



Wings

SUMMER 16

Volume 68 No 4
Official Publication of the
RAAF Association

EDITOR

Editor Kylie McQueen
Contributing Editor Lance Halvorson
Contributions to editor@raafa.org.au
Wings Editor
PO Box 129, Bondi Junction NSW 1355
Web www.raafa.org.au

DIVISION CONTACTS

ACT	0428 622 105	secactraafa@bigpond.com
NSW	02 9393 3485	admin@raafansw.org.au
QLD	TBA	raafaqldpres@gmail.com
SA	08 8227 0980	raafaad@internode.on.net
TAS	03 6234 3862	raafatas@netspace.net.au
VIC	03 9813 4600	office@raafavic.org.au
WA	08 9288 4710	enquiries@raafawa.org.au

NATIONAL EXECUTIVE

President	Brent Espeland AM
Vice President	
Governance	Bob Bunney
Advocacy & Entitlements	Richard Kelloway OBE
Communications & Media	Lance Halvorson MBE
Secretary	Peter Colliver
	03 9813 4600
	natsec@raafa.org.au
Treasurer	Bob Robertson

JOIN THE RAAF ASSOCIATION

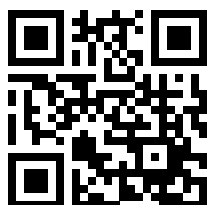
Visit www.raafa.org.au and select **"Become a RAAF Association Member"** and follow the prompts. Alternatively, call the telephone number for your State, listed above.

SUBSCRIPTIONS

Contact the Editor at editor@raafa.org.au or subscribe online at www.raafa.org.au, click on **"Wings Archive"** and follow the prompts; pay via BPay or funds transfer via your bank. A 12 month subscription is \$28.00, incl GST, within Australia and AUD36.00 for Asia and Pacific regional addresses.

ADVERTISING AND PRODUCTION

All content in this publication is copyright and may not be reproduced without written permission of the Editor. Views expressed are the opinions of the author/s and not necessarily those of the publisher, the RAAF Association, the Royal Australian Air Force or the Department of Defence, unless specifically stated.



Scan with your QR app to access
our web site

COVER



No 4 Squadron AFC was formed on 25 October 1916, with one officer and 26 other ranks.

With the posting of 24 prospective aviators from the terminated 6th Course, the fourth combat squadron sailed from Australia aboard the ex-Orient Line's SS 'Omrah' on January 17, 1917; Captain Andrew Lang was the Officer in Charge. On arrival in UK in March 1917, the RFC re-numbered the squadron as No 71 (Australian) Squadron, Royal Flying Corps.

As No 4 Squadron AFC from January 1918, the squadron served with distinction in France and Germany in World War I, but like all the AFC Squadrons, was disbanded at the end of the war. It languished between the wars and was re-activated in 1937, only to be re-numbered 6SQN in 1939. Re-formed again in 1941, it went on to fly Wirraways and finally, Boomerangs in New Guinea. In 1948, once again, it was re-numbered; this time to 3SQN. It wasn't until 2009 that the squadron re-formed as No 4 Squadron, a specialist FAC/JTAC squadron.

Cover: Phil Crowther

Cover Photos: RAAF, RAAF Heritage Collection RAAF Museum, Temora Air Museum

FEATURE

The Fourth Squadron AFC	14
Air Force Today	24
The Battle for Australia Commemoration 2016	33
Last of 24 Sikorsky MH-60R	35

REGULARS

National Council	11
Australian Air League	37
Air Force Cadets	39
History	44
Briefing Room	50
For Veterans	56
Books in Brief	62

CLOSING DATES FOR MATERIAL

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

ADVERTISING ENQUIRIES

Flight Publishing Pty Ltd ABN 66 086 424 259
PO Box 606 Coogee NSW 2024
Tel: (02) 9389 1481 Fax: (02) 9387 7143
regallen@bigpond.net.au • www.flightpublishing.com.au



CONSULT
DESIGN
IMPLEMENT
MANAGE



INTEGRATED LOGISTICS
&
PROJECT SUPPORT

WWW.RUBIKON.COM.AU
INFO@RUBIKON.COM.AU

True Strategic Partnerships Can Deliver

The Australian Defence Force (ADF) has a vast expanse of air and sea space to monitor, highlighting the critical importance of the acquisition and sustainment of the right surveillance solutions to meet the country's needs.

The military-off-the-shelf maritime patrol and response aircraft were being procured through a government-to-government co-operative program. The ADF needed to secure expert support from industry to help deliver the project, and was acutely aware of finding the right partner that could seamlessly work as part of this international collaborative effort.

Defence was looking for a trusted strategic partner with an excellent relationship across the ADF which could provide:

- Broad and deep expertise across all acquisition and sustainment activities
- Low risk transition and assured delivery
- A cooperative and collaborative relationship focused on outcomes
- Efficient, transparent and flexible Strategic Support Partnership Contract (SSPC) management

Team Trident, led by RubiKon, was established in May 2016 to bring in partners to broaden its available skill sets, whilst retaining the customer focussed ethos already proven within the project office. The result was the creation of a single team with a single shared objective extending across both Team Trident and the ADF, with partnership working as the foundation.

The sense of being in this together and the importance of the relationship was even embodied in the contract as a core Key Performance Indicator.

To always ensure the ADF's objectives were met, Team Trident:

- implemented a 'Right Athlete' approach to create a competitive environment within the existing contract construct to guarantee that the ADF always gets the very best resources and value for money possible.
- enables scalable strength and depth through the addition of specialist acquisition and technical subject matter experts which can be accessed by the ADF through the Team Trident tier 2 partnerships.
- demonstrated confidence in the performance commitment to the ADF by placing 100% of profit at risk, guaranteeing timeliness, quality and relationship.

To date, this approach has ensured that every milestone has been achieved on time and on budget.

The first Airworthiness Board in September 2016 was achieved only 6 months after the SSPC commenced, and was especially significant as it was concluded without any Corrective Action Requests being issued, preparing the way for the historic delivery of the airframe in late 2016, on schedule.

The SSPC approach has provided the ADF flexibility in the contract management of its tasks and for RubiKon to proactively work with the ADF to jointly identify the work and priorities necessary to deliver the program schedule, in contrast to a traditional piecemeal task-by-task tendering approach. It has also enhanced communication across the entire project. Team Trident has members embedded in a US Navy P-8A sub contractor, the ADF acquisition and sustainment Systems Project Offices, as well as the end user at RAAF 92WG, enabling better coordination and facilitating working across traditional boundaries.

Whilst it is early days in the life of this unique partnering arrangement, all the signs point to it becoming a highly productive and value focused contracting solution.



RUBIKON

G R O U P

CONSULT | DESIGN | IMPLEMENT | MANAGE



RUBIKON GROUP PROVIDES INTEGRATED LOGISTICS &
PROJECT SUPPORT TO THE AUSTRALIAN DEFENCE FORCE
AND DEFENCE INDUSTRY

WWW.RUBIKON.COM.AU

INFO@RUBIKON.COM.AU



Stand out from the Crowd!

By Studying Conflict Management and Resolution at JCU

Student Testimonials

"JCU's Conflict Management and Resolution program offers a balance of online and remote study, with block-mode workshops that I can fit into my busy timetable. I really enjoy the intensives which are an excuse to visit the attractive cities of Townsville and Cairns." – Kenneth Waldron, Business Owner, Master of Conflict Management and Resolution

"The Conflict Management and Resolution program at JCU sets you up to make a difference in an organisation, as a leader, or as a conflict management practitioner. It opens the world up to you and opens you up to yourself, offering you the opportunity to have an insight into how your own behavior or management impacts others around you." – Amaya Munneke, Business Owner, Master of Conflict Management and Resolution – Master of Business Administration

Interactive program

The Conflict Management and Resolution Program at James Cook University is an innovative program, ideal for members of the Australian Defence Force. Our interactive workshops are led by facilitators with national and international experience. Our students develop the knowledge and skills to analyse, manage and resolve conflict in a variety of contexts. Graduates are prepared to work in professions that deal directly with conflict as well as in other professions that require conflict management skills. Many of our graduates find that developing advanced conflict management and resolution skills helps their career progression in their current employment, particularly in management roles.

Flexible study options

Courses on offer include a Grad Cert and a Master of Conflict Management and Resolution; students can also get two degrees in one by studying the joint Master of Conflict Management and Resolution – Master of Business Administration. Flexible study options cater to busy working professionals

and individual preferences. All degrees can be studied fully online or in "blended mode", involving both online studies and a weekend block-mode workshop in Townsville or Cairns.

Professional Development

Our training is recognised for Continuing Professional Development points by many organisations and professional associations, particularly where conflict management is seen a relevant professional skill. JCU provides certificates to participants who complete the training. Throughout the year we offer a variety of workshops that people can join for professional development, including:

- ✓ **Cross-Cultural Conflict Resolution**, 10-12 March, 9am- 5pm, JCU Townsville City Campus
- ✓ **Negotiation**, 24-26 March, 9am- 5pm, JCU Townsville City Campus
- ✓ **Facilitation**, 12-14 May, 9am- 5pm, JCU Cairns City Campus
- ✓ **Group Conferencing – Restorative Justice**, 26-28 May, 9am- 5pm, JCU Townsville City Campus
- ✓ **Facilitative Mediation Practice**, 21-25 June, 9am-5pm, JCU Townsville City Campus
- ✓ **Conflict Coaching**, 10-13 August, 9am- 5pm, JCU Townsville City Campus
- ✓ **Conflict, Reconciliation and Peace**, 25-27 August, 9am- 5pm, JCU Townsville City Campus
- ✓ **Workplace Conflict Management**, 6-8 October, 9am- 5pm, JCU Townsville City Campus
- ✓ **Conflict Management and Engagement**, 20-22 October, 9am- 5pm, JCU Cairns City Campus

For more information or to sign up please contact
Judith Herrmann
Director, Conflict Management and Resolution Program
cmr@jcu.edu.au | P: (07) 423 21446 (Australia)



Hot Bonding Controller

The HBC-4301A is designed for elevated temperature curing of adhesives used in composite repairs used on civilian and military aircraft.

The features are:

- 16 thermocouple inputs type K or J
- Three heater zone outputs
- Programmable heater temperature profile with vacuum control
- Automatic soak time adjustment based on the type of adhesive and lowest sensed temperature
- Two HBC-4301s can be cascaded for large jobs enabling six zones and 32 thermocouples

www.novatech.com.au

Novatech
CONTROLS PTY. LTD.

Stand out from the crowd

Enhance your career with the Master of Conflict Management and Resolution (MCMR)

Gain the knowledge and skills you need to analyse, manage and resolve conflict – and position yourself for the future.

This practical postgraduate program will develop your leadership, communication and negotiation skills in interactive workshops led by facilitators with national and international experience.

All courses can be studied fully online. Students can also choose to attend weekend block-mode workshops in Townsville and Cairns for extra skills-development.

Enrol in the Master of Conflict Management and Resolution, or as a joint degree with the Master of Business Administration (MBA).

Apply now

"The program complemented my leadership training and is applicable to both the challenges of modern operations, and the office working environment."

Brett Greenland
Colonel, Army Aviation
Master of Conflict & Dispute Resolution, 2010

To find out more:
Email: cmr@jcu.edu.au
Call: 1800 246 446

jcu.edu.au/conflictresolution




calvary
CHRISTIAN COLLEGE

ENROL NOW *for 2017*

Kindy - Year 12 on one campus catering from 2 years of age

Affordable fee structure | Value-based education + state of the art facilities

High standard of academic performance | Defence Transition Mentors for ADF families



A LEADING
INDEPENDENT
CHRISTIAN
CO-EDUCATIONAL
COLLEGE.

4722 9201 | 569 Bayswater Rd, Mt Louisa www.calvary.qld.edu.au

Aquila Airpark

Live the Dream

\$10,000 early-bird discount

Get into the pilot's seat now

**Land your dream house+hangar block
for only \$1000 deposit**

**Take hold of the controls before this
limited-time offer takes off without you**

www.aquila-airpark.com



‘Best of Boeing’ sustainment solutions maintain mission readiness

The introduction into service of a new military weapon system takes many years of careful planning.

When it does arrive in country, what is often unseen is the sustainment capability system delivered alongside the physical asset that not only assists in a seamless transition into operational service but ensures it upholds its mission objectives.

The sustainment system required to keep an aircraft fleet operational, often for many decades, is significant. Engineering, maintenance, supply support and training are integrated to ensure the capability is maintained and enhanced throughout its operational life.

For more than 20 years, Boeing has delivered sustainment capability services to Australian Defence Force fixed- and rotary-wing aircraft, ranging from the former Boeing 707 tanker/transporters to today’s Wedgetail Airborne Early Warning & Control aircraft, C-17s and F/A-18F Super Hornets,

The company’s first major sustainment program was the F-111 Weapon System Business Unit contract under which Boeing Defence Australia provided through-life support of the RAAF’s F-111 fleet for close to a decade until their retirement in 2011.

Today’s military aircraft require significantly less hands-on maintenance and support than older airframes due to digitised computer systems, and modern airframe design, construction and materials, but the approach to sustainment remains largely unchanged.

Supporting a weapon system – from minor ‘grease and oil check’ servicings through to major modifications and upgrades – takes years of planning by operational Squadrons, Wings and Air Command, together with the original equipment manufacturer and in-country contractors.

“As soon as an aircraft enters service, it begins to age,” said Murray Brabrook, Boeing Defence Australia’s General Manager of Integrated Services & Support, “so a comprehensive sustainment system must be in place before it’s introduced to ensure it meets its intended operational capability.

“Our Australian weapon systems are currently involved in more global coalition operations than ever before. That requires a significant support system to maintain mission readiness and air superiority.

“Boeing takes a complete life-cycle approach to maintaining the weapon systems it supports, which includes a global supply capability to support Australian aircraft wherever in the world they operate.

“These field support services work in concert with local supply chain and warehouse personnel, trainers, engineers, and maintainers located at Australia’s main military operating bases to deliver the full spectrum of sustainment support services.”

For many weapon systems, such as the Super Hornet, the sustainment capability contract combines local industry expertise with established capabilities from The Boeing Company in the U.S. and uses fleet data from other major international users.

“Our sustainment programs deliver a ‘best of Boeing’ approach to improve a fleet’s reliability, availability and capability, regardless of whether or not we are the original equipment manufacturer,” said Brabrook.

“The recently signed Air Combat & Electronic Attack Sustainment Contract (ACEASC), under which Boeing will deliver weapon system management, engineering, operational support, logistics and intermediate and deeper maintenance to the RAAF’s Super Hornet and Growler fleets, adds to that by taking an industry best practice approach to weapon system support.

“Under a contracting model developed collaboratively with the Capability Acquisition & Sustainment Group, the ACEASC will operate under a single-management framework that includes both contractor and Commonwealth employees to manage all current and future fleet requirements.

“We believe this unique collaborative approach with our customer will lead to the continued success to Australia’s air combat and electronic attack capability and help ensure air superiority for years to come.”

A P-8A Poseidon maritime patrol aircraft is shown in flight, viewed from a low angle, flying over the ocean. The aircraft is white with dark markings, including the number '147-200' on the side. The sun is low on the horizon, creating a warm, golden glow and reflecting on the water. The aircraft's wings are spread wide, and its engines are visible. The tail fin also features a dark marking.

A FIRST FOR AUSTRALIA AND SECOND TO NONE

The proven P-8A Poseidon is here, bringing next-generation anti-submarine warfare and advanced maritime intelligence, surveillance and reconnaissance capabilities to the Royal Australian Air Force. Boeing congratulates Australia on taking delivery of its first P-8A, a milestone in our longstanding partnership. We look forward to building and sustaining a key element of Australia's networked Air Force of the future.



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

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

Remote Camera Management

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

Designed for Action

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

True Digital Film Quality

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

Built In RAW & ProRes Recorder

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

Blackmagic Micro Cinema Camera

Includes DaVinci Resolve 12

\$1,535

www.blackmagicdesign.com/au

Lens and accessories shown are not included.



From the National President

Character, Values and Tradition - The Australian Flying Corps Legacy

Sunday the 13th of November 2016 saw me walking to the dais alongside the Australian Flying Corps Memorial at Point Cook to thank the Director of the Australian War Memorial, Dr Brendan Nelson, for having just delivered the Commemorative Address at the Pilgrimage in honour of the centenary of the formation of No 1, No 2, No 3 and No 4 Squadrons. They have not always been in existence over that period but they are very much out there today.

Dr Nelson's address had been highly evocative, a strong narrative of our airmen as they took to the war in the air. Indeed the story had begun at the very spot that I was about to make my remarks in response to Dr Nelson with Lieutenant Harrison taking to the air for the first Australian flight in March of 1914. As I looked out South over the Pilgrimage gathering before commencing my remarks, I could all but see Harrison's Box Kite heading South towards Port Philip Bay and felt a sense of overwhelming reverence in having a view to the future of the Australian Flying Corps and in turn the Royal Australian Air Force.

It is not any easy task to follow Dr Nelson to speak at an event given his unerring capacity to discern and deliver a powerful message that goes to the heart of the matter at hand. On this occasion it was all about character, values and traditions forged in the crucible of war in the air. His opening remarks caught this very essence.

'In Revelation, the German physicist and philosopher Bernhard Philberth wrote: Progress leads to chaos if not anchored in tradition. Tradition becomes rigid, if it does not prepare the way for progress. But a perverted traditionalism; And a misguided progressivism, lead each other to a deadly excess, hardly leaving any ground between them.'

As we pause here, on the occasion of a centenary of the formation of the four squadrons of the Australian Flying Corps, a new generation of airmen and women is conducting operations in the Middle East and distant parts of the world. More than 18,000 RAAF regular and reserve personnel support and operate 260 aircraft across fifteen different

types. From transport to fast jets and airborne early warning command and control aircraft, in the end all that advanced technology is transcended by character, values and traditions whose origins are here.'

These attributes have served our airmen and airwomen in their endeavours - often in the face of an appalling loss of life and dreadful harm - extremely well for over one hundred years and will continue to do so as their abiding moral compass.

Serving as a poignant backdrop to the Commemoration was the condition of the Memorial itself and the surrounding precinct, together with an extraordinary canvass of thousands of knitted or crocheted poppies.

At the Memorial's unveiling in October 1938 the then Governor-General Lord Gowrie placed within it a scroll containing the names of all Australian Flying Corps members who perished in The Great War. The Memorial fell on hard times and showed the ravages of time and weather until it was recently restored (interestingly with the hands on support of many descendants of Australian Flying Corps members). As such the Memorial was in good condition for Air Commodore Geoffrey Harland CSC, Commander Air Force Training Group and Senior Air Force Officer Victoria, representing the Chief of Air Force, to place a time capsule within which added the names of all Royal Australian Air Force personnel who gave their lives in World War II and subsequent operational service.



The Catafalque Party at the AFC Memorial Point Cook, 13 November 2016

The poppies added a further dimension as readers can see from the accompanying photographs. What began as a small personal tribute by two Australian women (Lynn Berry and Margaret Knight) to honour their fathers who both fought in World War II, has become 5000 Poppies, an international tribute of respect and remembrance to those who have served their country in all wars, conflicts and peacekeeping operations. More than 300,000 beautiful handcrafted poppies have been contributed from all over the world. Contributors include children as young as two, right through to people aged 102, and from many different backgrounds and cultures. The poppies have been shaped into displays around the world which have drawn universal praise. A truly inspirational adaption of the symbolic power of the commemorative poppy which in this case materially raised the commemorative impact of the Pilgrimage.



Providing the worlds most advanced expendable countermeasures



Sensors & Electronics | Countermeasures | Energetic Systems

Chemring Australia provides the ADF with worlds most advanced expendable Countermeasures for protecting air, sea and land platforms against guided missile threats. In addition, utilising its world leading manufacturing facility, Chemring Australia is being qualified by the US Government as the Global Second Source for the MJU68/B Countermeasure for the protection of the F-35 Joint Strike Fighter.

Chemring |
Australia



The Centenary Pilgrimage to the Australian Flying Corps Memorial was a special day by every measure and its success lies very much with the Victorian Division of the Australian Flying Corps and Royal Australian Air Force Association, led by its President Carl Schiller. They have the gratitude of the entire Air Force Community.

Brent Espeland
National President

Corrections

WINGS Spring 2016 - 2SQN History

Page 16 RH column, last para, 2nd last line - should read "aircraft were lost in 1970 and 1971; the cause of the first"

LinkedIn - Connect with people for no reason at all

Facebook - Click 'Like' and make friends with people you don't even know, or met, or will meet.

Mark Twain said once, "People who don't read the newspapers are uninformed, people who do read the newspapers are misinformed."

Geoff Michael Award 2016

The Geoff Michael Award was initiated in 2012 by the RAAF Association National Council to be awarded annually to a RAAF Association member who has rendered exemplary service to the Association and who has enhanced the standing of the Association.

The Award is named after Air Commodore Geoffrey Michael AO OBE AFC (Retd), RAAF Association National President of Honour, who served for 23 years as the National President of the RAAF Association.

