October. The SGB will provide:

Strategic direction and governance of the ATDP;

- Transition guidance to a systems-based program and implementation monitoring;
- Communications, engagement, culture change and quality assurance.

An early SGB task was to invite Expressions of Interest (EOI) for membership of the next level of the ATDP structure – the Capability Framework Management Group (CFMG). The EOI invitation closed on 18 November and, following a selection process conducted by the Board, those selected will be advised in December and will meet early in 2016. The CFMG will be the ATDP's "engine room". Its Chair and Training Manager will be members of the SGB (and the Chair of the SGB will sit on the CFMG). The key CFMG tasks include development and implementation of:

- national requirements, roles, responsibilities, development levels, professional development/improvement and competency/certification pathways for practitioners;
- transition strategy to the capability framework; and
- adult-learning principles, nationally-consistent learning tools, on-the-job training and mentoring, formal (distance-learning and classroom) training, train-the-trainer training, and assessment frameworks for trainers, practitioners, and course content.

For the last twenty or so years, the only formal interaction between ESOs and TIP has been at the State level. The Training Consultative Group (TCG) in each State was intended to be the way in which ESOs advised TIP of their training needs and contributed to the design of courses that met those needs. With the advent of national consistency in 2008, rather than courses being designed to meet State needs, TIP developed its courses so that the same core knowledge was offered in every State. As you will imagine, the transition was less than smooth, and the National Chair of TIP did a terrific job in changing TIP's culture from State fiefdoms into a coherent national entity.

Another cultural change process will begin as the ATDP is rolled out. For the next twelve to eighteen months State-level ESO-TIP interaction between will continue largely as before; however, the Blueprint envisages the amalgamation of this structural level into three Regional Administrative Bodies (RAB). To some extent this will mirror structural changes within DVA. (As VEA workload decreases and the MRCA caseload increases, amongst other changes, State Deputy Commissioners have been appointed as Senior Officers Responsible for an element of the MRCA claims consideration process.) Within their region, the RABs will:

- advise the CFMG on regional and local requirements; and
- identify areas of high demand for training and service delivery, provide trainers, venues etc., and optimise services and support.

The final major structural change will occur at the "local" level with the development of Communities of Practice (CoP). The rationale for CoPs has a number of elements. From one perspective it is an extension of the Veterans Centre concept that was developed in Victoria and is in the process of being picked up in the other States. From another, it is a formalisation of the Pension and Welfare Officer Networks (PWON) that have been created with DVA support in some regions around the country. From another practical viewpoint,

¹ This article was prepared by R.N. (Dick) Kelloway, National VPAES, Member of the Strategic Governance Board, and practicing Advocate for RAAFA, APPVA and Veterans Centre Mid North Coast.

very few ESOs have the capacity to provide on-the-job training and mentoring for trainee-practitioners. Pooling resources will facilitate those processes. And finally, the creation of CoPs will be the engine for enhancing practitioners' competency. The RABs will be responsible for developing and sustaining communities of practice within their region.

A handy way of understanding the operational change involved in ATDP is to think of TIP becoming its formal training core, with mandated ESO activities preceding and following formal training. ESOs will be responsible for selecting those they nominate for formal training and will be responsible for developing their trainee-practitioners' competency until the trainee can be authorised to practice and be indemnified under VITA. (If that is gobbledygook, can I invite you to re-read my article in the Autumn 2015 Wings.)

Needless-to-say, the SGB has much more thinking yet to do before it can give coherent instructions to the CFMG for detailed preparation of the training and development materials. I envisage a five-phase training and development pathway that fits the scheme outlined in the Rolfe Review and is developed further in the Blueprint. I have 'chanced my arm' below at a broad conceptual model of what the scheme might look like. The model also identifies the broad activities that might occur in each phase.

Readers who are familiar with practitioner's current levels of training, will know that there are four levels for claims officers and two for well-being officers. They will also know that there are indicative guidelines in place as to when practitioners should be undertaking refresher training to ensure that their knowledge is current.

Under ATDP, if you imagine that, after a period of Phase 5 activity, the practitioner who wishes to transition to the next level of competency returns to Phase 1, you'll be pretty close to the mark. Each level of competency will bring with it a deeper level of understanding of the knowledge base, increased analytical and interpretative skill, higher levels of competency, and more exacting certification standards.

By now, I imagine, your eyes have started to glaze and concentration on the written word has become a struggle. It's fine to dwell on structures and arcane operational detail,

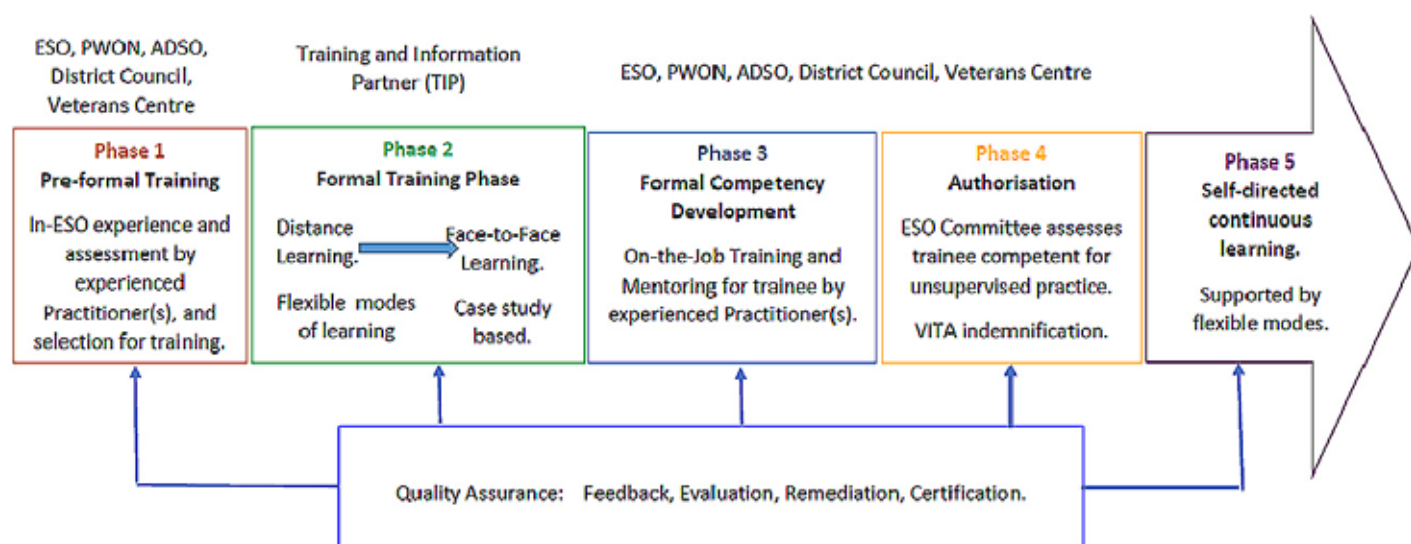
but why the heck would we want to change a system that has (purportedly) served us well for over 20 years?