At its meeting on 7 June 2016, the National Council agreed that the Geoff Michael Award 2016 should be awarded to Lance Halvorsen, VP Communications and Media, for his efforts as Editor in developing the RAAF Association's magazine, Wings, to its high standard.



RE-DEPLOY WITH A NEW CREW

MILITARY AIRCREW RE-SETTLEMENT

Fast Track First Officer A380 / B777
testing (min. requirements)

CASA and EASA licence conversion

MCC and Type Ratings B737 / A320

Interview, aptitude and simulator
skills development

CREW
CAREER RECRUITMENT EVALUATION WORKFORCE

The 4th Squadron AFC

No 4 Squadron AFC was formed on 25 October 1916, with one officer and 26 other ranks who remained at Laverton, Victoria, after the 3rd Squadron AFC had departed for England. The Commanding Officer was Lieutenant Andrew Lang, who had trained as a pilot with the Royal Flying Corps and had instructed at the New South Wales State Aviation School. After being commissioned in the AFC and appointment as Temporary CO, Lang selected men suitable for the ground staff, particularly those with aptitude to be air mechanics. However, the squadron lacked aircraft and pilots.

Brigadier-General Foster, CGS, notified all Military District Commandants that a 6th Course of Aviation would be held at the Central Flying School from November 1, 1916, to February 1, 1917. Applications were invited from officers who certified that they were available for active service abroad with the 'Flying Corps'. Each Commandant was required to forward a tabulated list showing qualifications and order of recommendation for selection.

No 6 Course included a group selected from the NSW Aviation School Richmond, 19 of whom successfully qualified for Pilot Certificates. One was retained as a flying instructor and the remaining 18 were interviewed by Harrison with a view to an appointment in the Australian Flying Corps. Ten were required to do a further flying test

The 6th Course was terminated on December 23, 1916, and the twenty-four prospective aviators were transferred to become, under Australian designation, No 4 Squadron, Australian Flying Corps, Australian Imperial Forces, the fourth combat squadron sent to UK. Personnel were assembled hurriedly and in accord with the War Office request, sent to England to be trained. The student pilots were only partially trained.

Under the national regimental nomenclature, No 4 Squadron, AFC sailed from Australia aboard the ex-Orient Line's SS 'Omrah' on January 17, 1917; Captain Andrew Lang was the Officer in Charge. On arrival in UK in March 1917, the RFC



2nd Lieut Zavel Freadman (L) and 2nd Lieut Arthur Cobby with men of the 4th Squadron, awaiting orders to board HMTS Omrah for the sea voyage to England.

Photo: Cobby Family

re-numbered the squadron as No 71 (Australian) Squadron, Royal Flying Corps.

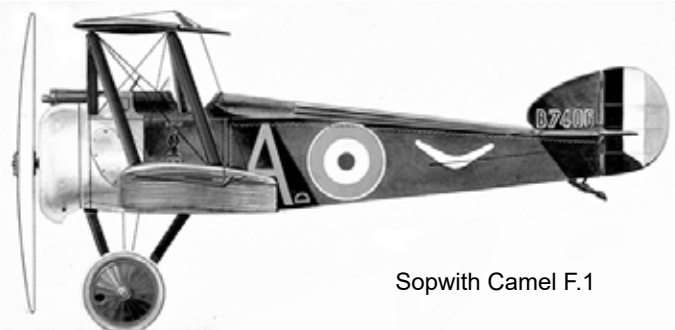
Following training at Castle Bromwich, the Squadron of 18 Sopwith Camels departed on 18 December 1917, in three flights, and flew across the Channel, without mishap, to St Omer, a large transit aerodrome for the RFC. After a two-day stop-over, they flew on to Bruay, 35 miles (56Km) from the front line, where more intensive training in war flying and 'learning the country' continued.

Bruay Aerodrome January 1917 - France

The 4th Squadron (No 71 Squadron) RFC, was attached to the 10th (Army) Wing, Royal Flying Corps, supporting the British Third Army in a sector where, across the front line, German aerodromes proliferated. Lille and Douai in particular were well known and the latter aerodrome was frequented by Manfred von Richthofen's renowned 'Circus' when on the British front. McCloughry and his Flight Commanders continued intensive training in war flying and learning the country. The new Squadron was 'raw' and needed time to acclimatise.

The Squadron became one of the hundreds of British and French squadrons whose job it was to hunt enemy aircraft up to forty miles behind their respective allotted sectors. Now they were 'in the line' the Australian Squadron had to learn how to protect their own side's aeroplanes performing artillery observation and reconnaissance and guiding artillery fire on enemy targets.

German tactics called for their airmen to police the line but not venture over it except in certain circumstances. The German pilot's strategy was based on pragmatism; fight if necessary but ensure that numbers and height were in their favour. If British or French two-seaters were over the line calling down fire on German artillery positions, German flight leaders signaled two or three scouts to intercept the British or French scouts, when a 'dogfight' ensued.



Sopwith Camel F.1

The war was reaching a peak in March 1918 as ground and air fighting increased. The War Diary recorded - 'Offensive Patrols as usual'. However, the Official History of the AFC describes "combat amounted to little more than sparring although formations were quite large".

While the German air force policed the line and seldom went over it, the Circus pilots fought as a matter of principle; the



Norman Clifford painting depicts three Sopwith Camels of 4SQN, led by Capt Harry Cobby, attacking a flight of German Fokker Triplanes, 10,000ft (3048m) over the front lines in France, 1918. Lieutenants Roy King and RG Smallwood are flying the other two Camels. Photo: From an oil painting by Norman Clifford, RAAF Heritage Collection, RAAF Museum

official history comments that they were 'stormy petrels'. Contact between Richthofen's 'Red Circus' didn't occur often. However, on March 16, Capt. Petschler and Lieut. Malley were each leading a flight of five on a raid to bomb Douai rail station.

Two Camels had engine trouble and turned back; the remaining seven dropped their bombs and headed for altitude. Sixteen German enemy scouts attacked from above, in twos and threes, and broke up Malley's formation. Four enemy machines hovered above the fight to prevent a counter attack. It became a desperate battle to escape. Most made it back but Lieut P.K. Schafer, after receiving the full force of an attack, spun earthward from 10,000 feet with three red Fokker scouts after him landed at Bruay with sixty-two bullet holes in his Camel, including a shattered wind-screen

On Thursday March 21, German General Ludendorff opened a large offensive. The British 5th Army bore the brunt of the opening dawn onslaught. It was the long awaited 'Grand Offensive' and thousands of German troops were attacking ferociously and all Allied air forces were called on to attack enemy troops with guns and bombs

The Camels were now escorting Corps RE8s on artillery observation and calling down fire on the enemy. Although several combats were indecisive, aerial fighting was definitely on the increase. Squadron pilots clashed with German aeroplanes on nearly every sortie.

Orders from the Allied Commander in Chief, Field-Marshal General Foch, was to intensify reconnaissance over the whole front and to concentrate bombing on such few of the most important of the enemy's railway junctions as it may be possible to put out of action with certainty. Operating just south of the main thrust in the Somme area, Bruay was close enough for the 4th Camel pilots to fly up to three missions a day. Orders from Commander of the RFC in France, Brigadier-General Hugh Trenchard, were to 'Take all risks', 'Disregard the cost'. 'Fly as low as possible'. The air was full of British aircraft bent on harassing the enemy

British were now night bombing enemy positions as well as delivering low level attacks. Enemy airmen were also very busy and night after night with their Gotha bombers. German heavy long distance guns began to target Bruay and at the end of April, the Squadron was compelled to move north east of St Omer, to Clairmarais North.

The Squadron exchanged its short stroke Clergetts for the improved long-stroke Clerget rotaries which allowed greater ceiling. On April 30, the whole Squadron of twenty three machines took off on what was called a 'travelling flight', flying to a new aerodrome nearer the front. With the better performance Camels, the 4th Squadron took over high altitude patrols from the 2nd Squadron, AFC, which became engaged on bombing and low level activities.

The Squadron started re-equipping with the Sopwith Snipe in October 1918. The change extended over a week and two days after the first Snipes were collected, the Squadron flew up to 50 miles (80Km) behind the lines. However, because of the inclement weather, results were difficult to assess.

No 4 Squadron was the second Squadron in France to be equipped with the Snipe, a result of the Squadron's splendid operational successes. In McCloughry's written words, 'entirely as a result of the Squadron's splendid work'. Fitted with Bentley rotary engines, the Squadron experienced very little trouble with the Snipe and air and ground crews were satisfied with the transition.

The Squadron moved from Serny aerodrome on 20 October to Auchel. After a brief stay, they moved again to Grand Ennetieres just south of Lille. Shortly after this latest move, the Squadron created a record for France, destroying 30 enemy machines in the three and a half days. Since 9 October 1918, the Squadron had destroyed 230 enemy aircraft since its first patrol crossed the front line.

Both No 2 and No 4 Squadrons, AFC, were fighting scout units without peer, each took to the task of countering the enemy full on; they bore losses and inflicted great losses on the enemy. Their exploits are among the finest in the history of Australian military actions, as the 80 Wings scoreboard

80 WING RAF. 1 st JULY TO 11 th NOV. 1918. BALLOON					
SQUADRON	IN FLAMES	CRASHED	O.O.C.	DRIVEN DOWN	DESTROYED
4 A.F.C.	19	57	36	7	22
88	20	33	53	15	
2 A.F.C.	10	30	48	16	
92	4	15	8	1	
103	5	12	30	3	
46	3	11	5	4	1
54	2	2			
TOTALS	63	160	180	46	23

The score board of No 80 Wing, RAF. It includes victories against the enemy from July 1 to November 11 1918. Note the categories: 'In Flames; Crashed; O.O.C. (Out of control); Driven down and Balloons destroyed. No 4 Squadron's balloon tally is extraordinary. Photo: AWM

A week after the armistice, the Squadron moved 23 miles, from Grand Enneteries to Bessinghem, described in the War Diary as a 'forward aerodrome about 3 miles north of Namur, Southern Belgium and was attached to the XIth Wing, 2nd Brigade, RAF. The weather was continuously bad and little flying was achieved. With a Squadron strength of 22 Snipes and 26 pilots, the 4th Squadron was chosen to become one of four (three RAF) Squadrons as part of the British Army of Occupation at Bickendorf, near Cologne.



4SQN Sopwith Snipes, Bickendorf, Germany, 1919

Bickendorf proved to have a 'perfect' flying ground. No 4 Squadron arrived on December 14 and as part of No 11 Wing RAF, shared the aerodrome with eight other RAF squadrons. While the Snipes were serviceable there was no flying because of bad weather. When weather was good, flying comprised practice and formation practice. Routine Orders stated "*Machines may fly over the town of Cologne at a height of not less than 2,000 feet. Low flying and stunting over towns and villages is NOT permitted*".

No 4 Squadron left Bickendorf, on 27 February 1919, the remaining RAF Squadron personnel turned out and gave them a fine send-off. Overall, their stay in Germany had been very pleasant and was made more so by the splendid spirit that existed between all ranks of the 11th Wing, RAF.

Arriving in Havre on March 9, the Squadron departed for England by HMT Lorina on March 11 and disembarked the following day at Southampton. Completing the last stage of the move the unit marched into 11 Camp, No 4 Command Depot, Hurdcott, Salisbury, on March 12 and awaited embarkation to Australia.

The Squadron of 24 officers and 140 other ranks, marched out of Hurdcott Camp on May 6, and proceeded by rail to Southampton. Men from the 2nd, 3rd, 4th, 5th, 6th, 7th and 8th Squadrons AFC, departed on the HMAT Kaiser-I-Hind on May 7 for the journey to Australia.

No 1 Squadron joined them at Port Said. The ship arrived at Fremantle on June 9, and reached Sydney on 18 June 1919.

**By Norman Clifford,
Edited by Lance Halvorson**

Between the Wars

A Cadre of No 4 Squadron, 1921

Following formation of the Australian Air Force on 31 March 1921, plans were made to form squadrons numbered along the same lines as those of the AFC. On 20 December, the Air Board authorised five squadrons, and on 10 January 1922 two pilots and seven airmen assembled at Laverton as a cadre of No 4 Squadron RAAF.

The commander was Flight Lieutenant A.A.N.D. "Jerry" Pentland MC DFC, a Gallipoli veteran who had shot down 23 enemy aircraft with the RFC and RAF. The other pilot was a former member of the 4th Squadron AFC, and a future Chief of the Air Staff, Flying Officer George Jones. For some weeks, Pentland and Jones practiced airmanship in SE.5A fighters, but severe funding cuts imposed on the RAAF resulted in the cadre disbanding.

No 4 (General Reconnaissance) Squadron, 1937-38

On 3 May 1937, No 4 (General Reconnaissance) Squadron formed at Richmond, New South Wales. Squadron Leader D.E.L. "Del" Wilson was initially allocated three officers and 44 airmen, who he organised into Headquarters, A and B Flights. Flight Sergeant W.J. Symons recalled that most of the air mechanics and riggers "were only young fellows and hadn't had the experience on aircraft". The more experienced members guided the assembling of Hawker Demon biplanes, used for coastal patrols and mock attacks against warships.

In July, the first Avro Anson twin-engine maritime patrol aircraft arrived. As the squadron received more aircraft and trained pilots and observers, it participated in more exercises with Australian and British warships. The Ansons were also employed as VIP transports. On 9 June 1938, Pilot Officer Harry Durant was flying the Minister for Defence from Canberra to Melbourne when they encountered a storm over the Snowy Mountains. The Minister's secretary, Kathleen Lyndon, told reporters that the Anson "was swooping and diving and climbing" and "dodging to avoid mountain peaks"



No 4 Squadron's first Anson, A4-5, in company with another Anson. Photo: RAAF Museum

obscured by clouds, however the crew “showed no sign of being rattled. They just went on with the job, calmly and efficiently”. Durant nearly ordered the crew and passengers to bail out, but there was a break in the clouds and he executed a forced landing. Durant was awarded the Air Force Cross.

A fatal crash occurred on 14 June 1938 when Sergeant Ralph Pomery took off in a Demon, with Aircraftman Class I David Purdy as a passenger. Pomery and another pilot engaged in a mock aerial combat until Pomery clipped a tree and crashed. Purdy got clear but heard Pomery screaming and ran back into the flames, trying to save the pilot. Two civilians found Pomery dead and Purdy suffering horrendous burns. Purdy was awarded a bronze medallion by the Royal Shipwreck Relief and Humane Society, but was never released from hospital, dying in 1940 during his 26th plastic surgery operation. Newspapers reported the death of a “hero”.

No 4 Squadron ceased to exist on the first day of 1939 when it was unceremoniously renumbered No 6 Squadron.

World War II

No 4 (Army Co-operation) Squadron

No 4 (Army Co-operation) Squadron re-formed at Richmond on 17 June 1940, replacing No 3 (Army Co-operation) Squadron, sent to the Middle East. Squadron Leader J.R. Paget had only 12 officers and 43 airmen to begin with. Demons left by No 3 Squadron were ferried to flying schools. Some weeks later three Moth Minors were received, and then CAC Wirraways.



Ground crew refuelling a Wirraway at Canberra in 1941.
Photo: RAAF Museum

In October 1940, No 4 Squadron moved to Canberra. In February 1941, Squadron Leader Barney Cresswell took over, and began whipping the squadron into shape. He pushed inexperienced pilots and observers to master airmanship, aerial photography, tactical reconnaissance, artillery spotting, and dive-bombing.

The first fatality occurred on 4 April 1941, in the grounds of Government House. A pilot took off for airmanship training but collided with another Wirraway returning to the base. Both pilots parachuted to safety, but Corporal Bill Ramsay, a ground staff member who had been testing parachutes by dropping dummies, was killed.

The squadron participated in exercises across New South Wales and Victoria. The largest was the “Battle of Corangamite” in late 1941, when pilots and observers conducted reconnaissance, artillery spotting, dive-bombing, and strafing. By the time Japan entered the war in December 1941, No 4 Squadron’s training was well advanced. In May 1942, it moved to Camden, New South Wales, where the Army’s 2 Air Liaison Section was attached to facilitate liaison with Australian and American forces preparing to fight the Japanese.

In August 1942, the squadron moved to Kingaroy, Queensland, and in October was warned to prepare for movement to New Guinea. Corporal Wal Geldard recalled: “excitement raced through the Squadron like a bush fire.” However, pilots and observers worried that the slow flying and lightly armed Wirraways would be sitting ducks. The Commander-in-Chief General Douglas MacArthur’s staff expressed concern that “use of these planes ... will occasion high casualties”, however MacArthur authorised the squadron’s deployment.

Wirraways over New Guinea

In November 1942, No 4 Squadron settled into Bomana (Berry), on the outskirts of Port Moresby. Geldard recalled “wondering how bad things could get before reaching a state at least approaching something akin to comfort”. Mosquitoes were troublesome and the men then watched “the Wet, the bloody Wet, [which] came rolling southwards over the mountains”. Soon the camp was “about a foot thick in mud”.

The squadron’s commander, Squadron Leader Geoff Quinan, flew the first reconnaissance sortie on 16 November. The Australian 7th Division had crossed the Kokoda Trail and was advancing towards Gona, while the US 32nd Division was closing on Buna. After the battle started, the squadron flew sorties over both fronts. Unfortunately, from certain angles the Wirraway looked like the Japanese “Zero” fighter. American fighter pilots had difficulty distinguishing them. Quinan received a demand to ground his aircraft or repaint them “a solid colour, such as orange, to facilitate identification”. He responded that the demand was “ridiculous”, but while he won the battle Quinan was stood down as a face saving exercise.

The squadron sent two detachments to airfields at Popondetta and Dobodura, from where Wirraways conducted sorties over Gona, Buna, and Sanananda. Ground crews contended with primitive living conditions and malaria. Aircrews would fly from Bomana and operate from a forward airfield. They became renowned for low-level directing of artillery fire over dense vegetation. The American official history explained: “Invaluable assistance to the artillery was rendered by the Australian Wirraways. Though slow and almost weaponless, they were manned by skilful pilots who hovered courageously over the Japanese lines to give the coordinates of targets, to spot shell bursts, and to lure the enemy AA [anti-aircraft guns] into disclosing its positions.”

On 26 December, Flying Officer John Archer shot down a Japanese fighter. Archer and Sergeant Les Coulston spotted the fighter a few hundred feet below and attacked. After landing, a message was sent to Bomana: “Archer has shot down one Zeke, repeat one Zeke. Send six bottles beer.” While identified as a “Zero”, the victim was likely an “Oscar” of

the recently deployed 11th Sentai. Its pilot may have mistaken the Wirraway for a “Zero”. The bottles of beer were sent, but Archer was no longer there and missed out on toasting his victory. His reward was one of three US Silver Stars awarded to the squadron—and his aircraft, A20-103, resides in the Australian War Memorial.

By the end of the battles in mid-January 1943, No 4 Squadron had demonstrated its worth, but with several aircraft shot down or damaged, and three pilots, three observers, and an army air liaison officer killed.

On 28 January 1943, Air Vice-Marshal Jones, Chief of the Air Staff, inspected his old squadron. Three days later, it was again called on to support a battle. A Japanese force was advancing towards Wau, in the centre of New Guinea, and both tactical reconnaissance and artillery spotting were needed. Four officers and 26 men were rushed to Wau in C-47s. They watched Beaufighters strafing Japanese positions next to the airstrip and contended with sporadic ground fire and air raids. On 6 February, a Wirraway was bombed moments after its pilot and observer jumped clear.



Wirraway A20-447 burning after being bombed at Wau on 6 February 1943. FSGT Arthur Rodbourn and SGT Alan Cole escaped from the aircraft moments before the bomb struck.

Photo: Trevor Alley

As the Japanese retreated, the Wirraways were used for tactical reconnaissance and a new role, “leading in” fighters and bombers by firing at Japanese positions, thereby pioneering forward air control. Sadly, after operations ended, on 27 August 1943 three members of the ground staff, Corporal H.E. Conway, LAC H.E. Stocker, and LAC J.B. Tarrant, were killed when the C-47 returning them to Port Moresby crashed.

No 4 (Tactical Reconnaissance) Squadron

By June 1943, Wirraways were no longer suitable. The squadron received Boomerangs—retaining some Wirraways for aerial photography and courier flight. Its title was also changed to No 4 (Tactical Reconnaissance) Squadron. Flying Officer Dan Lee-Warner wrote that the Boomerangs “looked very pukka with their new paint and polish and very snappy”. Pilots operated in pairs, one flying the reconnaissance with the other acting as “lookout”. Troops gave them nicknames,

such as “Bib and Bub”, “Pat and Mick”, and “Bluey and Curley”.

From certain angles the Boomerang resembled a Japanese fighter. On 5 July 1943, American anti-aircraft gunners shot down Flying Officer J.K. Collier. He crash-landed, but died when his forehead struck the gun sight. The squadron removed gun sights and replaced them with “a black painted ring and cross sight on the armoured glass of the front panel”.



One of the longest serving Boomerangs, A46-121 “Olga”. First received in by the squadron September 1943, coded QE-D, it was damaged in an accident on 28 March 1944. Repaired and returned in September 1944, coded QE-N, it remained in service until November 1945. *Photo: US National Archives*

In August 1943, A and B Flights moved to a secret airfield at Tsili Tsili (pronounced “Silly Silly”) to support the attack against Lae. LAC Roy Anson remembered being flown in a C-47, “hoping there would be no Zeros about, as we would be sitting ducks”. They had just landed when anti-aircraft guns opened fire and bombs began exploding. The men flung themselves into the nearest gully.

On 4 September, the 9th Division landed near Lae, while elements of the 7th Division advanced into the Markham Valley. The squadron’s second-in-command, Squadron Leader James Bell, commanded the detachment and flew over the amphibious landing area, observing “an amazing sight” as warships and bombers had “bombed hell out of it”. The detachment also established a wireless (radio) link between the divisions and NGF at Port Moresby, with wireless operators working in dugouts.

On the afternoon of 13 September, Pilot Officer Bob Staley took off in a Wirraway to deliver a staff officer carrying documents (showing a Japanese escape plan) to Port Moresby. Staley flew along the coast in fading light, landed at Dobodura, and after two attempts crossed the Owen Stanley Range in stormy darkness and landed after midnight. In addition to a mention-in-despatches, his comrades improvised a tin medal, inscribed: “NADZAB CROSS FOR VALOUR F/O R STALEY Into The mouth of DEATH 14 SEP WIRRA”.

In late September, B Flight supported the 9th Division’s landing at Finschhafen, and the advance on to Sattelburg. On 17 October, pilots spotted a signal, “S O S A I F”, laid out using tents and groundsheets. C Company of the 2/3rd Pioneer Battalion was cut off and running out of ammunition

and rations. B Flight resupplied the company and guided it to safety. During November, two pilots were shot down over the sea by Japanese fighters, and Flying Officer Bob Stewart was mistakenly shot down by Lieutenant G.R. "Jerry" Johnson, a leading American ace. Stewart survived, and Johnson's crew chief had an Australian flag painted on his scoreboard to remind the ace of his fallibility. While "cracking up" was rare, operations took their toll. Flying Officer Greg Sherman recalled that Stewart's dark brown hair turned white within six weeks. Sherman himself went from non-smoker to "a pack a day man" in one day during his tour.

A Flight meanwhile supported the 7th Division's advance into the Ramu Valley. LAC John Kingsmill wrote that the valley was "riddled" with a "smorgasbord of deadly diseases". Most ground staff members suffered illnesses, and one man died of scrub typhus. Conditions were more challenging at a forward airfield in the mountains. LAC Bernie Alfred remembered that with no doctor, "those who were laid low with fever relied on their mates for assistance."

In the mountains, pilots contended with the threats of enemy fighters and mountainsides. One of those lost was Flying Officer S.N. Trumper who disappeared on 30 October when he crashed into a "stuffed cloud". In January 1944, the pilots supported attacks against Shaggy Ridge, including "leading in" strikes by bombers and fighters. Some pilots also operated Piper Cubs, loaned by the US Army, transporting staff officers around the forward area.

In March 1944, B Flight was sent to Cape Gloucester, on New Britain, supporting the 1st Marine Division. Its pilots searched for barges that could be attacked by American PT boats or fighters. After this flight's return to the mainland, the squadron remained in New Guinea until March 1945, with the last sorties being tactical reconnaissance and "lead ins" in the Sepik River area.

To Borneo and Canberra

On 28 March 1945, No 4 Squadron embarked on the SS *Roger Sherman* for Morotai, in the Netherlands East Indies. Men welcomed the reduced tempo, and then in June the squadron moved to Labuan Island and began supporting operations in northern Borneo. Operations wound down before the war's end. No sorties were flown on 15 August 1945, but afterwards it was necessary to monitor Japanese troop movements to surrender points. On 17 August, last shots were fired at Flying Officer Col Colmer who was dropping pamphlets: "I was lucky, the only holes were in the Wirraway & not yours truly."

Men with long service returned home, and flying wound down. A few Kittyhawks were received, with one becoming the last aircraft lost, when Flying Officer J.C. Maddern crash-landed on a beach on 6 October. Finally, in December 1945, the last 35 officers and 236 men sailed for home.

No 4 Squadron returned to Canberra. Having left its Boomerangs in Borneo, the squadron was issued with two Kittyhawks, but there was little flying as demobilisation was underway and the squadron was reduced to a cadre of five officers and 36 airmen. Not until August 1946 did the rebuilt squadron, under Squadron Leader T.H. Saunders, receive

Mustangs and resume tactical reconnaissance training. The squadron also had a couple Wirraway "hacks", as well as Austers when it took No 16 (Air Observation Post) Flight under its wing.



CAC Mustangs and Austers AOP III lined up at Canberra. The Mustang in the foreground, A68-81, was delivered to No 4 Squadron in August 1947. Credit: RAAF Museum

On 24 June 1947, No 4 Squadron suffered its last casualty. LAC Albert Hains was standing on the rear of a fire tender, directing a Mustang from another squadron, and was struck by the propeller blades.

By 1948, No 4 Squadron was well advanced with its training, but the RAAF perceived a need to resurrect a famous wartime squadron by renumbering an existing one. On 8 March 1948, Saunders wrote a last entry in the Unit History Sheet: "No 4 TAC/R SQUADRON ceased to exist on this date. Henceforth this unit is to be known as No 3 Tactical Reconnaissance Squadron."

No 4 Squadron Re-formed, 2009

During the Vietnam War, 36 forward air control (FAC) pilots were attached to US forces. On 1 April 1970, No 4 (FAC) Flight was established at Williamstown, New South Wales, to train pilots. Equipped with CAC Winjeels, it also supported exercises by RAAF Mirages and Fleet Air Arm Skyhawks. In 1989, the flight was absorbed into the re-formed No 76 Squadron, becoming C Flight, which in 1995 received Pilatus PC-9s. In 2002, C Flight became the Forward Air Control Development Unit (FACDU).

Experience in Afghanistan and Iraq reinforced the need for integrated combat air power to support land forces, particularly special forces. Whereas the capability had been allowed to degrade after World War II, "the alignment of airborne systems in the air/land battle has become too significant and central for it to be re-learned during each new operation." In 2007, in response to a request from Special Operations Command, the RAAF established the Special Tactics Project as a proof of concept trial to train RAAF personnel as combat controllers for Combat Control Teams (CCT) and joint terminal attack controllers (JTAC).

No 4 Squadron RAAF re-formed at Williamstown on 3 July 2009 by merging the FACDU and Special Tactics Team. It was soon participating in exercises, with special tactics team members taking part in Talisman Saber, training alongside their American counterparts, providing air traffic control and co-ordination of offensive fires. The squadron's CO, Wing



A combat controller of No. 4 Squadron in the Northern Territory during Exercise Pitch Black 2014. *Photo: ADF*

Commander Dave Paddison, observed that “all face a steep learning curve in order to deliver the full range of capabilities similar to their USAF counterparts.”

No 4 Squadron was organised into Headquarters and A, B, and C Flights. A Flight, equipped with four PC-9A(F) aircraft (FAC variant of the PC-9A), is responsible for FAC and supporting JTAC training. C Flight delivers the six-week JTAC course, accredited by US Joint Forces Command. B Flight meanwhile is the CCT, with combat controllers supporting SAS and commando training and operations. In 2013, CCT members were granted the right to wear an Air Force aircraft grey beret and dagger brevet denoting special operations capability.

No 4 Squadron has furthered the century-long tradition of service, participating in exercises (such as 2016’s Black Dagger) and with squadron members and graduates of courses deployed to Afghanistan and Iraq. The current commander, Wing Commander Harvey Reynolds, has explained: “The role of No 4 Squadron is very important because we are the friction point between the air and the ground. We train Air Force and Army terminal attack controllers to be forward observers in the battlefield, teaching them to control air power correctly so we don’t hurt the wrong people, whether they are our own people or civilians. We do this through the provision of Combat Control Teams, flying the PC-9 for Close Air Support training, and training Terminal Attack Controllers.”

By John Moremon





OPPORTUNITIES IN THE MIDDLE EAST

EXPRESSIONS OF INTEREST

BAE Systems Australia employs aircrew and ground crew to work with the Royal Saudi Air Force in the Kingdom of Saudi Arabia. To meet the needs of our Saudi based business, we are pleased to welcome expressions of interest for the following opportunities:

- PC-9/PC-21 Instructor Pilots
- Hawk (Fast-jet) Instructor Pilots
- Hawk (Fast-jet) Simulator Instructors
- Navigation Instructor
- Aero science (Avionic) Instructor
- Hawk Aircraft Technicians
- PC-9/PC-21 Aircraft Technicians
- Calibration (Metcal) Technicians
- Supply Chain Specialists

All opportunities require appropriate qualifications and experience. To meet security and visa requirements, applicants must be Australian Residents or eligible to apply for Residency.

In return for high levels of commitment and hard work, employees receive a competitive salary, rent free accommodation and access to free recreation facilities, all within company secured compounds. In addition, a generous leave and travel allowance makes this an opportunity not to be missed. A comprehensive health care scheme is also provided within Saudi Arabia.

On successfully securing a role, your appointment would initially be on single status. However, upon commencement of employment in Saudi Arabia, employees can apply to have families join them in the future.

To register your interest, please e-mail a CV with contact details to us via:-

Saudi-british.dcp@baesystems.com.au

BAE Systems is committed to equal employment opportunity but to meet Saudi Arabian cultural and religious laws, we are only able to consider male applicants.

All appointments in Saudi Arabia are subject to Saudi Government and/or Customer approvals.

www.baesystemscareers.com.au



BAE SYSTEMS
INSPIRED WORK



St John's Anglican College

Welcoming Defence Force families since 1994

- Co-education K to 12 school • Great teachers • Exceptional Achievement
- Articulate Students • Spirited Community

www.stjohnsanglicancollege.com.au

For more information email jcollins@sjac.qld.edu.au
or phone 07 3372 0176



No 2 Squadron Centenary Commemoration

No 2 Squadron commemorated its Centenary in August and September 2016 with a Last Post Ceremony at the AWM on 31 August, an Open Day at RAAF Base Williamtown on 16 September, a church service in the afternoon of 17 September, followed by a Centenary Dinner in Newcastle that evening.

Squadron members and 2SQN Association members attended the activities to commemorate the achievements of one of the RAAF's highly decorated squadrons. Since it was formed on 20 September 1916 as the first AFC fighter squadron, it has carried out the roles of fighter, escort, surveillance, bomber, strike and battle and airspace management.

The squadron has served in six wars and conflicts: World Wars I & II, Malayan Emergency, Indonesian Confrontation and the Vietnam War, Syria and Iraq in Operation OKRA. It achieved very good results, operationally and technically, in Vietnam by the efforts of its aircrew and technical crews, the backup from RAAF Base Butterworth and logistics support from Australia. The squadron provides tactical battlespace control and support for RAAF and Allied air operations, in the 2010s and future years.

Since its reformation in 2000 and its achievement of full operational capability (FOC) in 2010 with the E-7A Wedgetail aircraft, it has provided highly effective airborne early warning and control (AEWC) capabilities in Operation OKRA. In addition, the squadron has deployed to RIMPAC, Red Flag, Pitch Black, Bersama Lima and other exercises and provided invaluable airspace control and management since FOC.

Last Post Ceremony

Members of No 2 Squadron, together with 2SQN Association members, attended the Last Post Ceremony at the Australian War Memorial 31 August 2016 to commemorate the Centenary of the squadron, formed in the Australian Flying Corps, 20 September 1916.



No 2 Squadron and 2 Squadron Association members during the Last Post Ceremony for the Squadron's Centenary Commemoration, Australian War Memorial 31 AUG 16. (R-L) Tom Greaves, SQNLDR Glen Chettle, Squadron ExecO, Lance Halvorson. *Photo LACW Katherine Pearson*

Following the Last Post, the squadron held a special ceremony in which SQNLDR Glen Chettle, Executive Officer of 2QN, addressed Squadron and Association members on the squadron's 100 year history. Five squadron members then read out the names of the 197 members who lost their lives in the squadron's wartime operations. Completing the ceremonies, AIRMSHL David Evans and SQNLDR Glen Chettle laid wreaths at the tomb of the Unknown Australian Soldier, followed by Association members Peter Schoutens and Tom Greaves.



SQNLDR Glen Chettle and AIRMSHL Evans AC DSO AFC (Retd) lay wreaths at the Tomb of the Unknown Soldier, AWM 31 AUG 16
Photo: LACW Katherine Pearson



Director of AWM, Brendan Nelson, meets 2SQN executives, (L-R) FLTLT Jesse Newman, SQNLDR Lee-Anne Stanway and SQNLDR Glen Chettle, 31 AUG 16. *Photo: Bob Howe*



The mosaic of an Australian airman in the Hall of Memory.
Photo: Lance Halvorson

Squadron Open Day - 16 September 2016

The squadron held an Open Day at Williamstown for current members, their families and 2SQN Association members. The day started with an address by the CO, WGCDR Christian Martin, followed by a brief summary by Lance Halvorson on the Squadron History that was the cover story in the Spring 16 issue of *Wings*. Martin James, the RAAF Historian, then launched Bob Howe's Heritage Series book, *Dreadful Lady Over the Mekong Delta*, an analysis of RAAF Canberra operations in the Vietnam War. All members attending received a free book, signed by Bob Howe for members who wanted signed copies.

Squadron members and Association members and their families viewed the Wedgetail, the hangar and aircraft equipment, attended operational briefs in the 2SQN Theatre, a tree planting ceremony and the installation of a Time Capsule. Many also toured the Operational Flight Trainer



A 2SQN Wedgetail showing the 'nose art' commemorating the Squadron Centenary. Photo: RAAF

and Operational Mission Simulator, both of which required escort officers.

Church Service and Dinner - 17 September 2016

A church service was held at the Newcastle Christ Church Cathedral in the afternoon, where the CO, WGCDR Christian Martin, and Vietnam COs, AIRMSHL David Evans and AIRCDRE John Whitehead, laid wreaths.

The Centenary Commemorations concluded with a Gala Dinner at the Starlight Room at New Lambton, which was attended by about 280 serving members and 2SQN Association veterans and their wives and partners.



Current and former COs of No2 Squadron at the Gala Dinner, 17 Sep 16. (L-R) WGCDR Paul Carpenter, AIRCDRE John Whitehead (Retd), AIRMSHL David Evans (Retd), GPCAPT Tracey Friend, current CO WGCDR Christian Martin, GPCAPT Luke Stoodley. Photo: Lance Halvorson



2SQN Centenary cakes, made by Col Carpenter: 2SQN in France, Vietnam and Middle East. *Photos: Lance Halvorson*

Centenary Parade of No 1, 2, 3 and 4 Squadrons

On 28 October 2016, the Royal Australian Air Force marked the Centenary of Numbers 1, 2, 3 and 4 Squadron on 28 October 2016 with a full Colours Parade and Open Day for RAAF members, their families and Ex-Service Organisations. The activities commemorated the activities of the squadrons, which were formed as combat squadrons in the Australian Flying Corps (AFC) in 1916. Although not operating continuously for 100 years, the squadrons are on the current RAAF Air Order of Battle and have significant histories in operations in World War I, World War II, Malayan Emergency, Indonesian Confrontation, Vietnam War and the Middle East.

Despite the heavy rain, the parade went ahead as scheduled. A Wedgetail from No 2 Squadron appeared out of the gloomy weather and flew over the parade, right on time during the playing of the Last Post. The parade, which included a contingent of No 1 Squadron personnel from RAAF Base Amberley, marched off as the rain stopped.



An E-7A Wedgetail flies over the parade.
Photo: CPL Nicci Freeman

Due to the low cloud base and inclement weather earlier in the morning, warbird aircraft from Temora Aviation Museum were unable to fly to Williamtown for the air or static display that followed. In addition to current squadron aircraft on display, a Sabre, Mirage and Wirraway aircraft were on static display.



No 2 Squadron marches past following the Centenary Parade.
Photo: Lance Halvorson



Paul Bennett Airshow's CAC Wirraway.
Photo: Lance Halvorson

The RAAF provided an Information Stand that provided a number of 'giveaways', including the Autumn, Winter and Spring issues of Wings magazines which included Centenary articles on Nos 1, 2 and 3 Squadron. No 4 Squadron Association had a stand from which they dispensed (sold) barbecue sausages, good coffee, Centenary Port and other memorabilia. DVA and some Ex-Service Organisations had stalls to provide information to members. No 4/5 SQN Association members attended the Open Day and later



No 1 Squadron members and a Squadron Super Hornet.
Photo: CPL Melina Young

that evening, the No 4 Squadron Centenary Dinner in the squadron hangar.

The Centenary Parade and Family Day was an elegant celebration of the historic Centenary, which provided the opportunity for Army and Air Force to display the contributions and achievements since the first flying Squadrons were formed over 100 years – showcasing the innovation and evolution of air power into the modern integrated Air Force of which we know today. Importantly, the Centenary program brought into focus the dedication, commitment, sacrifice and exemplary service of the Australian Flying Corps and Air Force personnel past and present - highlighting the enduring spirit of 'mateship' and community.



Governor-General, His Excellency General the Honorable Sir Peter Cosgrove AK MC (Retd) and Air Commodore Craig Heap CSC, after inspecting No 1, 2, 3 and 4 Squadron Centenary parade.
Photo: CPL Melina Young

B-1B JTAC Training in Australia

A B-1B Lancer takes off from Andersen AFB, Guam, Oct. 25, 2016, to conduct integration training with Royal Australian Air Force joint terminal air controllers (JTACs). This is the first time in at least 10 years that B-1s have conducted close air support training in the vicinity of Australia.

The B-1B is assigned to the 34th Expeditionary Bomb Squadron, which is deployed to Guam from Ellsworth AFB, S.D., as part of Pacific Air Force's continuous bomber presence.



A B-1B Lancer on takeoff from Andersen AFB
Photo: Air Force photo by SrA. Arielle Vasquez

Exercise Pitch Black 2016

Pitch Black is an annual exercise that has been conducted by the RAAF for over 30 years, in varying degrees of intensity and with a number of other nations participating. The exercise aims to further develop offensive counter air, air-land integration and intelligence, surveillance and reconnaissance (ISR), operating in concert with foreign air forces. Major outcomes of Pitch Black are the development of operating procedures and testing of interoperability for possible combined operations.

Pitch Black 2016, from 29 Jul-19 Aug 16, was the most complex exercise conducted by the RAAF in 2016. The exercise involved 2500 personnel and 115 aircraft from other participating nations of, Canada, New Caledonia, (France), Germany, Indonesia, Netherlands, New Zealand, Singapore, Thailand and the United States.



A formation of a 77SQN F/A-18A Hornet, RSAF F-15, 1SQN F/A-18F Super Hornet and RSAF F-16 fly over Mindil Beach, Darwin
Photo: RAAF



LACW Beth Magner, a 1SQN Armament Technician, adjusts an arming wire on a GBU-10, LGB, loaded on a F/A-18F Super Hornet at RAAF Base Darwin. *Photo: POIS Casey Gaul*

RCAF Hercules Overflies Sydney

On 9 September 2016, a RCAF CC-130J Hercules and a RAAF C-130 Hercules transport aircraft - flew from RAAF Base Richmond in Sydney's northwest on a tactical formation mission over Sydney and its beaches .

The RCAF aircraft was in Australia to compare tactics in transport missions and to develop interoperability with the same aircraft type and mission. The flight finalised a week-long visit by the RCAF to RAAF Base Richmond.



A Royal Canadian Air Force (RCAF) CC-130J Hercules over the Sydney coast, near Bondi Beach. Sep 2016.
Photo: CPL Oliver Cartere RAAF

Australia's First P-8A Poseidon

The RAAF's first P-8A Poseidon arrived at Defence Establishment, Fairbairn, Canberra on 16 November 2016. The aircraft and crew were welcomed by the Prime Minister, Ministers Pyne and Dutton, Chief of Defence Force and Chief of Air Force.

The P-8A Poseidon will provide the RAAF with an advanced Maritime Intelligence, Surveillance, Reconnaissance and Response (MISR) capability. The aircraft will support a full range of tasks, including anti-surface and anti-submarine warfare, maritime and overland ISR, electronic support, and a search and rescue capability.

The new aircraft will strengthen our existing comprehensive maritime surveillance capability, help secure Australia's borders, play a vital role in the fight against people smugglers and provide state of the art anti-submarine defences. The P-8A Poseidon is based on the Boeing B737, modified to military standards to provide advanced maritime surveillance and attack capabilities.

The Poseidon has been developed for US Navy for the anti-submarine warfare role and will work closely with existing Australian Border Force assets to protect our border. The first aircraft to arrive is one of 15 aircraft the Government committed to in the 2016 Defence White Paper, with 12 already contracted to be delivered by March 2020.

The P-8A aircraft will be based and maintained at RAAF Base, Edinburgh. The acquisition includes development and sustainment cooperation with the United States Navy and will keep the RAAF P-8A at the forefront of maritime patrol aircraft innovation for years to come. The 15 P-8A Poseidon aircraft and up to seven MQ-4C Triton unmanned aircraft will together provide an advanced maritime surveillance capability to replace the ageing AP-3C Orion platform.