Well, the statistical data shows that the ratio of successful claims and appeals to the numbers lodged is not as good as it needs to be. The result is that members and their dependents who have an entitlement to rehabilitation and/or compensation are not accessing it. In this respect I remember well Ted Harrison (until recently the DVA Senior Legal Officer) introducing the Level 4 course. His words still resonate: *We are all here for the same reason. To ensure every person gets their full entitlement. Not one bit more. But, not one bit less.* This remains the Department's vision and culture.

I do not deny, however, that there are occasional shortfalls during claims assessment, and that the same claims assessors' names seem to come up on too many rejection letters. Be assured DVA is aware of its shortcomings and invites feedback. DVA set in place a training and certification process that all Delegates had to complete by 1 July this year, and has an internal performance monitoring system, overseen by the Director Appeals, Reviews and Reconsiderations, who monitors Delegates' performance. If you would like to offer helpful and un-emotive feedback, you have two choices: either jump on the DVA website and type <Feedback> into the <Search> box, or ring the Executive Officer to the Deputy Commissioner in your State.

So, on another tack: if you hear someone lambasting DVA for knocking back a claim, before advising the complainant to provide feedback to DVA, ask them about the quality of the claim, how long it is since their practitioner last attended TIP training, how well he/she has been mentored, and how his/her ESO went about authorising practice. My observation is that there are far too many practitioners who are a little too satisfied with their current level of knowledge and skill. This is where ATDP offers an opportunity for far better services and support. It will monitor performance and certify practitioners – those that provide services and support and train.

To put a bow around these thoughts, the ATDP has informally identified itself with the 1920's vision of mates helping mates and sees the rationale for the Programme as being: *"Mates helping Mates – Better"*. I would be naive if I imagined that



improvement will be either rapid or absolute. Culture change is always problematic and time consuming. The transition from 'siloes' working (too often) antagonistically into an integrated system focused on the 'client' is a terrific challenge. But, as has been said often in recent times: *In challenge lies opportunity*. For the good of those who served, as well as those who supported, the Ex-Service Community must rise to the challenge. We must exploit this opportunity to its fullest.

SOME OTHER SIGNIFICANT ISSUES

RAAFA National Council has been deeply engaged in progressing a number of other issues of great significance to the Ex-Service Community. Let me outline some of the key ones without going into too much detail. My intention is to illustrate the nature of National Council's advocacy, with the objective of encouraging members to bring forward issues they would like canvassed to Government and Department. For the doubters: RAAFA's membership of the Alliance of Defence Service Organisations (ADSO) adds an extra arrow to its quiver.

SRDP Review

A recommendation of the 2011 *Review of Military Compensation Arrangements* (see: <http://www.dva.gov.au/consultation-and-grants/reviews/review-military-compensation-arrangements>), the Department throughout 2015 has engaged with an ESO Consultative Group (ESOCG) to review the Special Rate Disability Pension (SRDP – equivalent to the TPI under the VEA). Two issues the ESOCG was concerned about were education and volunteering as rehabilitation modalities. An extract of the ESOCG submission on these issues follows.

Education as Rehabilitation

ESOCG Members noted that the Military Rehabilitation and Compensation Commission (MRCC) is rejecting veterans' applications for vocational or tertiary education. Accepting that the evidence is anecdotal, two Delegates are alleged to have said: 'You're a soldier and don't have the brains to go to university', and 'You don't need that TAFE course, there's no job available'. As the MRCA provisions include psychosocial and vocational rehabilitation, the ESOCG investigated whether MRCC policy supported the Delegates' decisions.

It found that the MRCC's MRCA Rehabilitation Policy 6.5 states specifically that: *psychosocial rehabilitation helps clients develop confidence to set goals, plan ahead and develop skills ... reintroduce structure into their lives ... develop new expectations ... alleviate anxiety ... build resilience [and] foster hope*. ESOCG Members could not agree more; however, achievement of these beneficial aims is offset by a significant limitation:

It is important to note that most psychosocial interventions would be considered to be of a short term nature or a one off activity. Some programs may however run for a number of weeks or months (ESOCG emphasis).

The gap between the intended benefits of psychosocial rehabilitation and the preceding policy limit on its nature and scope was of great concern. Such policy is understandable only if based on budgetary assumptions. It is also inconsistent with other MRCC policy - No 9.7.1 providing wider scope for training and education:

Where clients are highly motivated to undertake vocational training, research indicates that they are more likely to make a successful return to work once they undertake their desired course of training ... a course of vocational training is likely to empower rehabilitation clients and give them the confidence to pursue a new career ... Tertiary qualifications will provide ... security of tenure within the labour market generally (ESOCG emphasis).