VIPs at Fairbairn, Canberra, following the arrival of the first P-8A Poseidon, 16 November 2016. (L-R) CDF, AIRCHFMShL Mark Binskin; Minister for Immigration and Border Protection the Hon Peter Dutton; CAF, AIRMSHL Leo Davies; the Prime Minister, the Hon Malcolm Turnbull; the Minister for Defence Industry the Hon Christopher Pyne. *Photo: LACW Katharine Pearson RAAF*

International Military Airworthiness Regulation Conference

The inaugural International Military Airworthiness Regulation Conference (IMARC) was held in Melbourne 14-15 November 2016. Over 25 countries discussed the emergence of a global convention in military airworthiness, as adopted by around 30 nations.

Attendees included representatives from the USA, NATO, China, Turkey, Cambodia, Germany, Italy, Indonesia and the UK. With the adoption of the Defence Aviation Safety Regulations (DASR) by the ADF on September 30th, Defence has aligned itself with the European based convention. Australia's comprehensive adoption of the convention has attracted global interest.



AIRCDRE James Hood, Director General Defence Aviation Safety Authority (DASA) at the inaugural International Military Airworthiness Regulation Conference (IMARC), Melbourne.
Photo: Robert Palmer

New RAAF Multi Purpose Jacket



(L-R) Sergeant Matt Jones and Flight Lieutenant Lisa Swanwick display the new RAAF Multi Purpose Jacket.
Photo: LACW Katherine Pearson

Australia's Leading
CASA Certified RPAS Training Courses Presented by



RPAS TRAINING & SOLUTIONS



RPAS TRAINING & SOLUTIONS

Remote Pilot Licence (RePL) courses
Sydney.Perth.Adelaide.Brisbane.Melbourne

Remote Operator Certificate (ReOC)

Aeronautical Radio Operator Certificate (AROC)

English Language Proficiency

Fixed Wing, Multirotor, Sub 2kg, <7kg

1300 RPAS TRAINING / +61 2 4203 3007
www.rpastraining.com.au

CASA.UOC.0046



DRONE COMPLIER

Data Hosting
Auto Reporting
CASA Airspace Map
Job & Flight Planning
Remote Pilot Logbook
Invoicing & Payments
Job Safety Management
CASA Reporting Fully Integrated
Works Offline On Mobile Devices
Business Management Software
Checklists: Customise Per Job, Pilot & Airframe

www.dronecomplier.com

Image by Tanya Rochat

See
us at
Stand EX5



Australian Commercial and Military Ground Support Equipment

Beak Engineering is world leader in the design and manufacture of ground support equipment including bespoke or standard Ground Power Units (GPUs). Beak supplies to government defence authorities, airlines, airports and emergency response organisations that:

- Operate in critical and secure environments;
- Demand reliability and a forward-thinking engineered solution;
- Need to know their equipment can be easily maintained, repaired and overhauled at any time or place.

Through Beak's global alliances, its innovative solutions are delivered throughout Asia, the US, Canada, Middle East, Europe and the UK. Beak's GPUs are designed for modern military and civilian aircraft that require high quality 90kVA to 180kVA power with a fuel endurance of up to 15 hours at continuous full load.

"We have been using Beak GPUs for more than 10 years and they are a very reliable unit that is built tough to withstand everything we throw at it. Plus it is very easy to use."

Chief Engineer, Royal Australian Air Force.

Why choose Beak GPUs?

- Superior quality, reliability and performance.
- Operate in extreme environments, eg Antarctica and Middle East.
- Built with 32 pole alternators for operational benefits.

Customers include the Australian and New Zealand Defence Forces, Qantas, Boeing, Emirates, Alliance, Cobham, Jetstar and Malaysia Airlines.

www.beak.net.au



PROUDLY WORKING IN PARTNERSHIP FOR CAPABILITY OUTCOMES

Nova Systems has over a decade of history and experience in partnering with Army Aviation to deliver capability outcomes across its platforms. Our team of dedicated specialists have delivered results for the acquisition and sustainment of capabilities for the S-70 BlackHawk, ARH Tiger, MRH90 Taipan, Shadow 200 TUAS and CH47 Chinook through their drive, passion, deep knowledge and experience.

Because Nova Systems have been able to provide agile Capability Assurance services, our clients can deliver operational outcomes and capabilities with confidence. Nova Systems – solving the problems that really matter.



Nova Systems

Nova contact: General Manager, Aerospace & Surveillance – **Jeff Perry** | Telephone: +61 8 8252 7100

www.novasystems.com.au

The Battle for Australia Commemoration – 2016

The National 2016 Battle for Australia commemoration was held at the Australian War Memorial on Wednesday 7 September 2016, in the Captain Reg Saunders courtyard. In attendance were the Ambassador for the Kingdom of the Netherlands, the Papua New Guinea High Commissioner and the Deputy High Commissioner of the British High Commission. Other Allied Nations of were represented by uniformed personnel from the embassy of the US and the New Zealand High Commission.

The Director of the War Memorial, The Honorable Dr Brendan Nelson AO welcomed the veterans, their partners and visitors before Senator Jane Hume read a message of support from the Prime Minister. The National Chairman of the Battle for Australia Commemoration Council, Air Vice-Marshal Roxley McLennan AO (Retd), gave the Commemorative Address. His theme for the address was 'The Home Front' with particular emphasis on the role of the Australian Women's Land Army.

AVM McLennan made the point that the Land Army was formally established in July 1942 to replace absent male farm workers in order to ensure the continued production of food and of essential items related the manufacture of clothing and of equipment. He said that we were particularly honoured by the presence of a RAAF Association member, Gwen Kirk, who had served for a year in the Land Army, before she enlisted in the WAAAF.



AVM Roxley McLennan AO (Retd) addresses the veterans and spectators. *Photo: Daniel Spellman AWM*

The AVM said that Gwen's Air Force career saw her as the driver for the then Chief Of Staff for some time. He alluded to an incident involving Gwen and a high speed run in the Chief's staff car down the runway at the Canberra RAAF Base. She earlier revealed that her action was observed with interest by her Flight Sergeant who was in the Air Traffic Control Tower at the time. Her misdemeanor resulted in Gwen being relegated to driving the Barracks rubbish truck for two weeks.



After the ceremony (L-R) Robert Robertson, Jan Usher, unk, Gwen Kirk, Ron Usher. *Photo: Daniel Spellman AWM*

One of the unique features of the annual Battle for Australia ceremony is the assembly of a wattle wreath by school students assisted by two veterans, including the author of this article. My wife and I gather the wattle on the day prior to the ceremony, ensuring that the wattle is divided into suitably sized sprigs and convey the sprigs to the AWM. This unique feature is commented on favourably as it gives the students a part to participate in the ceremony by them using the sprigs to make up the centre of the wreath.

Whilst the wreath is being assembled the Royal Military College band plays the tune 'We are Australian' and the Rugby Choir accompanies by singing the song. Following the assembly of the wattle wreath, wreaths were laid by various dignitaries. The wattle wreath was carried by two senior students, one male one female, to the Inauguration Stone located in the Captain Reg Saunders Courtyard.

The ceremony was concluded by Colonel Jackson, the Battle for Australia Ceremony Coordinator, with his thanks to those attending, for their participation in the ceremony.

Ron Usher
Secretary
Battle for Australia Commemoration National Council



PERSONAL INSURANCE

FOR VETERANS AND
ADF MEMBERS

DEFENCE SERVICE HOMES

INSURANCE SCHEME



**COVER
PLUS
THE
CARE**

WWW.DSH.GOV.AU

**TO COMPARE THE FEATURES CALL
1300 552 662**

(The Defence Service Homes Insurance Scheme underwrites the DSHI Home Building policy. All other policies are underwritten by QBE Insurance (Australia) Limited ABN 78 003 191 035. AFS Licence 239 545). Please consider the Product Disclosure Statement of the particular product before making any decisions about the product.

- Home
- Contents
- Landlords Liability
- Car
- Caravans
- Trailers
- Private pleasure craft
- Motorcycles
- Travel

Pay your premiums by
direct debit at no extra cost
(not applicable to travel and CTP)



Australian Government
Department of Veterans' Affairs

Last of 24 Sikorsky MH-60R Seahawks Delivered to RAN

Lockheed Martin handed over the last of the 24 Sikorsky MH-60R Seahawks on 12 September 2016, at Nowra. The helicopters will replace the existing fleet of 16 Australian assembled Sikorsky S-70B-2s which are now being withdrawn from service.



The last MH-60R Seahawk, handed over to the Australian Navy at Nowra Air Station on September 12. *Photo: RAN*

The handover was at Lockheed Martin's impressive A\$50m (US\$37m) logistics and maintenance facility at Nowra, which was also formally opened with a ribbon cutting during the ceremony. Defence ordered the Seahawks after a bitter campaign against the then Australian Aerospace (now Airbus Group Australia Pacific) with its NH90 NFH (NATO Frigate Helicopter) which it fought to be considered as a competitor in the requirement after the Navy appeared to be seeking a sole source Seahawk acquisition.

Australian Aerospace heavily promoted its promised local assembly, with associated employment opportunities at its Brisbane Airport factory where the Tiger ARH and MRH 90s had been built. This forced a big promotion of a proposed Australian Industry Content (AIC) of more than A\$1 billion by the Seahawk sales team, which included Lockheed Martin (avionics and sensors) General Electric (engines) and CAE (training systems).

A major item in the AIC proposal was the remanufacture of the retired S-70B-2 Navy Seahawks and the Army's S-70A-9 Black Hawks and their marketing worldwide. It was envisaged



At the handover of the last of 24 Sikorsky MH-60R Seahawks are (L to R) president of Sikorsky Defense Systems, Samir Mehta, CAPT Craig Grubb USN, Chief of Navy, VADM Tim Barrett and CEO Lockheed Martin Australia, Raydon Gates *Photo: RAN*

the helicopter could be outfitted for Search and rescue, EMS, utility work and firefighting. Part of the plan was that the Australian government would become a partner in the remanufacturing business with its contribution being the retired Seahawk and Black Hawk helicopters. However, it appears the proposal has been dropped

Bluetooth

The name Bluetooth comes from the 10th century Danish King Harald Blåtand or Harold Bluetooth in English. King Blåtand helped unite warring factions in parts of what are now Norway, Sweden and Denmark. Analogous, Bluetooth technology was created as an open standard to allow connectivity and collaboration between disparate products and industries.

Created in 1994, *Bluetooth*® technology was conceived as a wireless alternative to data cables by exchanging data using radio transmissions. Bluetooth technology was created as an open standard to allow connectivity and collaboration between disparate products and industries and the global wireless standard enabling the Internet of Things (IoT).

One of the most popular applications for Bluetooth historically has been wireless audio—headsets and hands-free connectivity in cars to wireless speakers and headphones that stream music from your phone or tablet. This uses a version of Bluetooth called BR/EDR (bit rate/enhanced data rate) that is optimized for sending a steady stream of high quality data (i.e. music) in a power efficient way.

With the advent of Bluetooth with its low energy functionality (Bluetooth Smart or BLE), developers are now able to create small sensors that run off tiny coin-cell batteries for months, and in some cases, years. Many of these Bluetooth sensors use so little energy that developers are starting to find ways to use scavenged energy, like solar and kinetic, to power them—a potentially unlimited life from a power perspective. This allows you to find Bluetooth technology in billions of devices today, everything from phones to headsets to basketballs, socks and photo frames.

As a result, Bluetooth not only connects devices in an ultra-power efficient way, but also directly connects devices to applications on your smartphone, PC or tablet. Bluetooth with the low energy functionality is built on an entirely new development framework using Generic Attributes, or GATT. It's the low energy and GATT features which are at the heart of the current IoT boom.



BUILT FOR SAFETY • BUILT FOR COMPLIANCE

STORING DANGEROUS GOODS? STORE THEM WITH CONFIDENCE

From Australia's leading manufacturer of dangerous good storage, comes three outstanding products for the aviation industry and Defence workshop



Contamination-Free
Dispensing Stations



Indoor Safety Cabinets



Relocatable
Outdoor Storage

We will
help you
comply!



1300 134 233
Speak with a
Compliance Expert



Book your FREE onsite
DG assessment today
storemasta.com.au

MANUFACTURERS OF

STOREMASTA
QUALITY SAFE STORAGE SYSTEMS



Australian Air League Descends on Ballarat

Saturday 1st October saw cadets of the Australian Air League travel to Ballarat in regional Victoria to take part in the Australian Air League's 82nd Anniversary Review.

The Review is a major biennial event for the Australian Air League where young cadets from all over Australia come together to take part in a day of competition in a spirit of fun, goodwill and companionship. This year the host city for the 82nd Anniversary Review was Ballarat with competitions held at the Ballarat Regional Soccer Facility, Morshead Park Stadium.



Cadets from Parafield Squadron, SA, prepare to take part in the flag party competition at the Air League Review

Cadets and Officers came from Squadrons in Queensland, NSW, ACT, South Australia and Victoria to take part in the Review, with the cadets from South Australia arriving in a chartered Alliance Airlines Fokker 50 that flew them right to Ballarat airport from Adelaide for the day.

The weather for the weekend was cold and overcast with rain all week only easing on the morning of the Review; however this failed to dampen the enthusiasm on the day.



The Northrop P-61 Black Widow, one of the detailed model aircraft built by cadets for the Review.

The cadets took part in competitions in a number of different categories including precision marching competitions for Section and Flight, Flag Party competitions and marching bands. There were also physical activities displays and ball games competitions, as well as model aircraft competitions and education displays.

The Review concluded with a March Past and presentation of awards from the day's activities. The Reviewing Officer was Rear Admiral Kevin J Scarce AC, CSC, RANR - former Governor of South Australia and patron of the South Australia Wing of the Australia Air League, who was accompanied by his wife Elizabeth.



Rear Admiral Kevin J Scarce AC, CSC, RANR presents awards to cadets from Gold Coast, Beverly Hills and Sutherland Shire Squadrons

VP Communications and Media RAAF Association National Council, Lance Halvorson, represented the National President. He was accompanied by his wife, Heather, for the Air League Review.

Despite the inclement weather the 2016 Review was a great success for the Australian Air League and is a credit to the hard work and dedication of the cadets and Officers who took part, their family and friends who supported them and the efforts of the Federal staff who organised the event.

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

About the Australian Air League (www.airleague.com.au or 1800 502 175)

The Australian Air League is a youth group for boys and girls aged 8 years and older who have an interest in aviation either as a career or as a hobby. Members learn about aviation in all its forms through classes in theory of flight, navigation, aircraft engines and a variety of interesting subjects. The Air League also aims to enable them to achieve their full potential and become better citizens who can effectively serve the community.

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

How to upskill with online learning during the transition into civilian life

Leaving the defence service and going back into the community can be a difficult period, but online learning is a great way to build upon your knowledge and gain a qualification in order to develop your career and occupy your mind during the transition.

How can you use online learning to develop your career when leaving the defence service?

Online learning enables learners to build on their current skills in order to progress further in a shorter space of time. While studying online you can implement what you learn at work and then play the findings back in your assessments.

Is it feasible to study while on deployment?

Certainly, you just have to be able to manage your time. It is essential to get the right balance of work, family, studying and time out in order to juggle everything at once.

What courses does University of Derby Online Learning (UDOL) offer?

UDOL offers more than 40 different courses from Nursing Studies to Environmental Health, to over 3,000 online distance learners, located all around the world.

Case study:

Alison Nicole Sandeman, age 43.

Currently studying:

MSc in Ergonomics.

Current position:

"I am currently working in the Defence Centre for Training Support (DCTS) in RAF Halton, as the lead for the defence training capability project, trainer development and franchising. Defence has gone through a landscape change with respect to how we educate our heads of training establishment, managers, supervisors, trainers and trainees. I lead the team that designed and delivered the new training solutions to defence that support this new requirement and franchise those same solutions where they can't be delivered centrally. As part of the research that shaped the new trainer landscape within defence, it was established that there was a requirement for a more 'blended' approach to how we deliver training. Additionally I am a networking marketing professional and run a successful business. I also volunteer as a fully operational member of Search Dogs Buckinghamshire, part of Lowland Search and Rescue. Taking on the responsibility for studying in addition to having a very demanding job, a successful business and juggling volunteering - online learning seemed the most effective way to achieve this."

How has this qualification helped your career?

"I am using what I learn in each module of my course in the specific context of training, assessment, coaching, mentoring and assurance, but it is also helping me to identify gaps in skills, resources and policy in a wider military context."

Has the qualification helped you to develop your career?

"It is giving a better insight into a lot of the processes,

procedures and 'ways of thinking' within the military, from an ergonomic slant."

Future ambitions?

"I would like to study for a PhD, while working in the military and running my own company."

What advice would you give to others considering studying for a degree online?

"The tutors and online advisors at the University of Derby Online Learning (UDOL) understand that studying in this way can be a steep learning curve for a lot of people but they are fabulous. I would urge anyone to do it, make the commitment, and take responsibility. The hardest journey starts with a single step."



Can you describe your experience of online learning using just one word?

"Empowering."

For more information about UDOL visit: www.derby.ac.uk/online/military

READY FOR CIVILIAN LIFE?

Prepare for the transition into civilian life with a globally recognised UK University qualification

The University of Derby Online Learning is one of the UK's leading providers of online distance learning.

We offer structured and supported undergraduate and postgraduate degrees that are ideal if you are preparing for the transition into civilian life.

Online learning offers you a flexible way of completing a University qualification allowing you to study whilst on deployment and after from anywhere in the world.

Ready to find out more?
Call: +44(0)1332 594000 or Email: OnlineAdmissions@derby.ac.uk

Choose from a wide range of courses in subject areas including:

- Accounting and Finance
- Business and Management
- Computing and IT
- Counselling and Cognitive Behaviour
- Environmental Sciences
- Health and Social Care
- Hospitality Management
- Professional Engineering
- Psychology and Ergonomics

Whether you're starting out, moving up or starting again
WE'RE READY WHEN YOU ARE

www.derby.ac.uk/wings

7 Wing (WA) Australian Air Force Cadets Honour Roll Board Unveiled

On 14 August 2016 at Jandakot, Perth, the RAAFA WA Australian Air Force Cadets (AAFC) Branch unveiled an Honour Roll Board of 7 Wing (WA) air cadets who died in service. Presentations were given by FLTLT (AAFC) Mike Hampson and Charles Page of the Historical sub-committee, and the keynote address was given by Air Commodore Kevin Parker AC.

For some time now, our Australian Air Force Cadets Branch has been researching 7 Wing history. The project has now reached an exciting stage. We have amassed a huge collection of cadet biographies and memorabilia going back to 1941. All these records will be made available in the coming months. Meanwhile, we continue to research the National Archives, and many other sources. And since Mike Hampson accessed the POR cadet lists, this has opened up a whole new research avenue.

Our history gives us our pride, inspiration, and heritage. And what a heritage! Between the cadets and instructors, 7 Wing has 3 ACs, 1 AM, 4 OAMs, 1 OBE, 7 Distinguished Flying Crosses, 2 Distinguished Flying Medals, 2 Distinguished Conduct Medals, 5 Military Crosses, 2 Military Medals, 1 Conspicuous Gallantry Medal, 5 Mentioned in Dispatches, 3 US Air Medals, and 1 Legion of Honour. We also proudly claim State Governors Dr Ken Michael AC and Malcolm McCusker AC, Air Commodore Kevin Parker AC, RAAFA WA Presidents George Winnett and Peter Fardon, author Robert Drewe, concert pianist Ray Hartley, and many others of great achievement.

We also take pride in the many air cadets who gave service in time of conflict. In researching these cadets, we began by checking their names against the WWII Nominal Roll. Much to our surprise, we found that the first cadet joined the Navy! And the second cadet – joined the Navy!

However, the vast majority joined the RAAF, and we soon realised the need to honour those cadets who died in service. With the committee's encouragement, it was decided to make up an Honour Board, and this became the "Holy Grail" of our research, with the aim to complete it in time for the 75th Anniversary of the ATC.

After intensive and sometimes forensic research, we confirmed 48 names for the board, essentially using the AWM protocol of eligibility. There are 32 cadets from WWII, 3 from the Korean War, 6 from Vietnam, and 7 from post-1945. But these are not just names. The Honour Board will be complemented by a booklet including biographies of each cadet who died in service. We will know how they lived and died.

One of the most tragic cases is that of Billy McGuigan, who belonged to 76 ATC Squadron Fremantle. In February 1945, his Beaufighter was shot down in the Celebes Islands, and although he was captured by the Japanese, he was later killed in a war atrocity just before VP Day.

In Germany, pilot Richard Bennett was killed when his Lancaster was attacked by a night fighter and exploded in mid-air. And how can we forget Lancaster Air Gunner Edward

Charman, who was killed in 1944 – on Remembrance Day.

In the Korean War, 77 Squadron Meteor pilot J B Halley was shot down by ground fire while strafing. And in a strange quirk of fate, it was his 77th sortie.

And in Vietnam, Corporal Peter Clements from 12 Flight ATC, Christian Brothers College, was our own hero at the iconic Battle of Long Tan.