As this policy suggests, vocational and psychosocial rehabilitation are synergistic. The potential psychosocial benefit of further education and training is, however, broken further by Policy No 9.7.3:

Funding for tertiary studies cannot be provided under a psychosocial rehabilitation plan ... When a person's treating health professional recommends that they pursue tertiary studies, but states that they remain totally incapacitated for work, then the person will not receive any financial assistance towards their studies and will need to meet all of these costs themselves.

Furthermore, this policy appears to contravene the MRCC's 'whole-person' approach to rehabilitation and thwarts the objectives of psychosocial rehabilitation. The inconsistency is further reinforced in Rehabilitation Policy No 9.7.3, which states that:

The desire to undertake tertiary study does not necessarily indicate that a person who is SRDP eligible has the ability to undertake remunerative work. However, if the person has been assessed by a Rehabilitation Provider as having the ability to undertake tertiary studies, then this may be indicative of an ability to undertake remunerative work. The person's ability to undertake remunerative work of more than 10 hours per week should therefore be assessed as well, in order to confirm whether the person continues to be eligible for SRDP.

The ESOCG therefore recommends that Rehabilitation policy be amended to ensure consistency with contemporary psychosocial rehabilitation research, the primacy of rehabilitation in public policy, the specific objectives of rehabilitation policy and the beneficial intent of the legislation. It believes the MRCC's rehabilitation policy should have two key objectives; namely, to:

- reward rehabilitative effort, and
- militate against inappropriate decision-making.

To achieve these objectives, MRCC policy should provide for reimbursement as tertiary or VET units, and eventually courses, are completed successfully.

Voluntary Work as Rehabilitation

The ESOCG was also concerned that the MRCC's policy on voluntary work impedes clients' recourse to an invaluable rehabilitation opportunity. The Younger Veterans Workshop convened by TIP NSW-ACT on 10 July 2015 (open: www.tip.org.au then <NSW & ACT> link, followed by the <Policy documents> link, scroll to the last document) underscored the crucial importance to them of 'mates helping mates' and its contribution to rehabilitation by helping rebuild a sense of self-worth.

Having noted that Military Rehabilitation and Compensation Scheme Policy Instruction No. 4, dated 3 February 2009, reiterates MRCA's rehabilitation focus, the ESOCG was pleased the policy advises that:

- *voluntary work does not have the same pressure or stress inherent in paid employment and should not on its own connote a person's capacity to undertake paid work; and*
- *each case needs to be assessed on its individual circumstances and voluntary work can have significant medical/social rehabilitation advantages for claimants.*

Despite this favourable context, ESOCG was concerned by the focus on earning capacity in many of the following paragraphs in that Instruction. In this respect, Members found the tenor of a central paragraph most concerning - even though factual:

The receipt of salary or wages is not a prerequisite to determining an ability to earn in suitable employment. If the evidence indicates an ability to earn in suitable employment, it is not a requirement of the MRCA that payment [actually be received] for employment. On this basis, voluntary work rather than paid employment may be used during rehabilitation assessment [of] ability to earn, however, [it] does not in and of itself connote directly an ability to earn (ESOCG emphasis).

The ESOCG believed the final sentence to be crucial. From one view, it is sound public administration. It requires that a Delegate weigh all the evidence as a whole through thorough investigation using sound medical opinion. From another, however, the policy provides too much latitude for interpretation, which has the potential to undermine the MRCA's beneficial intent.

The ESOCG recommended that MRCC policy be clarified. Given the critical nature of self-esteem in mental health rehabilitation and the importance of mates helping mates, rehabilitation policy must actively and unambiguously encourage voluntary work as part of the person's medical management.

Self-Harm Amongst Serving Personnel (Abstracted from an APPVA newsletter.)

There has been marked improvement in de-stigmatising Mental Illness within the ADF over the past three years in particular. Of course, pre-enlistment processing involves extensive psychological and medical screening. Hence, the ADF would have a more robustly mentally, medically and physically fit workforce than a civilian cohort. Given the command structure's recognition of the effects of multiple deployments and high intensity operations, ongoing maintenance programs focused on increased resilient would be expected. These include pre-deployment psychological briefings; Post-Operational Psychological Screening [POPS], Post-Operational De-compression, and the Returned-to-Australia Psychological Screening [RTAPS].

There is, never-the-less, statistical evidence of level of vulnerability of serving personnel to mental illness. The data show that, there were 7 incidents of self-harm in a 6 month period in 2008 compared with 58 in 2014. Another data set d suggests that the de-stigmatisation program still has some distance to go. The National Manager's Report to the

last APPVA National Advisory Committee Meeting indicates that, of the 1044 ADF referrals to the Veterans and Veterans' Families Counselling Service (VVCS), 753 were self-referrals. These data suggest that a significant proportion of service personnel at risk of self-harm are still concerned that their career will be jeopardised if they report their illness to their commander.

Defence Honours and Awards Appeals Tribunal Inquiry into the Refusal to Issue Entitlements to, Withholding and Forfeiture of Defence Honours and Awards

On 21 September 2015, the Chair of the Defence Honours and Awards Appeal Tribunal forwarded the Report if this Inquiry to the Hon Darren Chester, MP, Parliamentary Secretary for Defence. The report can be accessed on: <https://defence-honours-tribunal.gov.au/inquiries/completed-inquiries/inquiry-into-refused-withheld-and-forfeited-awards/>

The Australian Defence Community – It's Time

Last, but not least, a PhD candidate who has been researching advocacy support of the Australian Defence Community into the 21st century has written a very interesting paper on the stance being taken by the RSL. Written by Kel Ryan, an RSL Life Member with nearly 30 years membership, the paper focuses mainly on the RSL but addresses issues that have far wider moment for all traditional ESOs. Kel has very kindly offered to forward a copy to anyone who would like to read it. His email address is: kel.ryan45@gmail.com

Conclusions

As is becoming my traditional last word in each article, may I encourage all readers with an interest in helping their mates to contact me at: richard.kelloway@bigpond.com . We live in 'exciting times' and the wisdom and experience of retired RAAF personnel is much needed to support serving personnel and their families.