With most of our research in place, we applied for a DVA Grant for two Honour Roll Boards. And we are pleased to report that the Minister for Veterans' Affairs, Dan Tehan, has awarded the Grant. One board will be presented to 7 Wing HQ at RAAF Pearce, and the other to the Aviation Heritage Museum, Bull Creek.



Charles Page, Lou Puccinelli, Mike Hampson

For their support, we thank Wing Commander (AAFC) Andrew Shearman OAM, Wing Commander (AAFC) Rob Caldera, RAAFA WA President David Peet, Aviation Museum Manager John Park, and City of Melville Mayor Russell Aubrey. For the production of the Board, we thank Edward Griffith and Richard Capper of Trophy Specialists, Osborne Park.

We commend this Honour Board for our brave cadets who died in service. Some may lie in graves far away, while others rest beneath the waves, but at least in spirit, we have brought them home. This Honour Roll Board will ensure that their names and their brave deeds will never be forgotten.

Charles Page





Discover
**a Catholic school
for your child**



Brisbane Catholic Education

www.brisbanecatholicschools.com.au

teaching • challenging • transforming

Malaya-Borneo Veterans Day 2016

An ongoing commitment to the National Malaya-Borneo Veterans Association of Australia 604 Squadron of the Australian Air Force Cadets (AAFC) has continued its tradition of supporting the National Malaya-Borneo Veterans Association of Australia (SA/NT Branch).

Each year, the Branch hosts a commemoration ceremony to mark the anniversary of the end of the Malayan Emergency (1948-1960) and the anniversary of the Cease Fire and Declaration of the End of the Indonesian Confrontation with Malaysia (1962-1966).

This year, members of the Australian Air Force Cadets from 6 Wing (South Australia) participated in two ceremonies – overseas in Malaysia and locally in Adelaide.

Firstly, a tour was conducted to Kuching in Sarawak, Malaysia by 36 RAN, Australian Army and RAAF veterans of the Malayan conflicts, with several family members and friends also travelling from SA, NT, WA and NSW. On 29 August 2016, a ceremony was conducted to mark the 56th anniversary of the end of the Emergency and the 50th anniversary of the end of Confrontation. In the same ceremony, a memorial plaque was unveiled in the Hero's Graveyard of the Sarawak Hero's Memorial Park in Kuching. Five Air Force Cadets from 6 Wing provided the catafalque party for the service of commemoration and plaque unveiling.



The 6 Wing catafalque party in the Sarawak Hero's Memorial Park, Kuching 29 August 2016. (L-R): Cadet Warrant Officer Jack Lemar 622SQN; Cadet Byron Barnes-Williams, Cadet Corporal Britney Shorter and CUO Aaron Musk 604SQN; and Cadet Flight-Sergeant Lachlan Bruce 602SQN

On Saturday 17 September seven Air Force Cadets from 6 Wing were on duty as the NMBVAA (SA/NT Branch) held a local commemoration ceremony at the West Torrens War Memorial Gardens in Hilton in Adelaide. The service was conducted in the presence of His Excellency the Governor of South Australia, the Honourable Hieu Van Le AC.

In this ceremony in Adelaide, the Cenotaph carried the flags of Australia, Malaysia and Sarawak. In 1965-66, Australian troops had deployed to the First Division of Sarawak on Borneo as part of an Australian commitment from the 28th



The 6 Wing catafalque party at the West Torrens War Memorial Gardens in Adelaide, 17 September 2016. (L-R): Cadet Byron Barnes-Williams, Cadet Corporal Britney Shorter and Cadet Simon Russell (obscured), all from 604SQN.

Commonwealth Infantry Brigade to guard an important line of approach from Indonesian territory to Kuching, just 50 km from the border. This continued an earlier association – at the end of World War 2, Sarawak was liberated by Australian forces and the Australian National Flag was hoisted in the capital Kuching on 11 September 1945 as Sarawak was placed under Australian military administration. The Australian Flag was replaced by the Sarawak Flag when civil government was restored on 15 April 1946.

The AAFC Activity OIC Flight Lieutenant (AAFC) Lawrence Ng said of the cadets' participation in the Sarawak ceremony: *"An historical event for the AAFC, our Cadets mounting a Commemoration Catafalque Party overseas – a proud moment for AAFC 6 Wing"*.

Mr Lim Kian Hock of the Sarawak Tourism Federation, and one of the key organisers of the activity in Kuching, said: *"Dear Friends, We are grateful that the above Reunion and Commemoration have been an unqualified success due to the great assistance, support and goodwill from you all. We are but an instrument. You have inspired the Australian pride in Borneo"*.



The program for the commemorative ceremony at the West Torrens War Memorial in Adelaide, 17 aSeptember 2016.

THE POWER OF **aps** THE POWER OF

A NOT FOR PROFIT **GROUP** A CO-OPERATIVE

benefits

All of your family can become members and access our LOAN PRODUCTS.
Are your credit cards full? Are the banks knocking you back for a loan?
Do you need a loan? Does your credit card attract interest over 20% p.a.?
Call the APS Benefits Group 1300 131 809.

SECURED CAR LOANS

Need finance for a new or used car?
Need finance for a caravan, motorbike, truck,
trailer or farm machinery?
No deposit necessary and no monthly or
annual fees.
NO penalties for early repayment of the loan.

Approval within 24 hours.
It can't be any easier than that.

Speak to Danielle Rowe
on 1300 131 809.

PERSONAL LOANS

Need an unsecured personal loan?
Don't pay credit card interest rates again.
Need cash for a car, holiday or school fees?
Apply online and have approval within
24 hours.
Consolidate all of your loans.
It can't be any easier than that.

Speak to Danielle Rowe
on 1300 131 809.

PROPERTY LOANS

Are you paying more than 6% interest p.a.
for your property loan?
Had trouble with the banks?

The APS Benefits Group can lend up to
70% of the valuation of the property.

Speak to
Sam Athans or Tony Calder
on 1300 131 809.

FUNERAL COVER

Instant cover up to \$20,000.
Guaranteed acceptance. No medical checks.
Only \$3.00 per week. Premium never rise.
Children's funeral cover only \$39 per year
for \$7,000 of cover.

Call us on 1300 131 809.

Australian Public Service Benevolent Society Limited

440 William Street, West Melbourne, VIC 3003
(PO Box 326, North Melbourne VIC 3051)

Phone (03) 9322 2000 • 1300 131 809 • Fax (03) 8327 8200
info@apsbenefitsgroup.com.au • www.apsbenefitsgroup.com.au
ABN 64 077 846 809 AFSL No. 244115

THE POWER OF **aps** THE POWER OF

A NOT FOR PROFIT GROUP A CO-OPERATIVE

benefits

The APS Benefits Group is a not for profit co-operative that provides a wide range of personal and financial services to current and ex-government department employees and contractors, their families and friends. Having been in existence for over 110 years, the APS Benefits Group family has earned the trust of over 29,000 members and clients now offering the following personal and financial services listed.

APS Tax & Accounting

Richard Ferraro at APS Tax, Accounting and Business Services is an experienced CPA taxation accountant. Whether it is setting up a business, managing your superannuation fund or just obtaining quality service, Richard can help you.

APS Financial Planning

Timothy Foster provides access to advice and information on the important financial decisions we all face, whether it be superannuation, investments, pre and post retirement planning, income protection, disability, trauma and life insurance, gearing, managed funds or savings plans*.

APS Mortgage Broking

Sam Athans treats every mortgage as if it were his own. He has access to 20 mortgage lenders and has over 40 years experience in banking. Let us do the leg work for you.

APS Insurance (General Insurance Broking)

Danielle Rowe heads up our insurance broking team. She has access to products that include home/contents, motor vehicle, boat/caravan, landlord, public liability, business & professional indemnity insurance. Let Danielle find the insurance that is right for you. Have you checked to see if your current insurer is giving you the best deal? You owe it to yourself to find out. Call Danielle Rowe from the APS Benefits Group now on 1300 131 809.

APS Personal Loans

The APS Benefits Group personal loans team can assist members to obtain an unsecured loan, or they can apply online at www.apsbenefitsgroup.com.au. Either way, loans can be approved within 24 hours.

APS Funeral Cover. Adult & Child Cover Available.

Gain immediate funeral cover up to \$20,000 for adults and \$7,000 for dependent children (aged 2 to 15 next birthday). Do you have cover in the greatest time of need?

APS Savings

APS Savings Ltd is a wholly owned subsidiary of the APS Benefits Group and offers a Fixed Term Investment product. Ask Sam Athans about the interest rate on offer and you will be pleasantly surprised. The term can be 6 months, 12 months or 24 months.

APS Wills & Estates

Phil Lambourne from APS Wills & Estates has over 25 years experience as a lawyer. Phil can help you with wills, powers of attorney, probate and estate administration. Is your will up-to-date? Have you reviewed your will recently? It affects more than just you!

APS Benevolent Foundation

Recently launched, the Foundation is a registered charity and a deductible gift recipient. Donations above \$2 are tax deductible. The Foundation will enable the Society to expand our level of benevolence.

Further to this, the APS Benefits Group is owned by its members, so any profits are channelled back to members. Help spread the word by introducing new members and the APS Benefits Group will send you, your nominated charity or your staff social club \$50 for each new friend that joins as a member.

Disclosure Information: Membership of the APS Benefits Group automatically entitles you to a funeral benefit issued by the APS Benefits Group. You should consider the Combined Product Disclosure Statement & Financial Services Guide (available from the APS Benefits Group or our web site on www.apsbenefitsgroup.com.au) before making a decision to become a member of the APS Benefits Group or buy any products offered by the APS Benefits Group. Financial services provided by the APS Benefits Group are provided under its AFSL No. 244115. Financial planning services are provided by APS Financial Planning Pty Ltd. APS Financial Planning Pty Ltd and its advisers are authorised representatives of Fortnum Private Wealth Pty Ltd - Financial Planning Services Australia. ABN 54 139 889 535. AFSL 357306. APS Savings Disclaimer: This is not a bank product, it is an unlisted APS Note. No independent assessment has been made about the risk to investors losing any of their principal investment. Applications for APS Notes can only be made on the Investment Application Form which accompanies the prospectus issued by APS Savings Ltd. Please read the prospectus carefully before deciding whether to make an investment. APS Will & Estates: Liability limited by a scheme approved under Professional Standards Legislation.

Australian Public Service Benevolent Society Limited

440 William Street, West Melbourne, VIC 3003 (PO Box 326, North Melbourne VIC 3051)

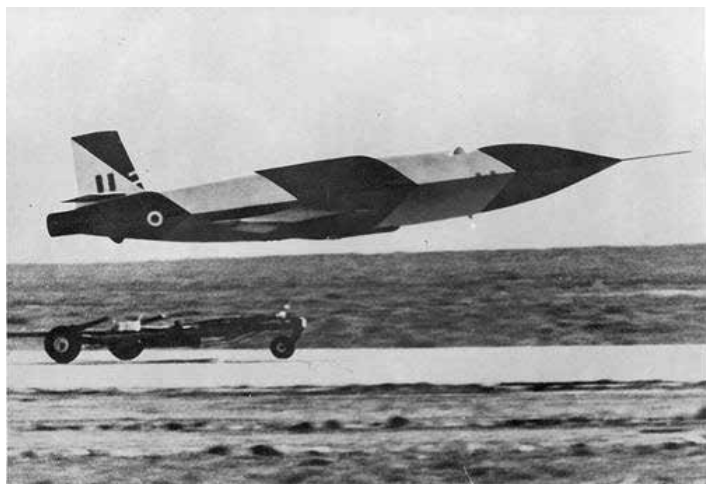
Phone (03) 9322 2000 • 1300 131 809 • Fax (03) 8327 8200

info@apsbenefitsgroup.com.au • www.apsbenefitsgroup.com.au

ABN 64 077 846 809 AFSL No. 244115

Jindivik Mk I First Flight

On 28 August 1952, the Mk 1 Jindivik (A92-5) made its first flight. In response to a British Ministry of Supply raised Specification E.7/48 for a high-speed pilotless target aircraft for use in the guided missile program, development and construction of the specification was undertaken in Australia by the Division of Aircraft Production (DAP) of the Department of Supply.



Jindivik A92-5 launching at Woomera, 28 Aug 52 Photo: RAAF

The RAAF aircraft identification prefix A92 was allocated and the Aboriginal word for "hunted one" was chosen as a name, Jindivik. Construction of the prototype Jindivik Mk 1 began at the Government Aircraft Factory (GAF) in December 1950. The Mk 1 remained in production until 1953 and a total of 12 were built. The Jindivik was remotely-controlled at RAAF Air Trials Unit, Woomera, either from a ground station or by an observer in a shepherd aircraft. Take-off was effected under normal engine thrust from a recoverable trolley and a controlled landing was made on a single retractable skid.

More on the Jindivik <https://www.airforce.gov.au/raafmuseum/research/aircraft/series2/A92.htm>

No 460 Squadron and 'G for George'

Mk 1 Lancaster W4783 was built by Metropolitan-Vickers Limited in Manchester in the United Kingdom in mid-1942. It was taken on charge by the RAF on 22 October 1942 and then allocated to A Flight of No 460 Squadron as 'G for George' on 27 October 1942. During its 17 month operational career with No 460 Squadron, W4783 flew 89 missions over Europe. The first was on the night of 5 December 1942 to attack Mannheim, and the last on the night of 20 April 1944, against Cologne.

When 'G for George' retired from operational service after this last raid, it had completed more operations than almost any other aircraft in RAF Bomber Command. Having been identified for the purpose as early as November 1943, W4783 was flown to Australia in late 1944 to publicise the Victory Loans drive.

It left the United Kingdom on 11 October 1944 and, flying via Iceland, Canada, USA and various Pacific Islands, arrived at RAAF Base Amberley on 8 November. W4783 toured

Australia during 1945, and made its last flight, to RAAF Base Canberra, on 24 September 1945.



"G" George standing at Archerfield ready to fly the people who have bought the "Will to Win" War bonds early 1945. Photo: AWM

W4738 spent almost ten years -- most of them exposed to the elements -- at RAAF Canberra before being installed at the Australian War Memorial (AWM) in Canberra where it was the centrepiece of Aircraft Hall. After for 44 years on display, 'G for George' was disassembled in March 1999 and removed from display to undergo an extensive conservation program. In the second half of 2003 it was reassembled, and returned to display, in Anzac Hall. One of the icons of the AWM's collection, it is one of only 17 Lancasters left in the world from the 7,378 originally manufactured.



"G" George at the Australian War Memorial Photo: AWM

Office of Air Force History

20 SQN Catalina

On 4 May 1942, Port Moresby-based No 20 Squadron Catalina A24-18 was conducting a daylight reconnaissance mission over the Solomons Islands (between Tulagi and Shortland) during the preliminaries to the Battle of the Coral Sea.

The Catalina reported that it was under attack south of Bougainville; the aircraft ditched and the crew of nine -- FLGOFF Allan Norman, pilot in command, FLGOFF Frederick Diercks, 2nd pilot; PLTOFF Francis Anderson, navigator; CPL Alfred Lanagan,

1st Engineer; CPL Alfred Hocking, 2nd Engineer; LAC William Parker, 1st WOp; LAC Vernon Hardwick, 2nd WOp; LAC John Burns, Rigger and LAC Ernest McDonald, Armourer, were captured by a Japanese warship and transferred to Rabaul. On 4 May 1942, six months later, the entire crew was executed by the Japanese on Matupi Island and buried in a mass grave.

In June 1950, the remains of the crew were recovered, identified and re-interred at Rabaul's Bitu Paka War Cemetery on 18 July 1950.

A Catalina flown by 20 Squadron RAAF. Photo: RAAF



Evans Head Range formally declared

An emergency landing ground prior to WW II, Evans Head was home base to No 1 Air Observers School and No 1 Bombing and Gunnery School during the World War II. As a result of these two units being in the area, a series of gunnery and bombing ranges were constructed.

The weapons range was first officially designated by the Governor General as a bombing, air gunnery and rocket firing range on 13 July 1949; Air Force continues to use the range to this day.



12SQN Re-formed at RAAF Amberley

No 12 Squadron re-formed at RAAF Amberley on 1 September 1973 to operate 12 newly acquired Boeing-Vertol CH-47 Chinook helicopters. No 12 Squadron was a WW II squadron which operated Wirraway, Avro Anson, Vultee Vengeance (in a dive bombing role from September 1942) and, finally -- from February 1945 -- Liberator bombers from bases in Northern Australia (Darwin from July 1939; Batchelor (from early 1942)) and Merauke, Dutch New Guinea (from July 1943 operating Vultee Vengeances).

The squadron returned to Australia and became non-operational in July 1944 following the withdrawal from service of the Vengeances but it was reactivated on 3 February 1945, equipped with 10 Consolidated Liberator bombers.

After the cessation of hostilities, the unit assumed a transport role dropping supplies to prisoner-of-war camps and moving personnel throughout the area. In mid-1947 No 12 Squadron converted to Lincoln bombers at RAAF Amberley before disbanding on 22 February 1948 when No's 12, 21 and 23 Squadrons were renumbered No's 1, 2 and 6 Squadrons.

In 1969 the government approved the purchase of 12 medium-lift helicopters for the RAAF. The two contenders for the medium-lift helicopter role were the Boeing-Vertol CH-47 Chinook and the Sikorsky CH-53 'Jolly Green Giant'. The CH-47C Chinook was selected, and this was announced by the Defence Minister on 19 August 1970. An order for 12 helicopters was placed on 6 March 1972, making the RAAF the first foreign customer for the Chinook.



A 12SQN Chinook helicopter. Photo: RAAF

Lancaster 'Q' for Queenie on Liberty Loan Tour

In October 1943, the 4th Liberty Loan campaign was launched to encourage Australians to buy national savings stamps to contribute to the war effort. Official parades, tours, street stalls and cinema advertisements were all used to promote this patriotic responsibility. On this day, Lancaster, A66-1 (ED 930), "Q" for Queenie VI took off on a 4th Liberty Loan Tour of Tasmania, Victoria and NSW.

Piloted by Flight Lieutenant Peter Isaacson, the Lancaster overflew Sydney -- and flew under the Sydney Harbour Bridge on 22 October 1943 -- to raise funds for the War Loan. The cost of a flight in the Lancaster was £100 per person irrespective of age.

The Tour came to an end on 26 October 1943, when a wind shift (?) caused "Q" for Queenie VI to crash land at Evans Head in northern New South Wales. The aircraft overshot the runway and Isaacson unsuccessfully swung 'Queenie' to miss a ditch and a fence. One wing struck the ground and both the port outer engine and the undercarriage were damaged. Crew and passengers were very shaken but not seriously hurt.



2000 Sydney Olympic Games Closing Ceremony

During the closing night ceremony for the 2000 Summer Olympic Games, held in Stadium Australia at Olympic Park, Homebush Bay, on 1 October 2000, F-111s from No 6 Squadron 'stole the show' with a spectacular 'dump and burn' routine. This presented the illusion of the Olympic flame transcending the skies like a comet, to be reborn at the Games' next location in Greece, in 2004.



The sequence demanded precise timing to achieve maximum impact on a potential world audience of 3.5 billion people. A second aircraft was on an equally precise mission, also to perform a 'dump and burn' over the Harbour Bridge, which initiated a massive fireworks display featured on television networks worldwide. With risk management a prime requirement, another two aircraft circled in a holding pattern—providing an unseen backup to ensure the necessary job would be achieved without fail.

AVM Henry Wrigley

Air Vice Marshal Henry Wrigley, a distinguished aviator of both World Wars, died in Melbourne on 14 September 1987. Notwithstanding his exceptional service as an operational pilot and wartime leader, he was a thinker on air power and made great contributions to the RAAF. Described by friends as an 'inveterate note-taker', throughout his Air Force career he kept a set of extraordinarily comprehensive and fastidious journals.



Henry Wrigley at CFS, 1916.
Photo: RAAF



AVM Henry Wrigley, 1946.
Photo: RAAF

His widow bequeathed to the RAAF over twenty large volumes of notes, essays, personal diaries, maps and photographs, covering both World Wars and the period between. The most important essays were edited and published in 1990 under the title *The Decisive Factor: Air Power Doctrine by Air Vice-Marshal H. N. Wrigley*. In combination, those essays amount to a de facto form of (previously unknown) air power doctrine for the RAAF in the period 1917-46.

WRIGLEY, Henry Neilson, CBE 1941 DFC 1919 AFC 1920; b. 21 Apr. 1892 Collingwood, Vic; educ. Melb High Sch; teacher with Vic Educ. Dept.; served in WWI (3 Sqn AFC, incl as CO), MID; first transcontinental flight Melb-Darwin 1919; Adjnt CFS Pt. Cook 1920-21; joined RAAF 1921, became staff offr to Dir. Pers & Trg at Air Force HQ, Melb; Dir. Trg 1923-25, Dir. Org & Staff Duties 1925-27; grad. RAF Staff Coll. 1928, then Aust. Air LO to Air Ministry UK 1929-30; Dir. Ops & Int, Melb 1930-31; Dir. Org & Staff Duties 1931-36; CO RAAF Stn Laverton 1936-39; OC 1 Gp 1939-40; AOC S. Area 1940; Air Member for Pers 1940-42; AOC RAAF Overseas HQ London 1942-46 (retd.); d. 14 Sep. 1987 Melb

Office of Air Force History

Last Two Phantoms Arrive at Amberley

Twenty-four F-4E Phantom aircraft were obtained under a lease arrangement with the US, and RAAF personnel attended intensive training on the aircraft with the USAF. The first five aircraft arrived at RAAF Base Amberley, Queensland, on 14 September 1970 with the final two aircraft touching down at Amberley on 4 October 1970.