SENATOR THE HON. MICHAEL RONALDSON MINISTER FOR VETERANS' AFFAIRS MINISTER ASSISTING THE PRIME MINISTER FOR THE CENTENARY OF ANZAC

Resilience and Stress Management Tools for Veterans and Adf Members Now Online

The *High Res* website, which helps veterans and serving members of the Australian Defence Force manage the unique mental stresses of military service was launched today by Minister for Veterans' Affairs, Senator the Hon. Michael Ronaldson and Assistant Minister for Defence, the Hon. Stuart Robert MP.

"The *High Res* website will help our serving members, veterans and their families manage stress and build psychological resilience," Senator Ronaldson said.

"Along with the *High Res* mobile phone app, this resource forms part of the Australian Government's suite of resources focused on the prevention and early detection of mental health conditions."

The website provides interactive tools and videos to help users build resilience and manage stress. It will also feature case studies about overcoming challenges during training, deployment and adjusting to life post-service, as well as a goal setting plan to help users improve resilience over time.

“By helping build the resilience of our serving members and veterans, we are assisting to improve performance and build better lives,” Minister Robert said.

“Like many health conditions, the early detection and treatment of mental illnesses greatly enhances the chances of achieving a full and speedy recovery.”

The *High Res* website, and the previously released companion mobile app, are a joint initiative between the Department of Veterans' Affairs and the Department of Defence.

The website is based on Defence's BattleSMART resilience training programme, which adapts evidence-based cognitive behaviour therapy tools for daily stress management.

The *High Res* website is available on DVA's At Ease mental health portal at www.at-ease.dva.gov.au/highres. The *High Res* app is free to download from the iOS App Store and Android Google Play.

Veterans and their clinicians can find the full range of the Government's online mental health support tools at www.at-ease.dva.gov.au.

Media Release by the Hon Stuart Robert MP Minister for Veterans' Affairs Minister for Human Services Minister Assisting the Prime Minister for the Centenary of ANZAC

25 November 2015

New Veterans' Review Board members announced

Minister for Veterans' Affairs and Minister Assisting the Prime Minister for the Centenary of ANZAC Stuart Robert today announced the Governor-General has appointed 21 new part-time members to the Veterans' Review Board (VRB).

“The Veterans' Review Board is an independent tribunal that reviews decisions made by the Department of Veterans' Affairs and the Repatriation Commission,” Mr Robert said. “The Board plays a vital role in ensuring veterans receive all the benefits and payments to which they are entitled.”

Senior Members of the VRB are lawyers or professionals who preside over hearings. Service Members are selected from nominations submitted by ex-service organisations. All members are appointed part-time for a five-year period. “I congratulate all the appointees and look forward to the contribution they will make to the VRB during their tenure,” Mr Robert said.

The new Members are:

- Jane Elizabeth Anderson (Member)
- Colonel Christopher Edward Austin (Member)

- Robyn Louise Bailey (Senior Member)
- Brigadier Mark Desmond Bornholt (Retd) (Service Member)
- Sharon Elizabeth Brennan (Member)
- Dr Scott Allan Clark (Service Member)
- Linda Mary Corbould OAM (Member)
- Nadine Crimston (Service Member)
- Robert Douglass (Senior Member)
- Commodore Simon James Hart CSC RANR (Service Member)
- Louise Hunt (Service Member)
- Christopher Anthony Vincent Keher (Member)
- Sandra Jayne Kerr (Member)
- Colonel Peter Lewis Maher (Service Member)
- June McPhie (Senior Member)
- Jillian Moir (Senior Member)
- Francis Xavier Roberts (Service Member)
- Tammy Williams (Senior Member)
- Nicholas Wilson (Member)
- Neville William Wyatt (Member)

The biographies of the new appointees will be available shortly on the VRB website (www.vrb.gov.au).

SENATOR THE HON. MICHAEL RONALDSON MINISTER FOR VETERANS' AFFAIRS MINISTER ASSISTING THE PRIME MINISTER FOR THE CENTENARY OF ANZAC SPECIAL MINISTER OF STATE

Labor Snubs Veteran Community and Supports Lawyers over Veterans

The Opposition's stunning backflip on providing a streamlined single appeal pathway for appeals under veteran compensation claims is proof that Labor has abandoned the interests of Australia's veterans and is now completely at the beck and call of backroom puppeteers.

In 2011, under the former Labor government, the Review of Military Compensation Arrangements was completed. During the review process the ex-service community made it very clear that it wanted the current dual appeal pathway scrapped in favour of a streamlined, fairer and simpler single appeal pathway for clients who are covered by the *Military Rehabilitation and Compensation Act 2004* (MRCA).

The Bill debated in the Senate today will give clients covered by the MRCA access to the **same** appeal pathway as those clients who are covered under the *Veterans Entitlement Act 1986*, no more and no less. This is exactly what the veteran and ex-service community demanded through the review process.

In May 2012, Labor announced it would adopt these recommendations, the ones it has today sought to oppose. Under the current system, some MRCA clients do not have access to the Veterans' Review Board.

The new system will ensure that all MRCA clients have

access to the Veterans' Review Board, an independent appeal mechanism that does not require veterans to retain the services of a lawyer. Instead, veterans could be represented by a veteran advocate who provides services free of charge.

This appeal process has stood the test of time and has the full support of the veteran and ex-service community. Importantly, the ex-service community has been constantly engaged in the development of these legislative changes since the former Labor government's acceptance of the recommendation more than three years ago.