Six Phantoms arrived at Amberley on 19 September; seven on 26 September; four on 3 October and the final two -- crewed by Captain Chris Patterakis (USAF) and Flight Lieutenant Lance Halvorson (second last) and Flight Lieutenants Brendan Roberts and Trevor Richardson the last, on 4 Oct 1970.

The Phantom delivery flights were each accompanied by a USAF Boeing KC-135A Stratotanker on the St Louis-George AFB(California)-Hickam AFB (Hawaii)-Anderson AFB(Guam)-Amberley sectors. The RAAF supplied a No 11 Squadron P-3B Orion for the Guam-Amberley legs providing weather reconnaissance and search and rescue support.



F-4E 97220 refuelling on leg Oakland - Hickam AFB, Hawaii.
Photo: Lance Halvorson in 97234

Chief of the Air Staff Post Created

On 2 October 1922, the title of the Director of Intelligence and Organisation position at Air Force Headquarters -- held at the time by Wing Commander Richard Williams -- was re-designated as Chief of the Air Staff (CAS) and First Air Member of the Air Board. When the CAS appointment was instituted, the RAAF had less than 350 personnel.

The RAAF's next most senior officer, Wing Commander Stanley Goble, formerly known as Director of Personnel and Training, became Chief of the Administrative Staff and Second Air Member.

The idea of making the CAS 'first among equals' on the Air Board replicated the arrangements on the Naval and Military Boards of Administration, but was also meant to assuage a bitter personal rivalry developing between Williams and Goble. The change also gave the RAAF a head of service comparable in status to the Army and Navy, although Williams did not reach equivalent rank of his military and naval counterparts until 1935, when he became an Air Vice-Marshal.

British Nuclear Test at Monte Bello Islands, WA

The British Government conducted its first nuclear bomb test off Trimouille Island, near Monte Bello Islands, 125 kilometres west of Dampier, Western Australia, on 3 October 1952. Operation Hurricane was designed to show the damage to

be expected from a nuclear explosion in a coastal maritime environment similar to the British Isles.

The RAAF assisted by providing aircraft and crews for various support missions. Seven RAAF Lincolns from No 82 Wing and No 10 Squadron were based at Broome, WA, and flew meteorological, reconnaissance, communications and transport tasks.

Following the detonation, five of the aircraft tracked the atomic cloud and three of them entered the cloud to collect samples of radioactive dust in underwing canisters and take readings on Geiger counters. No special precautions were taken with personnel, either air or ground crews, and the Lincolns were not decontaminated but simply returned to normal duties afterwards.

A 9-minute documentary excerpt of Operation Hurricane is here: <https://www.youtube.com/watch?v=3n9XnoexPXI>



Last Mirage Flights

As No 2 Operational Conversion Unit (OCU) began to work up for the F/A-18 Hornet in 1984, all Williamstown-based Mirages were transferred to No 77 Squadron, with some 40 of the type on strength, possibly making the unit the largest fighter squadron ever in the RAAF. No 77 Squadron finally relinquished their Mirages for Hornets in November 1987. In March 1986 No 79 Squadron reformed at Butterworth from No 3 Squadron, as the latter began conversion to the Hornet.

No 79 Squadron operated the Mirage until disbanding in April 1988, leaving No 75 Squadron at Darwin and Aircraft Research and Development Unit (ARDU) at Edinburgh as the remaining operators. In early September 1988, No 75 Squadron flew a formation of Mirages over the east coast state capitals as a farewell gesture before the aircraft ceased squadron operations on 30 SEP 1988. In October the remaining No 75 Squadron Mirages were ferried to Woomera and so -- appropriately -- this squadron, which was the first to equip with the Mirage in 1966, was the last to operate it.

A history of the Mirage in RAAF service is here: <http://www.airforce.gov.au/raafmuseum/research/aircraft/series3/A3.htm>



ASSA ABLOY

If you have extraordinary access needs, a Megadoor solution will help you grow. Answering many size and opening requirements, it gives architects and engineers flexibility to build truly functional structures that satisfy end-users. We support you all the way, from design through finished construction.

Megadoor system is designed for commercial buildings, tough environments and very large door openings. Megadoor systems can be hangar doors, industrial doors, commercial doors, dock doors, shipyard doors, craneway doors etc. Suitable applications are process industries, mining, mineral processing, shotblasting and paint facilities, recycling, energy and garbage, shipyards, aircraft hangars, distribution centers and more.

Andrew Barker -National Sales Manager

Direct +61 (0) 3 9792 2922 | Mobile:/SMS: +61 (0) 401 168 410

andrew.barker@assaabloy.com | www.assaabloyentrance.com.au



Aviation Ground Support Equipment



WE RECOMMEND
SUPPLY AND INSTALL
SQUID TRANSPONDERS
by



SALES

HIRE

MAINTENANCE



Australasia's Largest Distributor of
Overhauled & Refurbished Aviation Ground Support Equipment
of the Highest Quality at the Most Competitive Prices



SQUID by **era**

OzGSE is now the exclusive Australian agent for
SQUID AIRSIDE TRANSPONDERS

07 3860 6800 W: ozgse.com.au E: info@ozgse.com.au

BLDG 7, AMC, BAECHEA ST, BRISBANE AIRPORT QLD 4008, AUSTRALIA

Bomber Command Centre

Britain's World War II Bomber Command is being immortalised in a world-class memorial centre being built almost within the shadows of Lincoln's ancient 13th Century cathedral.

There is exquisite irony in the Centre's location: the cathedral's three soaring towers were welcoming landmarks for Bomber Command pilots returning from raids ... and the last agonising image of home for the tens of thousands of men who did not return.

The new International Bomber Command Centre (IBCC), now nearing completion, will honour all those who served, and offer the best possible archives for serious research. It will be similar in scope and emotion to Canberra's famous Australian War Memorial.

The IBCC is keen to contact any former Bomber Command personnel now in Australia. It wants them recorded in the archives, and it is hoped that they will agree to an audio interview, based on their experiences and thoughts during those dark days of war. Interviewers have already been appointed.

The Bomber Command story is one of the most heart-rending of the war: 364,514 sorties, 58,500 losses, an attrition rate of almost 50 per cent. The losses were disproportionately high among the squadrons based in Lincolnshire because it was there that most of them were based – it's a largely flat county and relatively close to Germany and then-occupied Europe.

As a result, no fewer than 27 air force stations were randomly scattered in Lincolnshire's quiet countryside, earning it the name "Bomber County". Most of those killed, wounded or taken prisoner took off from those airfields.

By the end of the last multi-bomber raid, 25,611 Bomber Command aircrew, all volunteers, had lost their lives flying from Lincolnshire and adjacent airfields. Aircraft lost numbered 3491. Of 10,000 Australians who served with Bomber Command, 3486 were killed in action and another 650 died in training accidents. They were sickening figures and they explain why Lincoln was chosen to host the multi-million dollar centre.



The site chosen could not be more evocative. Built on the Lincoln's south escarpment, it looks across to the cathedral's mellow towers.

The Centre will be dominated by a 31.09 metre (the Avro Lancaster's wingspan) spire, the tallest war memorial spire in

the UK. It is but a small stretch of the imagination for them to become two wing fragments, reaching for the sky, echoing the Cathedral towers on the opposite escarpment. It's a majestic perspective: the spire is deliberately positioned to draw the attention of visitors to the 700-year-old cathedral.

The "Orchestra of Voices" which will tell the Bomber Command story, in part through oral histories and videos. There will be interviews with veteran airmen, ground crew and support staff from around the world – hence the appeal for interviews in Australia. But the voices will not be just those of airmen; there will be accounts of ground crews, support services, bombing raid survivors, members of the Resistance, people whose lives were disrupted by the sudden arrival of thousands of military personnel in their towns and villages.

The centre will be a state-of-the-art exhibition incorporating three galleries, a restaurant, research facilities, a reference library and a fully-staffed education centre which will liaise with schools, and offer an international on-line teaching resource.

Perhaps the most poignant feature will be memorial steel walls in which will be laser-cut the names of those 58,500 men and women who lost their lives with Bomber Command. The first phase of 26,296 names is already finished. The names will include air crew, ground crew, WAAFs, observers and others. A landscaped garden honouring 60 nations represented within Bomber Command will include sculptures, one for each continent. These will be spaces for quiet reflection and remembrance.

And then there is the Ribbon of Remembrance – highly-durable, engraved paving stones surrounding the centre, ranging in colour from blue-grey to buff-brown, so that no two are the same. You can dedicate a stone to an ancestor, relative or friend who was involved with Bomber Command.

It has always been widely accepted that Bomber Command helped change the outcome of the war. Its air raids so damaged the Axis powers' industrial capacity, Germany had to divert more than 1000 Luftwaffe aircraft and more than 30,000 artillery pieces as protection.

And when the war was done Bomber Command handled *Operation Manna* which saw the delivery of 7000 tonnes of food parcels in 10 days to western Holland, where one million people were registered as starving. The pilots also took part in Operations *Exodus* and *Dodge* in which 70,000 POWs were rescued from internment camps.

Lincoln is now honouring all those who were involved, and invites those who are left to step forward one last time and tell their story.

Cyril Ayris

Any former Bomber Command personnel who are interested in being interviewed can contact Australian Co-ordinator Annette Guterres, telephone (02) 9743 5794. West Australians can ring Cyril Ayris, one of the interviewers and author of this article on (08) 9245 3563. For more information on the memorial, IBCC has an excellent website: www.internationalbcc.co.uk. The Centre is seeking donations to complete the construction.



Friday Program

Friday 3rd March 2pm

AFTERNOON PROGRAM AND FRIDAY NIGHT ALIGHT – AIRSHOW 2017

- Gates open to the public from 2pm
- Public Flying displays 2pm – 9:15pm (approx.)
- Friday Night Alight spectacular
- Ground exhibits from 2pm
- Exhibition Pavilion open to the public from 2pm – 5 pm
- Gold Pass holders can enter the Airshow site from 9am
- Gold Pass holders aged over 16 years can enter the exhibition pavilion from 9am. Those aged 16 and under can access the exhibition pavilion from 2pm.

Please note:

- Aircraft attending are subject to operational requirements and weather
- Not all aircraft will participate in the flying displays. Some aircraft will be on static display only
- Not all aircraft will be in attendance on all days.
- Further information including a preliminary flying display program will be available in early January 2017

The Airshow... airpower in action... the ultimate family adventure

Flying Display Times

Trade Day:	Tuesday 28 February to Thursday 2 March	12.00 – 12.30 13.30 – 14.00 16.00 – 17.30
Friday Program:	Friday 3 March	14.00 – 20.15
Saturday Program:	Saturday 4 March	10.00 – 16.30
Sunday Program:	Sunday 5 March	10.00 – 16.30

Further Information including preliminary flying display program will be available in early January 2017



Caribou Restoration

The National Vietnam Veterans Museum is in the process of restoring Caribous A4-231, A4-204 and Canberra A84-307 for display at the museum in Phillip Is, VIC.

The Caribous arrived at the museum in September 2016 and restoration has started on both. Transporting the aircraft from Oakey and Brisbane to Phillip Is has involved 12 semitrailers and while the transport company, Simon National Carriers, have been very generous and kept costs to their direct costs, there is a considerable cost burden.

The museum are seeking donations to assist in defraying the costs of transporting the aircraft. The last two truckloads cost in the order of \$6000 and the museum would welcome any assistance.



Caribou 231 with wings being removed for the journey to Phillip Is.
Photo Colin Grey



Canberra A84-307 with wings re-installed and undergoing restoration. *Photo: Colin Grey*

Please contact Colin Grey if you are able to assist.

Colin Grey OAM
Manager Aircraft
National Vietnam Veterans Museum
25 Veterans Drive, Newhaven Vic, 3925 Australia
Ph 61-03-5956 6400 M 0448 058 084
email colin.grey@vietnamvetmuseum.org

Dreaming of space?



- All blocks larger than 2,000sqm
- Great value at an average \$80m2
- Only 12 mins to Lavarack Barracks

✓
**TOWNSVILLE'S
ONLY BIG BLOCK
ESTATE**

mountmargaret.com.au | Call Rod today 0487 001 002

Sales office open 10am - 4pm

200 Crystal Crescent, Alice River



75th Anniversary of No 30 Squadron

No 30 Squadron RAAF will commemorate the 75th anniversary of its formation on 9 March 2017.

To mark the occasion a Bloodhound missile static display and plaque will be unveiled at RAAF Base East Sale, followed by an evening function.

Past members and associates of 30 SQN are warmly invited to attend. To register your interest, contact 30 SQN at email: esl.abcp@defence.gov.au. Further details will be communicated as they become available.

ABCP

30SQN Headquarters - BLD 106
RAAF Base East Sale VIC 3852
t: (03) 5146 6888 f: (03) 5146 6881
e: ESL.ABCP@defence.gov.au

The Australian Vintage Aircraft Society

The Australian Vintage Aviation Society (TAVAS) is planning a documentary to resurrect the history of a number of Australia's WWI Aviators via a 'flying' museum. The Documentary will also showcase the not-for-profit groups' flying fleet and the intrinsic links to Australians who fought or died during this war. TAVAS are seeking funds to assist in producing the documentary.

They are also seeking stories from current generations whose ancestors were involved in Australia's air war whether as pilots, gunners or ground crew. As part of the crowd funding TAVAS are offering several unique Perks to those who donate that may also be of interest to the community and in the process, help TAVAS make this documentary. These Perks involve tours of the as yet unopened museum and short flights in the rear seat of a Bristol F2B.



The Bristol F-2B Photo: TAVAS web site

You can view the details at <https://www.indiegogo.com/projects/southern-knights-northern-skies/x/14840172#/> or their documentary Facebook page at <https://www.facebook.com/Southern-Knights-Northern-Skies-131344523979891/>.

A recent article by <https://airscapemag.com/2016/09/03/ww1-aviation/> will also provide additional information. TAVAS are able to provide photos such as those used in this article if you wish to write something about the project. The Society is seeking support in helping bring the names and exploits of Australian WWI Aviators and their unique contribution in the air during WWI, back to 21st Century knowledge.

Those who can assist with funds or stories can contact Mrs Robin Williams via robinwilliams.films@gmail.com. Information on the not-for-profit organisation TAVAS is available via their website <http://www.tavas.com.au>.

Search for Relatives of Jack Biffen - 460 Squadron World War II

Trudy Holdsworth, Research Officer for the City of Sydney Historical Association, would like to contact relatives or friends of Jack Stanley Biffen. She hopes that relatives or Association or 460SQN members may be able to help in providing a photograph to place on Jack's grave in Holland.

Jack Biffen's details are:

- Date of birth: 28 September 1921, son of Alfred Stanley and Henrietta Biffen, of Rose Bay, New South Wales, Australia (Alfred Stanley Biffen date of death is possible 14 October 1959).
- 460 SQN member
- Crew member of the Lancaster W4984 AR-J, killed in action on 24 May 1943 on the return flight from a mission on Dortmund.
- Rank FSGT Service number: 411839
- Wireless Operator / Air Gunner
- Buried in Schoonebeek, The Netherlands

Please contact Trudy Holdsworth if you have information
Research Officer
City of Sydney Historical Association
02 9261 1758
0423 149 522

Air Force Association

Want to help the Air Force Family?



AN INVITATION TO RAAF MEMBERS
PAST - PRESENT - FUTURE

Branches in
all States

Following your period of service, you can help your loved ones and the Air Force Community in advising veterans and ex-members on entitlements, advocacy and welfare. You can also work with organisations and Government to assist veterans.

Visit www.raafa.org.au
to join online or request State information.
email: natsec@raafa.org.au

ADVICE
HERITAGE
SOCIAL

By Emily Thomson

Post Traumatic Stress Disorder (PTSD) is a mental health problem that can develop in people who have experienced or witnessed a traumatic event that threatens their life or safety.

The main symptoms of PTSD are:

- re-experiencing the trauma (memories, nightmares or flashbacks)
- avoiding reminders of the trauma
- negative thoughts and mood
- being overly alert or wound up

Effective treatments are available to benefit PTSD sufferers, including psychological treatment and medication such as antidepressants. However, new research is emerging which suggests exercise can be a valuable component of a PTSD treatment plan. Low-intensity exercise has been proven to have a positive impact on the symptoms of depression and PTSD. Exercise can also optimise client health outcomes and treatment of associated comorbidities (Diabetes, Obesity etc,) of PTSD and the

commonly associated sedentary lifestyles of the Australian population.

We all know commencement of an exercise program is not easy and there are barriers that need to be considered for PTSD sufferers. The barriers include the presence of other mental health conditions as well as physical injuries/conditions often the result of the original traumatic event. Therefore, professional advice from an Accredited Exercise Physiologist is needed in order to partake in a safe exercise program.

This is where we can help! Achieve Exercise Physiologists are a team of professional Accredited Exercise Physiologists who specialise in designing individualised exercise programs focusing on you, not just your condition. We have three convenient locations throughout Townsville: Kirwan, Aitkenvale and CBD. So if you're interested to see how an Exercise Physiologist can help with your PTSD, come down and see the team to book in for a free initial health assessment.



Exercise can be a valuable component of PTSD treatment



DVA PAYS FOR CLINICALLY NECESSARY TREATMENT

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.

Gold Card Holders are entitled to clinically necessary treatment covered by DVA's health care arrangements for all health conditions.

White Card Holders are entitled to clinically necessary treatment for an accepted disability ie: an injury or disease accepted by DVA as caused by war.

START TODAY and experience the benefits:

- Increase mobility and balance
- Reduce and manage age related illness
- Assist with the management of chronic health conditions, back pain, cardiovascular disease, arthritis, diabetes and more.



CONTACT US



Troy Burgess 0402 049 250
Email: troy@achieveexercise.com.au
Fax: (07) 4723 1150 www.achieveexercise.com.au



STRONG in MIND

STRONG in SPIRIT

STRONG in FAITH

BROADEST CURRICULUM | VIBRANT COMMUNITY

downlands.qld.edu.au
ENROLMENTS & TOURS: +61 7 4690 9500

INDEPENDENT | CATHOLIC | COEDUCATIONAL | DAY & BOARDING | YRS 5-12

STRONG VALUES



Downlands College
 TOOWOOMBA QUEENSLAND AUSTRALIA

Discover Downlands – The School of Choice

Independent, Catholic, coeducational, day and boarding school, Downlands College is located in the picturesque city of Toowoomba, Queensland. The Missionaries of the Sacred Heart (MSC) Ethos, a diverse subject choice and extensive list of co-curricular activities make Downlands the *School of Choice* for many families.

At Downlands, families are part of a community built on tradition, where strong values and Senior role models encourage students to make wise choices. Downlands College Principal, Mr Stephen McIlhatton explains, "We want our students to do well at school, and also in life, by being good people who are strong in mind, spirit and faith."

"Our heart-centred approach promotes academic and co-curricular excellence, encouraging students to integrate faith with life and to develop a love of learning."

Downlands offers university pathways and school-based apprenticeships which support curriculum choices. This approach caters for all students, including those with different strengths and abilities.

Beyond the classroom, students can choose from a range of interest-based activities to complement their academic studies, including cultural, sporting, personal development and agricultural activities. These activities provide students with the opportunity to develop the balance so essential for wellbeing throughout their adult life.

Soon, the Downlands journey will begin in Year 5. This has been in response to an overwhelming demand from the

College community wanting to minimise the movement of children between schools and to keep siblings together, especially in the boarding school.

To discover Downlands for your family, please contact Downlands College Enrolments Officer, Ms Merilyn Rohde via phone 07 4690 9500, or email enrolments@downlands.d.edu.au.



Top: Siblings, Libby and Thomas, have taken every opportunity offered to them at Downlands.

Above: Downlands Past Students and former Wallabies, Gene Fairbanks and Tim Horan, caught up with Downlands Principal, Stephen McIlhatton, at the recent Wake up with the Wallabies event.

Advocacy, Entitlements And Support (Aes) Spot¹

Introduction

My apologies if it sounds a little trite: it is true to say of veteran and family support that *'we live in exciting times'*. Let's explore why.

Veteran-Centred Reform

In 2013 the Public Service Commission (PSC) reviewed the Capabilities of DVA.² It found that the Department's service delivery model was *'inefficient, confuses lines of accountability, is unsustainable, and is impacted by the physical location of staff across offices in capital cities and regional Australia'*. Even DVA's own staff reported that their operating system was *'disjointed, inconsistent and slow'*. No wonder that anecdotal evidence appears to put Delegates' average case load today at around 300+ files at any one time.