Until just yesterday, Labor continued to support these changes:

"It makes sense to have a single appeal pathway via the Veterans Review Board" (Shadow Minister for Veterans' Affairs David Feeney, 7 September 2015, News Corp article)

Schedule 2 of the bill will streamline the appeals process into a single pathway for reconsideration or review of an original determination under chapter 8 of the Military Rehabilitation and Compensation Act. This amendment has the support of ex-service organisations and I commend the government for putting it in. (Former Labor Minister for Veterans' Affairs Warren Snowdon, 20 August 2015, House of Representatives)

The changes to be made to the review process under this bill will streamline the process into a single pathway, and that is a good thing. This part of the amendment has the full support of the ex-service organisations. (Shadow Parliamentary Secretary to the Attorney-General Graham Perrett, 20 August 2015, House of Representatives)

It is extremely disappointing to see that the Labor Party has now joined Independent Senator Jacqui Lambie in turning their backs on the veteran community by opposing these changes at the behest of compensation lawyers.

Compensation lawyers are opposed to this reform because by ensuring that all veterans have access to the Veterans Review Board, fewer cases will proceed to the Administrative Appeals Tribunal, which in turn means fewer fees for lawyers.

The Government is united with the ex-service community in unanimously supporting the single appeal pathway – the only people who have spoken against its implementation are compensation lawyers and now the Labor Party and Senator Lambie.

The Abbott Government is putting the interest of veterans ahead of compensation lawyers. Jacqui Lambie and Labor ought to do the same.

Veterans Wellness Programs

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Entitled Department of Veterans' Affairs (DVA) clients may be referred for clinically necessary Exercise Physiology treatment by their General Practitioner on a valid D904 referral form.

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Glennie is conveniently located a short distance from both the Oakey Army Base and Borneo Barracks, providing a convenient base for defence families. Should parents be posted further afield, they have the option to explore weekly or long term boarding to ensure continuity for their daughter's education. Boarder parents have peace of mind knowing Toowoomba is a short 1.5 hour drive inland from Brisbane and now the Brisbane West Wellcamp Airport hosts regular two hour flights directly to and from Sydney, making travel easy.

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Each boarder in Year 6 to 11 has her own living environment; a modern roomette which is a flexible and cosy place that ensures her privacy. The boarding house configuration of roomettes, spacious common rooms, lounges and kitchens continues to encourage social interaction and the development of lifelong friendships.

Year 12 boarders enjoy their own semi-independent living with their own room in a dedicated building complemented with by shared lounge spaces, and kitchenettes.

In recognition of the impact increasing school fees are hav-

ing on the affordability of high quality independent schooling, Glennie has limited the annual boarding fee increase to 2.5% per annum for new and continuing boarding enrolments. In each subsequent year, this annual fee increase will be capped at this amount for the duration of the boarding enrolment.

"At Glennie we have taken great care to ensure our fees are moderate when balanced with delivering an exceptional education," Mrs Ashley – Cooper said; "This initiative represents an almost 50% reduction in previous fee increase percentages."

To find out more about Glennie's fantastic boarding community please call Annie Muller 07 4688 8807, or check us out on our website www.glennie.qld.edu.au.





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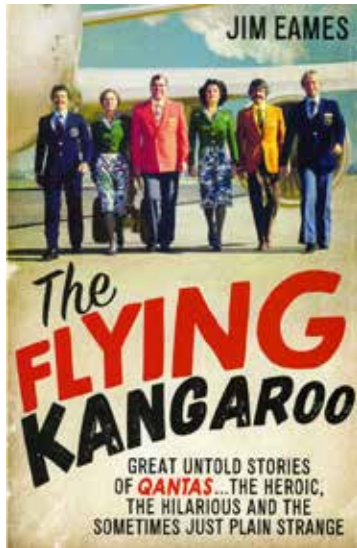
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The Flying Kangaroo

Author: Jim Eames

Soft: 344 pages, with B & W photos

Publisher: Allen and Unwin www.allenandunwin.com

Availability: Most book stores

Price: \$29.99

In his foreword, Richard de Crespigny, aircraft captain of QF32, the flight that suffered a major engine failure soon after takeoff from Singapore in November 2010, says that *The Flying Kangaroo* is a wonderful collection of stories about Australians, a century of aviation and one of the world's oldest airlines. And it is.

Jim Eames is a former press secretary to the Minister for Aviation and former Director of Public Affairs for Qantas. As an early aviation writer, he has been around aviation for many years and has collected many stories of Qantas: from the people who ran it, the aircrew who flew the many aircraft types, the cabin crew, the technical maintainers, the 'outpost' managers and of course, the passengers. The stories range from the 1920s to the present day - the full gamut, much of it Qantas 'folklore'. While some politics, airline and Government, are mentioned, the more recent events and challenges are not addressed in detail.

From the founders, Hudson Fysh and Paul McGinness in the 1920s, to the war years, post-war when the airline expanded internationally to the current years, the stories provide an insight into how Qantas 'people' made the airline and in so doing, created a corporate culture. From my observations and opinions gathered, from many who were employed by the airline, it has its share of bureaucracy, parsimony, air and cabin crew difficulties, union intransigence and variable management decisions. Also, it has had its share of critics from choice of aircraft to standard of cabin service to management decisions.

For some years, a number of travelers voted with their feet and flew with other airlines, mostly because of the fare prices but many on the cabin service; loyalty to the Australian carrier was not an overriding factor to many. The loyal passengers

who chose (and choose) QF flights do so because of Qantas safety standards, crew competence and that unique Aussie welcome and accent when they enter the aircraft door. They feel 'already back in Aussie' as they board the QF flight, whether in London, Frankfurt or Los Angeles, even with a 14 hour flight to go.

Although the author describes Qantas incidents with reasonable details, *The Flying Kangaroo* is not a technical or operational expose, but a collection of anecdotes that are entertaining, factual and related to the Qantas people. While technology gave the airline the opportunities, it was, and is, the people who implemented the technologies and provided an exceptional service to Australia and the world.

A worthwhile read and one to pass on to grandchildren so that they can see how it was done.

Lance Halvorson



Spitfire Ace

Author: Gordon Olive DFC

Editor and author assisting: Dennis Newton

Hard cover: 287 pages, illustrated in colour with 40 unique paintings, B & W photos

Publisher: Amberley Publishing UK

Availability: Dennis Newton 02 4739 1951; dnc58484@bigpond.net.au

Most book stores

Price: \$44.95 plus P&P

Charles Gordon Chaloner Olive was born in Bardon, Queensland, on 3 July 1916, the son of New Zealand-born Mr Hugh Chaloner Olive and his Queensland-born wife, Lucinda Maud (nee Exley). He was educated at Brisbane Grammar School and was a civil engineering cadet at Queensland University in Brisbane when he enlisted in the

Royal Australian Air Force as a cadet in January 1936 at Point Cook in Victoria.

He was awarded his 'wings' on 8 December 1936, but in January 1937 he sailed for England to take up a Short Service Commission with the RAF.

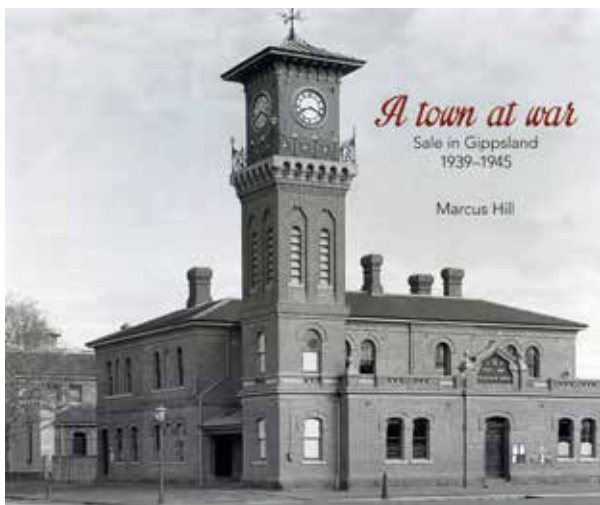
From 19 February 1937, with the rank of pilot officer, he was at an RAF depot but eight days later was posted to No. 2 Flying Training School (FTS), where he remained until 22 May, when he was sent to 65 Squadron. At the time the squadron was equipped with Gloster Gauntlet IIs but in June, the squadron converted to Gloster Gladiators.

When war broke out in September 1939, as an Actg Flight Lieutenant, he converted to the Spitfire. he was one of the few Australians who fought in the Battle of Britain. In 1941, he was appointed to command and form No 46 RAAF Squadron at RAF Valley, in Wales. He stayed with the RAF until October 1943 when he returned to Australia and served with the RAAF in Australia and New Guinea.

Gordon Olive was a copious note taker and made a record of his RAF career; after the war, he started to write up his original manuscript. He was also an aviation artist and painted numerous detailed aerial combat scenes he had experienced in the Battle of Britain.

After Gordon Olive passed away in late 1987, his family asked Dennis Newton to complete Gordon's memoirs. It is not a biography of his life, nor is it meant to be as that is not what Gordon set out to write. It is a great read about a RAAF pilot in the RAF during the desperate days of World War II.

Lance Halvorson



A Town at War

Author: Marcus Hill

Soft: 50 pages, with B & W photos

Availability: marcusjhill@bigpond.com Tel: 03 96998417

Proceeds donated to Early Arts Guild of Victoria

Price: \$20.00 plus P&P

The wartime memories of a Young Child - The poems of an old man. At the age of eighty Marcus (Mark) Hill has published his first book which contains a collection of thirty poems about his childhood in wartime. It has taken a year to complete

the project which also includes five heavily researched appendices that provide background to some of the poems.

How does an octogenarian get caught up in such a literary task? Ask Mark about the moment of decision and he will tell you that he can't quite remember it!

"I had a spell in hospital early last year and writing a few poems for patients around me filled my time. But then it just kept rolling along. Given that seventy years had passed, I was surprised how much I remembered about my childhood. The ideas for poems, and the poems themselves, just seemed to come from nowhere".

One of the poems, *Listen to the Stones*, which was inspired by engravings on headstones in Sale War Cemetery, was widely-used in recent ANZAC Day services.

Mark was only six years of age when he started gathering the memories that have now given rise to poems. He recalls his primary school teachers at St Mary's rehearsing evacuation drills that took excited students into nearby zig-zag trenches, his awe on seeing a captured German fighter put on show in Prestney's garage, and everyone's fright when a "new" (previously unheard) bomber roared low overhead late one night. Was it a Jap?

The quiet pace of Sale changed with the building of RAAF base at West Sale in 1941, followed in 1942 by a base at Bairnsdale. The opening of RAAF Base East Sale in 1943 turned the town into a bustling centre and created an association between Sale and the RAAF which continues today. The ongoing expansion of East Sale with major units being moved or established will ensure the RAAF is there to stay.

The effect of the war on the civilian population is a constant theme in the book. What do you do when food and clothing are strictly rationed? What of the social life in the town when hundreds of young airmen want to dance the night away on Saturdays? And what use is a car when there is no fuel available? Fuel was so scarce that Sale's two bakers could only deliver bread to their zoned half of the town.

While A Town at War highlights the heroes who flew the aircraft overhead, Mark Hill points to heroes on the ground as well. In addition to the two Mayors of Sale during this period and the doctors and others who led the community, he places the editor of the Gippsland Times at the top of the list. "Stan Overend played a major part in lifting the spirits of the civilian population during those dark times. He kept readers informed despite the severe censorship constraints imposed by Canberra. To me he was a true patriot at a time when heroes and patriots were much in demand".

Lance Halvorson





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Access to the airstrip is included with the sale of the property. This is a rare opportunity to purchase a property that allows you to fly in and out of the Noosa Shire.