Facebook posts almost unanimously criticise the Department. Posts express frustrations and anger at lost files, interminable medical reviews, claims rejected that seem indisputable, inconsistent decisions between one claim and a similar one, inadequate rehabilitation support, and unexpected recovery of payments. In its findings the PSC summed up, what are in fact, too many veterans' perceptions: *'DVA is monolithic... impersonal, bureaucratic, somewhat labyrinthine and overall a bit mysterious in its decision-making'*.

That was in 2013. Around a year later the Minister for Veterans' Affairs endorsed the new strategic plan *DVA Towards 2020*. Its objective is total transformation of the Department. New strategies focus on the client, DVA's culture and its organisation.³ The transformation is termed *Veteran-Centred Reform (VCR)*. Already, the changes are evident. Let's take MRCA claims for example. The Time to Process (TTP) target is 120 days. The mean TPP in FY2011-12 was 158 days. By FY2014-15 it had reduced to 144 days, and FY2014-15 to 109 days.

But this is not the only change. Many other fundamental changes are underway.

In May, the Minister announced an extension of mental health treatment⁴ under the Non-Liability Health Care program (Factsheet HSV109).⁵ In September, he announced that processing of 13 medical conditions would be streamlined.⁶ While some advocates has criticised the change, a single appeal pathway was legislated under MRCA and Alternative

Dispute Resolution (ADR) extended to all States.⁷ In October, ESO Representatives were invited to DVA for a briefing by the VCR Taskforce about 'Lighthouse Project'.

Embedded deeply in VCR, Stage 1 of Project Lighthouse has engaged a wide sample of veteran and family cohorts (ESO members, advocates, young veterans, female veterans, dependents, Repatriation Medical Authority, Australian Medical Association, MRCC, VRB). The outcome is that veterans' priority is to *'get past the claims process quickly and get on with life'*. Stage 1 culminates in preparation of a 'First Pass' business case for the FY17-18 Budget. If a Budget appropriation is legislated, a 5-year program of activities will be funded ranging from staff training and development, to organisational culture change, to new ICT hardware and software.

The Business Case rests in part on development of *'demonstration software'*. Now in *'beta'* form, the Lighthouse Project canvassed trial participants in late October. The trial software is limited to veterans with eligibility under MRCA who are suffering from 'wear and tear' conditions of, for example, the spine or knee. The briefing mentioned that, during the cadre course, an SAS candidate lifts and bears weight in excess of the SOP for lumbar spondylosis. The software algorithm has been written around such facts, obviating the need for a lifting questionnaire to be prepared.

Even as a *'proof of capability'* prototype, the advance is extraordinary. Potentially, the software should reduce the time to determine liability to 'same day'. Highly automated, the mature software will accept an on-line claim, compare the diagnosed condition with the veterans' service record and the relevant Statement of Principle (SOP) and recommend acceptance/rejection of liability. At best, the Delegate need only press the 'Go' button and acceptance of liability is entered on the veteran's DVA file. Needs analysis follows, triggering offers of rehabilitation and compensation, as appropriate.

Clearly, there is an enormous volume of work to be done before algorithms are developed for all employment categories in all three Services. That, however, is the objective. It might be too late for the elders amongst us, but will make a terrific difference for those serving now and into the future.

SRCA for Defence Personnel

Although the *Safety, Rehabilitation and Compensation Act 1988 (SRCA)* is the latest in a series of workers' compensation acts for Commonwealth employees that can be traced back to 1930, it has always suffered a fundamental flaw. Although administered by DVA, the legislation has been the responsibility of another Minister – currently the Minister for Employment.

Following advice to the ESO Round Table's Meeting on 12 May 2015 that Part XI of SRCA would be excised and legislation of a new defence-specific act, the *Safety, Rehabilitation and Compensation Legislation Amendment (Defence Force) Bill 2016* was tabled in Parliament in 9 November 2016.⁸ The Bill is expected to be passed in the Autumn Session of Parliament.

¹ Article was prepared by R.N. (Dick) Kelloway, National VP AES, Member of the ATDP Strategic Governance Board, and practicing Level 4 Advocate for RAAFA, APPVA and VCMNC.

² Australian Public Service Commission, Capability Review Department of Veterans' Affairs, Review Report: November 2013, online at http://www.apsc.gov.au/__data/assets/pdf_file/0020/64622/DVA-Capability-Review.pdf, p.35.

³ A summary of the strategies and actions being taken is at <http://www.dva.gov.au/about-dva/publications-and-forms/corporate/dva-strategic-plan/key-strategies>

⁴ http://minister.dva.gov.au/media_releases/2016/may/va035.htm

⁵ <http://www.dva.gov.au/factsheet-hsv109-non-liability-health-care>

⁶ http://minister.dva.gov.au/media_releases/2016/sep/va087.htm

⁷ http://minister.dva.gov.au/media_releases/2016/sep/va092.htm

⁸ http://www.aph.gov.au/Parliamentary_Business/Bills_Legislation/Bills_Search_Results/Result?bld=r5756

The intended commencement date is 01 July 2017.

Colloquially known as DRCA, from 01 July 2017 all defence personnel who would otherwise have claimed under SRCA will submit their claim under the *Safety, Rehabilitation and Compensation (Defence-Related Claims) Act 1988*. Except for transition provisions, the eligibility criteria and benefits are identical to SRCA. Transition provisions (CIs 63-68) ensure continuity of coverage for veterans for whom liability has already been accepted under SRCA.

Commission Deputy President, Craig Orme, DSM, AM, CSC, has advised all ESOs that:

'Should the new Act be passed by Parliament, eligibility and benefits under the Act will be the same as those currently available to serving and former ADF members under the existing SRCA. The new Act (if passed) will be the same as the current SRCA, so there will be no change to existing entitlements or access to benefits. The Bill simply replicates the SRCA.' He continued: 'The Veterans' Entitlements Act 1986 and the Military Rehabilitation and Compensation Act 2004 will remain in place and will be unchanged by the new Act.'

As it is 'foundation legislation' – to use the Minister's term – the Bill is a little 'clunky'. Clause numbering is unchanged from SRCA, many clauses within the SRCA numbering system are missing, the Bill still uses the SRCA term 'employee', and interpretation of SRCA by the Courts have had to be reconciled. The latter have been swept up in CI 121(b) – a so-called 'Henry VIII clause' – the effect of which is to place 'reverse onus' on the Commonwealth. In other words, if the effect of a provision in DRCA is different to that in SRCA, the veteran is not to be disadvantaged.

During a recent briefing by senior DVA officials, ESO Representatives were assured that once the Act is commenced, the 'clunk bits' will be removed. Terms

like 'employee' will be replaced by the appropriate military terminology. DRCA will be '*streamlined and simplified*.'

Needless-to-say, the advent of the Bill has energised the rumour mill. Some advocates have been trenchantly critical about the amendments affecting the award of costs by the AAT (Administrative Appeals Tribunal). They argue that the amendment are disadvantageous to veterans. From my reading, the objective is to ensure claims/appeals are resolved at the earliest possible stage along the pathway. Costs will be refused if a claimant provides a document that, had it been provided earlier, would have resulted in a determination at the earlier stage. Also, costs cannot be awarded if the claimant received legal aid support. If my interpretation is right, the rationale is pretty reasonable.

Progress with ATDP

The Advocacy Training and Development Program is powering ahead. A handful of ESO volunteers have done a phenomenal amount of work on course development. By the time you read this article, the DVA-contracted RTO (Registered Training Organisation) will have lodged the Welfare and Compensation Advocacy Level 1 and 2 courses with ASQA (Australian Skills Quality Authority). ASQA is expected to accredit the courses around the end of March 2017.

In the interim, the RTO has trialled a Mentoring course and RPL (Recognition of Prior Learning) process with 40 practicing Advocates. It is now rolling out RPL and mentoring across the advocacy community. So far, 150 Advocates have nominated and the program has begun. Any TIP-trained and practicing Advocate who wishes to gain ATDP certification may apply for RPL via www.atdp.org.au/applications/eois.php

A significant number of ESOs and Advocates have advised that information about ATDP has been sketchy. To simplify, the key differences between TIP and ATDP are:

TIP	ATDP
Unstructured training	Defined, competency-based and certified by Workplace Assessors
Courses available to all without consideration of experience	Structured formal courses (on-line and face-to-face) and workplace learning (OJT and mentoring)
Ad hoc courses without a clearly defined overall outcome	Learner progress is supported and monitored by mentors
Trainees chose courses based on availability	Communities of Practice end advocacy in isolation
Courses available until 30 June 2017 for TIP-trained advocates	ATDP single-pathway courses being rolled out from 01 July 2016
Application by www.tip.org.au	Enrolment by www.atdp.org.au
Unaffected unless/until transfer to ATDP by RPL or entry into single-pathway	May enter ATDP single-pathway at any time; certification available after SAQA accreditation of courses
VITA indemnification under current TIP Protocols will eventually cease	VITA indemnification under ATDP Protocols advised after SAQA accreditation obtained
ESO authorisation to practice as pension or welfare officer is undefined	ESO authorisation to practice as Advocate triggered by certification by RTO

An ATDP Newsletter is now being released regularly and a set of FAQs has been posted on the DVA website.⁹ The ATDP Secretariat is encouraging on-line inquiries and comments. The email address is: ATDPenquiries@dva.gov.au Use this address if you want your Branch to receive information directly from the Secretariat.

⁹ <http://www.dva.gov.au/consultation-and-grants/advocacy-training/advocacy-training-and-development-program>

Conclusions

We all have an interest in ensuring that veterans and their families receive the full benefit of the legislation. Inevitably, Facebook sites will post and bar-rooms will echo to grievances about DVA performance for some time. The evidence is, however, that a transformation is underway and is already bearing fruit. This article will provide information that you can use to start countering complaint. We do indeed live in exciting times.

Vietnam Veterans National Commemoration - 2016

Vietnam veterans gathered at the Vietnam Veterans National Memorial in Canberra on 18 August 2016 for the National Vietnam Veterans Commemoration for all veterans who served in Vietnam. The ceremonies were significant for many RAAF and Army veterans as the day was the 50th Anniversary of the Battle of Long Tan.



A number of aircraft, operational in the Vietnam War, overflew the Vietnam Veterans National Memorial on Anzac Ave during the commemoration activities.



Photos: David Whittaker

Near the end of the ceremony, a pair of B-52H aircraft from the 36th Wing at Andersen AFB, Guam, overflew Anzac Ave and the Vietnam Veterans Memorial. The aircraft did not land in Australia, but returned to Guam, on a flight that took 16.5 hours. The B-52Hs were air-to-air refuelled a number of times on the 'round trip'



Two B-52H aircraft from the 36th Wing at Andersen AFB, Guam, overfly Anzac Ave, Canberra . 18 Aug 16.
Photo: POIS Phil Cullinan RAAF

B-52 aircraft carried out a combined exercise with the RAAF land at RAAF Base Darwin in June 2016. This is the first time a B-52 has landed at RAAF Darwin since 2010 and since the United States and Australia announced enhanced aircraft cooperation as one of the two force posture initiatives, in November 2011.

Factsheet HSV109 - Non-Liability Health Care

Purpose

This Factsheet is about non-liability health care treatment available to current and former members of the ADF, including who is eligible and how to apply to access treatment.

What is non-liability health care?

Non-liability health care allows former and current ADF personnel, depending on their eligibility, to receive treatment for the following conditions:

- Cancer (Malignant Neoplasm);
- Pulmonary Tuberculosis;
- Posttraumatic Stress Disorder (PTSD);
- Depressive Disorder;
- Anxiety Disorder;
- Alcohol Use Disorder; and
- Substance Use Disorder.

There is no need to establish that these conditions were caused by your service. However, the specific conditions for which you may be eligible to receive treatment depend on the period in which you served or, in some cases, the nature of your service (e.g. service on operational deployments).

Am I eligible?

All current and former members with continuous full-time service (CFTS) are eligible for treatment of the following conditions:

- Posttraumatic Stress Disorder (PTSD);
- Depressive Disorder;
- Anxiety Disorder;
- Alcohol Use Disorder; and
- Substance Use Disorder.

Non-liability health care treatment of Cancer (Malignant Neoplasm) and Pulmonary Tuberculosis is available to those with the following types of service:

- eligible war service under the *Veterans' Entitlements Act 1986* (VEA)
- operational service under the VEA
- warlike and non-warlike service under the VEA or the *Military Rehabilitation and Compensation Act 2004* (MRCA)
- peacekeeping service
- hazardous service; or
- British Nuclear Test defence service as defined in the VEA.
- completed 3 years CFfS between 7 December 1972 and 6 April 1994; or
- were discharged on the grounds of invalidity or physical or mental incapacity to perform duties before completing 3 years CFfS between 7 December 1972 and 6 April 1994, but were engaged to serve not less than 3 years; or
- were a National Serviceman serving on 6 December 1972 and completed your contracted period of National Service.

How do I apply?

To apply for non-liability health care for cancer of pulmonary tuberculosis, you need to fill out application form D9215 Application for Health Care for Cancer (Malignant Neoplasm) and Tuberculosis and return it to DVA using the directions provided on the form.

There is no need to lodge an application form for non-liability health care for PTSD, anxiety disorder, depressive disorder, alcohol use disorder or substance use disorder. However, you can complete form 0 9213 Application for Health Care for Certain Mental Health Conditions, if you wish to do so. Alternatively, you can email your request for non-liability health care for these conditions to NLHC@dva.gov.au, or apply over the phone by calling DVA on the General Enquiries numbers listed at the end of this Factsheet.

You may need to provide proof of identity, and your service records will be examined to check your service eligibility.

For cancer and pulmonary tuberculosis, a diagnosis by an appropriately qualified health professional is also required as part of the application process. A diagnosis of cancer

(malignant neoplasm) or pulmonary tuberculosis can be made by your treating medical practitioner.

For mental health conditions, a diagnosis is not required at the time of application in order for treatment to be approved. However, a diagnosis is required within six months of the date of approval if treatment is to continue past that period. A diagnosis can be made by a psychiatrist, a general practitioner (GP) or a clinical psychologist.

What treatment is covered?

A range of treatments may be available to you. These could include treatment from a general practitioner, medical specialist, psychologist, social worker, occupational therapist, psychiatrist, hospital services, specialist PTSD programs, pharmaceuticals, or oncologist services as required to treat the condition.

If you are found to be eligible you will be issued with a DVA Health Card - for specific conditions (White Card). More information on the treatment available can be found in Factsheet HSV61 OVA Health Card - Specific Conditions (White).

How will this affect my compensation claims?

Non-liability health care entitlements are entirely separate to the process of claiming compensation. Compensation for accepted conditions is paid on the basis that the condition is related to your service. Non-liability health care treatment is provided regardless of the cause of your condition. This means that if you claim compensation for a condition for which you are also eligible to receive treatment under non-liability health care and the compensation claim is not accepted, you may continue to be eligible for non-liability health care.

Disclaimer

The information contained in this Factsheet is general in nature and does not take into account individual circumstances. You should not make important decisions, such as those that affect your financial or lifestyle position on the basis of information contained in this Factsheet. Where you are required to lodge a written claim for a benefit, you must take full responsibility for your decisions prior to the written claim being determined. You should seek confirmation in writing of any oral advice you receive from DVA.

Related Factsheets

- HSV61 OVA Health Card - Specific Conditions (White)
- HSV99 Mental Health Support
- Related Forms
- D9213 Application for Health Care for Certain Mental Health Conditions
- D9215 Application for Health Care for Cancer (Malignant Neoplasm) and Tuberculosis

More Information

DVA General Enquiries Metro Phone: 133 254 *
Regional Phone: 1800 555 254 * Email: GeneralEnquiries@dva.gov.au
OVA Website: www.dva.gov.au
Factsheet Website: www.dva.gov.au/factsheets
* Calls from mobile phones and pay phones may incur additional charges.

InFlight Graphics Pty. Ltd.



Here are just some of our clients who we supply parts to:



InFlight Graphics specialise in...

- Placards & Decals • Paint Masks • Graphics • Labels
- All Your Technical & General Printing Requirements
 - Dye Sublimation Printing (Fabric, Plastic & Metal)
- Large Format Printing • Name Plates & Safety Signs
- Engraving • Vehicles • Signs • Laser Annealing

At InFlight Graphics...we've got it all covered!

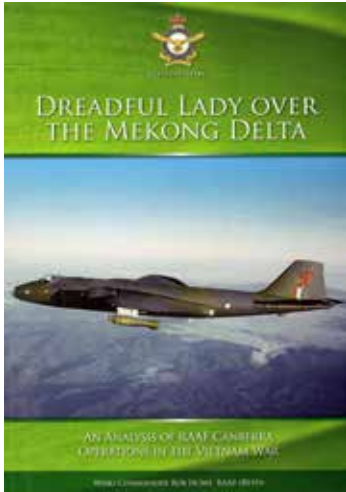


P.O. Box 83, Riddells Creek, Vic, 3431. Australia

P: +61 (0)3 5428 6203 • M: +61 (0)419 339 767

E: david@inflightgraphics.com.au

www.inflightgraphics.com.au



Dreadful Lady over the Mekong Delta

Author: WGCCDR Bob Howe (Retd)

Soft cover: 267 pages, B&W and colour maps and photographs
Publisher: Heritage Series, Air Power Development Centre, RAAF

Availability: airpower@defence.gov.au

Price: On request to APDC

Dreadful Lady over the Mekong Delta looks at the men of No 2 Squadron and the operations they flew in the Vietnam War in their Canberra bombers. From April 1967, the squadron spent four years attacking enemy targets, many of them in the Mekong Delta region, and contending with the politics, weather and 'fog' of war.

No 2 Squadron deployed from Butterworth, Malaysia to Phan Rang air base, 35 kilometres south of Cam Ranh Bay, a large USAF base in the far east of South Vietnam, on 19 April 1967. The unit became part of the 35th Tactical Fighter Wing which operated the F100 Super Sabre and B-57B aircraft on rotation from the 8th and 13th Squadrons from Clark Air Base in the Philippines.

The Canberra wasn't the ideal aircraft for 'strike' operations in Vietnam, but for a number of reasons, it was the obvious choice for deployment. The main threats in South Vietnam were assessed as low to medium. The air threat from enemy aircraft was non-existent, although the deployment of surface-to-air missiles (SAMs) near the DMZ, automatic anti-aircraft artillery (AAA), mostly in the northern Corps regions, was a potential threat. Certainly, all the crews thought so.

Bob Howe's book looks at the initial environment in Vietnam, followed by a description of the forces involved in the conflict. He describes the US riverine operations in the Mekong Delta and the USAF 7th Air Force operations in the delta. As part of the 7th Air Force, No 2 Squadron carried out many sorties in the delta region. He reviews the effectiveness of Canberra operations in this context.

The reviewer deployed with 2SQN to Vietnam in April 1967. For the first few months, the squadron's operations were Sky Spot bombing at night, where the Canberra was directed by ground based radar to bomb release. Results were difficult to determine and any bomb damage assessment (BDA) was acquired next day, visually by a FAC or visual and

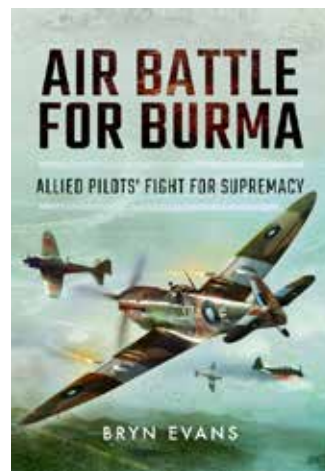
photographic reports by ground teams, and then only when the targets were readily accessible; most weren't.

BDA and effectiveness of Canberra operations in the Australian Task Force Area and the delta were much easier to obtain due to the terrain and type of operations. Bob Howe analyses the accuracies and results in his book and concludes that the Canberra bombing was effective in most areas and justifies the accolades 2 Squadrons' operations have received.

No realistic attempts have been made before Bob's book to review and analyse the effectiveness of Canberra bombing in Vietnam. The RAAF didn't seem to be too interested in documenting the bombing results in Vietnam. Bomb effects were known; maybe the development and procurement of precision guided munitions (PGMs) relegated 'free fall' weapons to history.

Vietnam was a proving ground for the development of PGMs, although the RAAF did not procure any until late 1970s early 1980s. During my time on F-111 aircraft, I carried out detailed analysis of weapons results and concluded PGMs were imperative for future strike operations, although there was a limited place for 'dumb bombs'.

Lance Halvorson



Air Battle for Burma

Allied Pilots' Fight for Supremacy

Author: Bryn Evans

Hard cover

Publisher: Pen & Sword Books UK, Nov 2016

Availability: From author

Tel 612 94381939

Mob 61 (0)407 694 968

Email: bryn.evans@ozemail.com.au

Price: \$34.95 + Postage

The most prominent of many personal stories in *Air Battle for Burma*, is that of Australian Wing Commander Noel Constantine, and of his exceptional endurance and achievement. For nearly five years Constantine flew fighters in some of the toughest combat operations from the outbreak of the Second World War, including the Battle of Britain, over the North Sea and the English Channel, before leading No 136 Squadron RAF, the highest scoring fighter squadron in the

skies of India and Burma, against the ferocious and fanatical Japanese Army Air Force (JAAF).