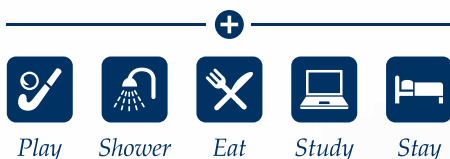
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IGGS Launches Grammar Plus for Busy Families

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

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

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

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

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

Instead of spending an hour on a bus or in the car on these afternoons and then the following morning, students are electing to stay at school one or two nights a week to catch up on study and sleep, while also having the benefit of spending

time with other girls from their year level for study or leisure.

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

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

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

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

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

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

Group Captain Vic Guthrie DFC AFC AE 1923-2015



- January 1956, parachute training in UK before returning as CO, Parachute Training Wing, RAAF Williamtown. He completed 500 jumps during his time at PTW.
- November 1959, RAAF Academy as OC Cadet Squadron ; then RAAF Staff College, Pt Cook; 11SQN Richmond and in Dec 1961 as CO 22 (City of Sydney) Citizen Air Force (CAF) Squadron.
- Early 1965, he was posted as CO RTFV/35SQN Vietnam in 1965/66, when he was awarded the DFC.
- In addition to the Australian decorations, Vic was awarded the American Legion of Merit, the USAF DFC and Air Medal.

Following Vietnam, he returned to 38SQN Richmond flying Caribou and Dakota aircraft, was then posted as CO Base Squadron, Darwin in 1967 and in 1968 was posted to Department of Air as Operations Manager -EDP. He retired from the RAAF in 1970 on medical grounds after 29 yrs service.

Post-RAAF, Vic joined the staff at Government House in October 1974, where he stayed for 14 years until his retirement due to ill health, two months before his 65th birthday. Breeding budgerigars, playing golf and part-time work with Legacy kept him busy, until he retired after his wife passed away in 2000.

Bill Guthrie

Vic Guthrie was born in Dubbo, New South Wales, in 1923, but spent most of his school years in Narromine. He joined the RAAF in 1941 and graduated as a Sergeant Pilot after completing training at Narromine and Forrest Hill.

He left for England in early 1942 and was posted to No 52 Operational Training Unit to fly Spitfires and Hurricanes. While there, he instructed on Miles Masters and Tiger Moths until promotion to FSGT and a posting to RAF India. He flew a further 60 hours on Spitfires and another instructional job at 1EFTS on Tiger Moths and Fairchild Cornells (PT-26).

Following promotion to WOFF in November 1943, he was posted to Poona for refresher training on Spitfires and Hurricanes before joining No 136 (RAF) Fighter Squadron for operations in Burma, India and Ceylon (now Sri Lanka) against the Japanese.

Back in Australia, he converted to Mustangs at RAAF Williamtown and at the war's end was posted to No 82 Fighter Squadron, in Japan, as part of the British Commonwealth Overseas Forces, serving in Iwakuni for two years. Before leaving for Japan, he represented Australia (for the 2nd time) in cricket, this time being bowled out for a duck, whilst partnering with Don Bradman.

Many postings followed:

- 1947 joined 3SQN (Mustangs) then, in 1950, to 87SQN (Mosquitos).



Lieutenant Colonel Jim Bourke AM MG 1945-2015



Jim served with 1st Battalion, The Royal Australian Regiment in Vietnam in 1965. On 8 January, 1966 Jim was shot through the jaw while trying to save a wounded soldier. After recuperating he returned to Vietnam and served with the Australian Army Training Team. For his service in Vietnam, Jim was awarded a Medal of Gallantry (MG) in the End of War List.

Jim retired from the Army in 1986 and worked for 19 years with NEC Australia.

Jim founded Operation Aussies Home (OAH) in 2002 and was instrumental in bringing home the six ADF personnel lost in Vietnam, Missing in Action, and left behind when Australia withdrew from the war. The undertaking required the support and blessing of the families involved.

After extensive research, in-country searches and interviews with people who had served in Vietnam, Jim gained Ministerial agreement for a search for MIAs. The RAAF undertook a search and recovery operation for FLGOFF Michael Herbert and PLTOFF Bob Carver, whose 2SQN Canberra bomber A84-231 disappeared on 3 November, 1970 in Qang Nam Province, 170Km west of Danang. After extensive investigation at the likely crash site, the RAAF Team, with OAH and the Army Historical Unit essential assistance, discovered the remains of two of the men in April 2007.

Jim was made a Member of the Order of Australia in the 2009 Australia Day Honours List, "For service to veterans and their families through the establishment and implementation of Operation Aussies Home."

The State funeral for Michael Herbert in Adelaide on 7 September, 2009, was the last for a serviceman killed in the Vietnam War – after 39 years he was home at last. Michael's father, John, a WWII pilot, and his brother and sister, expressed their gratitude for Michael's 'final flight'. John died some weeks later.

As Jim said: "It is our sacred duty to these men who gave their lives. I think we as a nation have a moral obligation to their families. That's how I see it, and that's what's driven us. We're doing it for the families."

It was increasingly clear to Jim "that the Achilles heel within the bureaucracy was the government, specifically the ministers".

Jim was made a Member of the Order of Australia in the 2009 Australia Day Honours List, "for service to veterans and their families through the establishment and implementation of 'Operation Aussies Home.'"

Jim's funeral was held in Lilydale, Victoria, on 30 September 2015.

2SQN Association



Planning a move to civi-street?

STEPHANIE MCNEILL

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

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

"Transition affects the whole family," explained Jo.

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

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

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

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

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

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

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

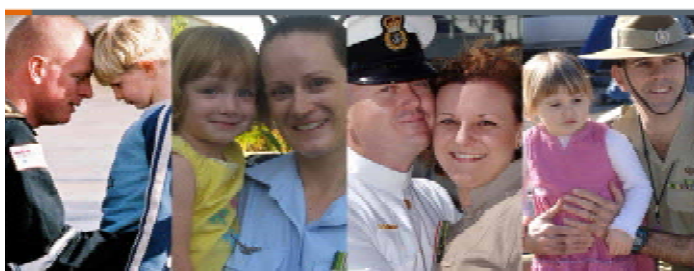
Jo has another practical tip for members and partners.

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

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

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

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



2016 ADF Transition Seminar Calendar

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

The following topics are addressed during the seminars:

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

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

http://www.defence.gov.au/transitions/my_nearest_adf_transition_centre.htm

http://www.defence.gov.au/dco/Moving_back_into_civilian_life.htm

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

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Blake Owens

Bachelor of Business majoring in Accounting, External

"Working on a ship in the ocean meant I was away for three weeks at a time and James Cook University (JCU) gave me the option to study externally, with the flexibility to meet face-to-face when I was in town.

I found it quite easy - I would map out the semester, then I could go step-by-step through it, studying at home and a little bit while I was away.

With WiFi and internet services on board the ship, I could connect wherever I was and watch recorded tutorials in my own time. The teachers were very supportive and any questions were sorted out quickly via email.

When I finished working on the ship, I emailed the lecturers to say I would be in town for the rest of the semester and they said it was fine for me to turn up in person.

It's an advantage to be able to manage your own time. I balance my life and study, and when work appears I can take every shift. As long as you've got the recordings and the books, you can study 100,000 kilometres away if you want to.

I plan to transfer to internal study next year and because I follow the same subject guide as the internal students, I don't anticipate any issues.

I chose to study a JCU Bachelor of Business in Accounting as it opens a range of doors, such as owning a small business or working in financial management. It keeps my options broad."

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Second Australian Company to Provide Parts for Initial Production of the Triton Unmanned Aircraft System

CANBERRA, Australia – XX, 2015 – Northrop Grumman Corporation (NYSE: NOC) has awarded a second Australian supplier contract to Mincham Aviation for the U.S. Navy's MQ-4C Triton unmanned aircraft system (UAS) initial production lot..

South Australia-based Mincham Aviation will manufacture aircraft structure components for the first low-rate production lot of four Triton air vehicles. This second supplier contract follows one awarded in July to Ferra Engineering for mechanical sub-assemblies.

"We are pleased to be able to further demonstrate our ongoing commitment to developing and fostering capabilities in local supply chains," said Ian Irving, chief executive, Northrop Grumman Australia. "We will continue to look to offer opportunities to quality-focused Australian companies to be involved in the production and sustainment of Triton, which will be one of the U.S. Navy's and Royal Australian Air Force's key capabilities for many years to come."

Northrop Grumman's engagement with Mincham Aviation and Ferra Engineering were facilitated through the Australian Department of Defence's Global Supply Chain program. Under the Global Supply Chain initiative, international companies such as Northrop Grumman can assess Australian industry and provide them the opportunity to compete for business around the world on a value-for-money basis.

Australian companies have also received requests from Northrop Grumman for quotations to provide components for follow-on low rate production lots. These industry opportunities include cables, complex machined and composite assemblies, as well as special tooling and test equipment.

Australian Prime Minister Tony Abbott announced his government's intent to purchase the Triton UAS for high-altitude, long-endurance surveillance missions in March 2014. Triton can fly missions up to 24 hours and at altitudes of over 55,000 feet, covering vast areas of ocean and coastal regions. Its unique sensor suite provides a continuous on-station presence in a 360-degree field of view for some of the most demanding surveillance missions.

About Mincham Aviation

South Australia-based Mincham Aviation is a product design authority/AS9100C and Civil Aviation Safety Authority certified company that services the aircraft and defence engineering industries and specialises in the manufacture and repair of advanced composite and sheet metal components. Please visit www.minchamaviation.com for more information.

About Northrop Grumman

Northrop Grumman is a leading global security company providing innovative systems, products and solutions in unmanned systems, cyber, C4ISR, and logistics and modernization to government and commercial customers worldwide. Please visit www.northropgrumman.com for more information.



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Noccundra hotel located on Nockatunga station was built in 1882 and still owned by the station. The stone was mined in 1881 at Mt Pool NSW and carried to this location by camel train. From what we can find it was originally built to cater for the stockmen driving cattle south to broken Hill plus this was also the time that stations were being formed and it was hard to keep staff.

It now caters to the wandering population on holiday, grey nomads, road transport, plus many fly ins. There is a permanent water hole across the road in the Wilson River that was used to rest and water stock moving south, and now it is used by Nockatunga Station and the Noccundra Hotel. The banks of the water hole have become a very popular camping area for caravans, tents and even swags. There are public toilets and showers supplied for travellers comfort. The hotel supplies three meals a day on request plus there is some accommodation available, bookings a must.

Licensees Neil & Margie Turner.

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Contrary to popular myth from media, the drone industry did not come from military technology or from USA – the drone industry came from the electronic gamer hacker online community including Australian company MultiWiiCopter.com, founded by Air Force pilot Quinton Marais in 2010 – when Nintendo Wii game controllers were stripped down to harvest the gyros and use them to control the first tricopters and quads using open source software – as a global pioneer in drone autopilots MWC australia exported flight controllers to Germany, France and USA. These cheap outdoors hacker drones took CASA and top end of town aviation corporations by complete surprise when their 20K drones were matched by 1K systems and proliferated. Four years later the drone industry has now split into 3 fields of pros/dronies/racers. The first two groups are automated self-flying autopilot-dominated drones tilted to consumers, not pilots – these include indy film makers flying octacopters or fast quads like dji Inspire1 ; and the dji phantom 3 hobby drone for taking on your holidays and shooting "dronies" of yourself / 4WD holidays or overseas trips. The third group is the evolution of the hacker gamer community where full stick skills "pilots" with minimal intervention and total hand-eye co-ordination thrive - this community uses First Person View (FPV) cams, live video from the mini drones to see the view from the mini cams to ground station screens/goggles – now called FPV racing – this tech even has \$5 simulators allowing up-skilling with no risk. Its very Star Wars reality racer feeling with low cost fast carbon minis, like Scarab™ Knife.