In late 1943 and the first few months of 1944, Squadron Leader Constantine led No 136 Squadron RAF, one of the newly equipped Spitfire fighter squadrons, and was at the forefront in the tumultuous air combat with the JAAF. In *Wings of the Phoenix - The Official Story of the Air War in Burma*, by the British Air Ministry first published in 1949, it describes Constantine as '...a great Australian and an inspiring leader'. Just to survive such knife-edge conflicts for so many years was in itself extraordinary.

The Japanese Army's apparently unstoppable advances through Thailand, Malaya and Burma in 1941 and 1942 were the result of two main strengths. First, using troops well trained for jungle fighting, they employed fast and mobile tactics to outflank their increasingly demoralised enemy. Secondly, the Japanese Army Air Force (JAAF) provided their front line forces with long range reconnaissance, re-supply and support, and overwhelming air superiority.

Using veterans' first-hand accounts, *Air Battle for Burma* reveals the decisive nature and role of Allied air power, in inflicting the first major defeat on the Japanese Army in the Second World War. Newly equipped Spitfire fighter squadrons were introduced to take on the dominant and feared Japanese fighters, notably the Nakajima Ki-43 'Oscars' and the Mitsubishi A6M Reisen 'Zeros'. In the skies above the crisis battles of the Admin Box, Imphal and Kohima in 1944, it was down to Squadron Leader Constantine and his No 136 Squadron, together with other Spitfire squadrons of the RAF, to wrest air supremacy from the JAAF.

Air superiority subsequently allowed Allied air forces to deploy and supply Allied ground troops on the front line, and undertake raids deep into enemy territory with relative impunity; revolutionary tactics never before attempted on such a scale. By covering both the strategic and tactical angles, through previously unpublished personal accounts, *Air Battle for Burma* is a fitting and overdue tribute to Allied air forces' contribution to victory in Burma.

In mid-1944 in recognition of his remarkable leadership Constantine was promoted to Wing Commander Tactics at Far East HQ. After the end of the war in September 1945 he completed another year in the RAF before resigning in December 1946. In July 1947 whilst flying a Red Cross humanitarian flight of medical supplies from Singapore into Indonesia, his Dakota transport aircraft was shot down by Dutch fighters. It was as if fate, so miraculously avoided during the war years, had finally caught up with him. In the most tragic circumstances Wing Commander Noel Constantine, one of Australia's most outstanding fighter pilots and leaders of the Second World War, had lost his life. He had joined countless other pilots who lost their lives, but in the end won the *Air Battle for Burma*.

[The previous book in 2014 by Australian author Bryn Evans, *The Decisive Campaigns of the Desert Air Force 1942-1945*, received many favourable reviews from aviation readers. In *Air Battle for Burma* he again uses veterans' first-hand accounts to illustrate the torrid battles by Allied air forces, including a surprising number of Australians in RAF squadrons, to overcome the Japanese air force.]

Special Book Offer for RAAFA members:

Bryn an RAAFA member, is making a special offer to RAAFA members of his latest book, *Air Battle for Burma*. First editions in hardback, signed by Bryn, are being offered to RAAFA members at \$34.95 (plus postage). Contact Bryn direct - details above

75 Years Aloft: Royal Australian Air Force Air Training Corps:

Australian Air Force Cadets, 1941-2016



Author: Matthew Glozier

Hard & Soft Cover: 428 pages

Publisher: Matthew Robert Glozier for Australian Air Force Cadets.

Availability: matthew.glozier@airforcecadets.gov.au

Price: Aus \$44.99 Hardcover. Aus \$25.75 Softcover

In this comprehensive, thoroughly researched and attractively presented book Matthew Glozier, Flying Officer AAFC, describes the remarkable 75 year history of the Air Training Corps (ATC), later Australian Air Force Cadets (AAFC) and pays tribute to the over 150,000 cadets and staff whose lives it has positively influenced.

Formed in April 1941, its primary purpose was to attract air-minded youth into the RAAF which was facing huge demands for trainees for the Empire Air Training Scheme. With an initial target of 12,000 members organised into state wings and local squadrons led by volunteer, unpaid men preferably with previous military service, by war's end over 13,000 had gone on into the RAAF in both aircrew and ground staff duties. As former cadet and later AIRMSHL SD Evans, AC DSO AFC writes, "without the training given in the Air Training Corps at least 50% of the students listed as aircrew would have failed."

The War Cabinet gave in-principal approval for the continuation of the ATC post-war. There was now a reservoir of former cadets with active RAAF service to call on as leaders. The emphasis changed from primarily providing recruits for a now minute RAAF to training in citizenship and discipline, fostering virtues of loyalty, leadership and comradeship. Activities designed to attract the differently oriented youth of the sixties and seventies were introduced: flying scholarships,

WHEN YOU TRANSITION, YOU CAN STILL BE PART OF THE FAMILY.

We make health insurance easy. So make sure you and your family are covered:

- ▶ 10% discount for the first 12 months following discharge
- ▶ Join within 2 months of discharge and we'll waive your waiting periods
- ▶ If your family already has a policy, we can add you to it
- ▶ And we'll do all the paperwork for you

Join Defence Health today. Call **1800 335 425** or visit defencehealthcom.au



Who better to cover your family

(MEMBERS OWN)
HEALTH FUND

Hitting the Silk?

You probably haven't given much thought to the health system in the past. But whether you're single or married with kids, it's something you'll need to get your head around when you transition.

For more than 60 years, Defence Health has been providing great value health insurance, specially tailored for the Defence community.

More than 260,000 Australians are part of the Defence Health family. And if you join Defence Health, you'll discover why they stay.

When the time comes to discharge, make sure you call Defence Health about your civilian health care. All waiting periods are waived if you join within two months of discharge.

If you transition to the active Reserve, you're entitled to the exclusively priced ADF Total Package. Or if you choose a mix and match cover, you'll receive a 10% transition discount for the first 12 months - and thereafter there's an ongoing 5% premium reduction if you have a DVA White Card.

If you want great value health insurance from an insurer who cares about you, give Defence Health a call on **1800 335 425**. Check out defencehealth.com.au or join the conversation at facebook.com/defencehealth



AERO ASSOCIATES

PROFESSIONAL PILOTS

FIRST AID KIT Only \$64 Post Paid



Soft package and small size, with a weight of only 500 gms. Containing a total of almost 200 items, plus full instructions.

Consider the future and those of your passengers.

If it saves your life only once it may be worthwhile.

aeroasso@bigpond.net.au
02 6452 2000



promotion courses, annual camps at RAAF bases with small arms experience and exchange visits with similar international schemes.

A considerable number of cadets who entered the RAAF Academy later became leaders of the RAAF while others distinguished themselves in civilian fields. Some politicians saw the cadets as not only as warlike organisations but also a drain on government budgets. The early seventies almost saw the end of the renamed AirTC when the Labor Government of Gough Whitlam, a former member of the RAAF himself, disbanded the five University Squadrons, ordered the removal of militaristic aspects of AirTC training and its eventual disbandment.

As one former member recalled it was "little more than a boy scout organisation". Officers and cadets in some flights financed activities and used improvised facilities to "soldier on". In 1973 as a staff officer with responsibility for administration of the AirTC, I can well remember the consternation these decisions caused to both cadets and staff and their suggestions as to how it might be saved.

A change of government in 1976 brought about the renewal of the cadet movement generally. In 1982 the RAAF authorised female cadet enrolments, the "girls" being as proud of their membership as the "boys". The emphasis on aviation was restored, "air" given increased emphasis and the RAAF provided more direct support. In March 2001, the eightieth anniversary of the RAAF, the cadets underwent a name change to Australian Air Force Cadets (AAFC).

Government funding increased during the prime ministership of John Howard, himself a former member of the ATC. In 2014 a National Aviation Centre was established at Bathurst, NSW and gliders were purchased for the use of the AAFC. The AAFC also provides a disciplined and smart uniformed presence at national and local events, particularly on Anzac Day, but its primary role is to motivate air-minded young people to seek a career in the RAAF.

In recording the continuing story of this most important Australian youth organisation, historian Flying Officer Matthew Glozier (AAFC), History Master at Sydney Grammar School, has presented a scholarly but eminently readable history, profusely illustrated, with an extensive set of appendices and a very comprehensive Index. "75 Years Aloft" will bring back many memories to all who have been associated with the ATC/AAFC as well as informing a wider audience of their achievements.

Les Sullivan, No 35 Squadron ATC (Armidale) 1942, RAAF 1942-1945, 1952-1974

Membership of the RAAF Association

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

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

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

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

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

Please contact your State Secretary for further details

NSW

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

VIC

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

ACT

RAAF Association (ACT Division)
PO Box 111, Campbell ACT 2612
Tel: 0428 622105
secactraafa@bigpond.com • www.raafaact.org.au

TAS

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

SA

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

WA

RAAF Association (WA Division)
Bull Creek Drive, BULL CREEK WA 6149
Tel: 08 9288 4710
enquiries@raafawa.org.au • www.raafawa.org.au

QLD

RAAF Association (QLD Division)
12 Faraday St, Wulguru QLD 4811
raafaqldpres@gmail.com • raafa-qld-div.wikidot.com

Geelong and The Bellarine: A Great Escape

Just 20 minutes from Avalon Airport, Geelong has emerged from a hard-working wool centre and manufacturing town to be reinvented as a city with an enviable lifestyle. Incredible places to eat and drink dotted through precincts across the city combined with a fresh approach to culture and a sparkling event calendar makes Geelong an ideal destination to explore.

The Geelong Waterfront is at the heart of the city overlooking Corio Bay. Explore the waterfront trails, public art and parks before finding a restaurant or bar with epic views and food to match.

Around Geelong, the reinvention of the city has seen former industrial sites transformed into cool experiences. Little Creatures is in an old mill in South Geelong, now they brew and supply the whole East Coast of Australia with beer. The on site canteen and bar is the best place to grab a beer direct from the brewer and share some food. On the same site, their White Rabbit Brewery is an adventure in beer with open fermenters and imaginative combos. Across town in another old factory, Boom Gallery has incredible contemporary art alongside a wonderful gift shop and café.

Half an hour from the city in any direction leads to deliciousness. In the Moorabool Valley and across The Bellarine, farm fresh produce is grown in farm fresh air alongside some of Australia's most awarded wineries and vineyards. Many have fabulous restaurants attached serving produce from nearby and matched with a glass of their best.

There's adventure to be found in the space around the city too. The You Yangs Regional Park has mountain bike tracks, hiking trails, rock climbing and abseiling. On the Bellarine you can learn to surf or stand up paddle board, skydive onto the beach or take an adventure flight (with or without aerobatics). If you prefer keeping your feet on the grass when you're on holidays, there are five of Australia's top 50 golf courses within around 20 minutes of each other.

The Bellarine is a wonderful coastal escape for family fun too. There are water and adventure parks, a maze and mini golf to decide family bragging rights and some of the best beaches for boogie boarding and rockpooling.

Around The Bellarine, towns overlook bays and oceans. You'll find great coffee, secret shopping spots and fun activities, all with a fresh sea breeze. You needn't travel far to feel like you're a million miles away. This coast is the perfect escape, a place to enjoy days as action-packed as you want them to be, then relax and fall asleep to the sounds of the sea.

Plan your escape to Geelong and The Bellarine now:
www.visitgeelongbellarine.com.au



*Nurturing and developing a love of learning,
care for the environment and concern for others.*

ENROL NOW FOR 2017

Hatchett Street, Cranbrook QLD 4814

p: (07) 4779 4255 e: crnbrk@tsv.catholic.edu.au

Holy Spirit Catholic School

CRANBROOK

hsstsv.catholic.edu.au f

An aerial photograph of Geelong and The Bellarine coastline at sunset. The city of Geelong is visible on the left, with its industrial and residential areas. The coastline curves along the water, featuring a beach, a park, and a marina with several boats. The sky is a mix of blue and orange, indicating the time is either dawn or dusk.

Fresh AIR SHOW

This is where the fun stuff happens.
Whether you like to play, browse, wander,
relax, shop, eat or drink, Geelong and
The Bellarine has got you covered,
just 20 minutes from Avalon Airport.

visitgeelongbellarine.com.au

VISIT **GEELONG**
& **THE BELLARINE**

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."

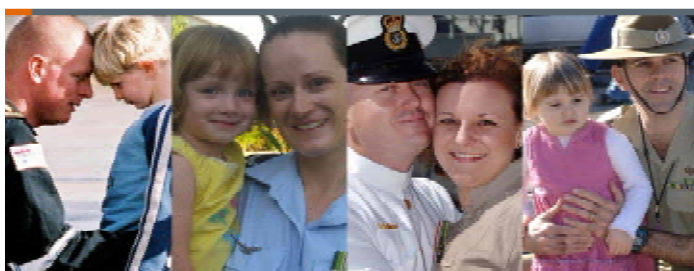
Jo has another practical tip for members and partners.

"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



St Edmund's College

CATHOLIC BOYS COLLEGE YEARS 7- 12

If transferring to this area please phone enrolments on 3810 4448 or email enrolments@sec.qld.edu.au

- An outstanding reputation for Pastoral Care & Academic Excellence
- Modern, technologically advanced classrooms & facilities
- Innovative & exciting Curriculum
- Acclaimed Industry Trade Training Centre
- Extensive co-curricular program in The Arts & Sports

Interviewing for placements for 2018

16 Mary Street, Woodend, IPSWICH | Phone: (07) 3810 4400
enrolments@sec.qld.edu.au | www.sec.qld.edu.au

Tru-Gen Pty Ltd

For almost 30 years, Tru-Gen Pty Ltd has been delivering "Quality Engineering at Affordable Prices" within the Aviation GSE market worldwide. With a focus on Ground Power and Turbine Air Starting Units, we are both results driven and very experienced in this complex field.

In 2014, Tru-Gen became Asia / Pacific agents for Aviation Turbine Services (ATS) Air Start Units and has the capability of new product Sales and full Spare Part support from our base on the Sunshine Coast, Queensland.

We have a large range of spares holding for many makes of Ground Power Units especially Houchin products and manufacture our own AC and DC Output Cable Assemblies.

If you operate Aviation Ground Power Units (GPU's) or Air Start Units (ASU's), we would like to help you drive down costs and maximise equipment serviceability.

www.tru-gen.com.au

Tel: (07) 5445 7104 | Mobile: 0415 554 539
(Technical Support) | 0406 932 663 (Sales)



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



Disconnecting Air Start Hose after successful engine start



*Mobile Air Start Unit, ATS 8084
with Garrett Turbine*



GOOD SHEPHERD CATHOLIC PRIMARY SCHOOL

Is a friendly, inclusive and caring learning community. Serving the rapidly-growing community of greater Springfield, we offer personalised learning and first class facilities.

Now enrolling for 2017. Limited places available for an immediate start in some year levels.



GOOD SHEPHERD CATHOLIC PRIMARY SCHOOL SPRINGFIELD LAKES



For further information contact: Good Shepherd Catholic Primary School 58 Opperman Drive, Springfield Lakes, 4300
Ph: 07 3437 5000 | pspringfieldlakes@bne.catholic.edu.au | www.goodshepherd.qld.edu.au

At Good Shepherd Catholic Primary School Springfield Lakes, we proudly provide a Contemporary Learning environment and an educational program that focuses on the Australian Curriculum, preparing our students for living in the 21st Century. Society has changed and education has changed. We are educating for the 21st Century and no longer for the 20th Century. Our reflective practice is rigorous and challenging. Our team of teachers is empowered to constantly move forward with their own learning. Our practice aims to ensure that:

- Learning opportunities are relevant to the students, are personalised and build on their passions, interests and needs. We develop the students' critical thinking and compassion for others.
- Our learning environments are connected to local and global networks, (including 1:1 iPad Programs) collaborative, safe and secure, flexible, supportive of innovation, and focused on the students' inquiries.
- Our learners are engaged in the contemporary world through building relationships and connecting with others, taking responsibility for self, taking action that matters, committing to service and justice, developing partnerships and active citizenship.

Our families form a critical part of the tapestry that is Good Shepherd Catholic Primary School. We invite families to contribute time, skills and energy to create a spirit of care, hospitality, cooperation and respect to build a community of life-long learners.

Good Shepherd is now accepting applications for enrolments for Prep to Year 6 for 2017.



Aviation Lighting

We provide medium intensity aviation lights for sale, hire and installation. Our red and clear lights can be used on all aviation applications and meets all Australian Aviation Standards.

The medium intensity aviation light is designed to give a working life of 1 million hours and each unit has a in-built audio visual alarm to warn for maintenance.



Custom crane signage design

We can create tailor-made crane signage to match your specific requirements. Any design, any colour and any size, our signage design is made to meet your needs.

Plus, all our signs are wet weather-proof, manufactured using lightweight material and feature high-tech lighting in variety of colours.

1300 30 50 29

info@atlaselctric.com.au

www.atlaselctric.com.au

Atlas Electrical

TECHNOLOGIES & SERVICES



..Illuminated Signs.

..Aluminium Signs.

..Panel or Dibold Signs.

..Mesh Banners.



WE CHOOSE TO MAKE IT FEEL LIKE HOME

When you work in the defence force, relocation is part of the job. My family choose to stay together and with Quest we can really make it feel like home. With over 150 properties, I know that wherever my career takes me, Quest will be there with the service and facilities to look after my family.

CHOOSE YOUR DESTINY.


QUEST

APARTMENT HOTELS

Visit questapartments.com.au
or call 1800 334 033



**IPSWICH JUNIOR
GRAMMAR SCHOOL**

Co-ed from Kindy to Year 6



**IPSWICH GIRLS'
GRAMMAR SCHOOL**

Girls only from Years 7 to 12



Join us as a Grammar Student for a Day and experience the Grammar difference.
Call 07 3454 4447 to secure your place.

Girls' Grammar Scholarships

There is no greater gift than the gift of education.

Our scholarships open up a world of opportunities for our students. Applications are now being accepted for 2017 scholarships.

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

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

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

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

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

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

BETHANY

Lutheran Primary School



Centred on Christ, providing quality education, empowering students to serve and achieve.

The difference is here!

Bethany Lutheran Primary School is a smaller school providing a safe, nurturing environment for students in Prep- Year 6.

- Strong focus on Academic Excellence
- Support & encouragement to achieve to their full potential
- Dedicated bus service from many Ipswich suburbs
- Modern facilities, resources and technology
- Caring, professional teachers.



Small enough to know your child, Big enough to make a difference!

For further information contact Bethany Lutheran Primary School:

P: (07) 3288 8799 | E: bethany@bethany.qld.edu.au | www.bethany.qld.edu.au



Australian Parachute Federation National Championships 2017

Where: Skydive Australia, York, WA

When: Practice – 19/20 March. Comp – 21 to 25 March

CP Qual – 21/22 March. Comp – 23 to 25 March

Weather – 26 March

Events: 4 and 8 way FS (Inter and Open), 2 way VFS, 4 way VFS, CF 2 way Seq, CF 4 way Seq, Freely, Freestyle, Classic Accuracy, Canopy Piloting (Inter and Open), WS Performance Flying and Acro (Inter and Open)

Registration: \$100

Event Fees: FS 4-way Open and Intermediate \$500 - 10 rounds

FS 8-way Open and Intermediate \$472.50 - 10 rounds

Vertical Formation Skydiving 2 way - \$480, 4 way - \$400 - both 8 rounds

Artistic Events \$420 - 7 rounds, Wingsuit - \$420 - 7 rounds

Canopy Formation 2 way - \$480, 4 way - \$400 - both 8 rounds

Accuracy \$250 - 10 rounds

More info at: www.apf.com.au/national-competitions



booval **vet** hospital
karalee village **vet** clinic
pine mountain **vet** clinic



ipswich **vet** group

over 60 years of combined veterinary experience

booval **vet** hospital

"caring for the pets of Ipswich since 1967"

Monday to Friday 7am - 8pm

Saturday & Sunday 7am - 5pm

12 South Station Rd, Booval.

Ph: 3282 6722

karalee village **vet** clinic

"local vets caring for local pets"

Monday to Friday 8am - 6pm

Saturday 8am - 4pm

Karalee Shopping Village, Karalee.

Ph: 3282 9009

pine mountain **vet** clinic

"caring for your pet as if it were our own"

Monday to Friday 8am - 6pm

Saturday 8am - 4pm

24 Fernvale Road, Brassall.

Ph: 3201 8862



Celebrating 50 years
booval **vet** hospital
1967-2017

"We take great pride in the service we have provided the RAAF MWD & EDD handlers and their dogs over the last decade".

Our goal is to provide a gold standard of patient care to all our clients. We deliver on this promise by providing a consistent and professional approach to each and every client and patient we see every day.

Dr Craig Render, Dr Scott Campbell & Dr Jason Wendt,

Ipswich Vet Group.



**DEFCON MEMBERS RECEIVE 10% DISCOUNT
ON ALL SERVICES @ ALL CLINICS***

*excludes any over the counter products, medicines, foods, toys, grooming, this may be changed without notice.