

AIR FORCE ASSOCIATION

Wings



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Front Cover: Two of Air Force's new Pilatus PC-21 aircraft, A54-003 and A54-004 during a flight in the Gippsland region. Photo FLTLT Lachie Hazeldine.

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MATERIAL CLOSING DATES

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



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Waterlea launches a World of Opportunity for RAAF Amberley

The \$350 million award-winning masterplanned estate Waterlea is proving to be one of the most sought after communities in the western corridor with a surge in construction and sales activity prompting the release of a new stage.

The idyllic new community in the township of Walloon has just launched a new neighbourhood precinct known as The Village at Waterlea to cater for increasing demand and following the huge success of stages one and two.

Waterlea, which is the closest masterplanned community to the Royal Australian Air Force's (RAAF) Amberley base, is currently home to more than 80 individual families with a further 40 homes under construction.

"The Village is the closest precinct to the train station, school and township of Walloon, as well as the future village café, childcare centre, local park and playground, fitness equipment and walking paths", said Waterlea's Marketing Manager, Karla Johnston.

"It also fronts the first section of the Creekside parklands which will have a path that runs through the beautiful landscape."

Because of its close proximity to Amberley, Waterlea has made a special provision for RAAF Amberley staff with a \$2500 rebate for any purchasers.

"Waterlea is second to none in terms of proximity to Amberley and we are encouraging everyone to come and see what Waterlea is all about," said Ms Johnston.

"Waterlea presents an opportunity to

secure a worthy investment that will not only serve family's needs now, but well into the future."

The developer, RBG Services, has recently scooped up a major industry award for the community, winning the 2018 National Award for Excellence in Strategic Planning for its innovative integrated stormwater design.

The national award presented by Stormwater Australia cements the developer as a market leader in masterplanned developments across the country.

RBG Services development director Andrew Cook said he and his team were honoured to receive the national award after taking out the Queensland award in August.

"The waterway strategy we developed for Waterlea is the first of its kind, so we are pleased that the hard work our team has put into this project has been recognised by our industry peers," Mr Cook said.

"Our engineers have worked tirelessly with us to ensure we are developing a system that is suited to the landscape, weather and natural surrounds, so it's great to have the project's innovation and achievements recognised.

"Our innovation aims to restore the waterway to reduce the detrimental environmental effects and create a beautiful natural space for Waterlea residents which will be a unique natural feature for the community and enhance the natural waterway."

Blocks of land in The Village precinct range in size from 400sq m to 800sq m

and buyers have the freedom to select their own builder or choose from a range of House & Land packages available from some of Queensland's leading builders.

"It's great to have such a diverse range of block sizes to suit everyone at all different stages in life. Whether you are a first home buyer, a growing family or looking to downsize, Waterlea has something to offer you," Ms Johnston said.

"We are able to offer endless options, from blocks that ensure a low maintenance lifestyle to blocks with a big backyard.

The estate features several parks and 2.4km of cycle and walking paths meandering throughout the community, giving residents the ability to live a connected country lifestyle," she said.

Upon completion Waterlea is set to include a 100m wide central green spine around the natural creek running through the length of the development.

The project is close to major local employers, with the RAAF Amberley base a 10-minute drive away. The community is about 12km from the Ipswich CBD, 45 minutes from Brisbane and one hour from the Gold Coast.

To find out more about this refreshing new address, book an inspection by calling 1800 996 752.

Waterlea's sales and information centre is located at 2-62 Rohl Rd, Walloon, and is open daily between 10am and 5pm.

For more information visit www.waterlea.com.au



NEW LAND RELEASE



At 'The Village' at Waterlea you'll find everyday life is full of new adventures. Set along the shimmering gateway to the creekside parklands, The Village will be Waterlea's vibrant hub, offering the best in convenience and quality family life.

With blocks ranging in size from 400m² to 800m², just a short stroll from the future commercial precinct and village park, this is the place to live... and only 10mins to Amberley RAAF Base.



Land and House & Land Packages now selling!

Have Your Say! - Free Coffee or \$50 Gift Card

At Waterlea, wherever possible, we want to provide future amenities suitable to what the local community needs. We are interested to understand what YOU would like to see in the future Waterlea commercial precinct.

Q. Please place in order of priority - number one being most important.

- ☐ Café with good coffee & snacks
- ☐ Café with good coffee and meal options
- ☐ Micro Brewery with craft beers and bar meals
- ☐ Fruit & Veggie Market
- ☐ Other (please specify) _____

Q. A childcare centre is planned for Waterlea. Would you require this service now or in the future?

- ☐ Yes
- ☐ No

Q. Would you be interested in attending a Property Buying Information session specific to RAAF personnel?

- ☐ Yes
- ☐ No

Q. Are you interested in

- ☐ Buying your first home?
- ☐ Buying a new home (not first home buyer)?
- ☐ Buying an investment property?
- ☐ Not interested in property

Name: _____
Email: _____
Phone: _____



Drop this survey into the AAFCANS Café or Kiosks at the Amberley Base and enjoy a free Regular Coffee on us.

Alternatively, book a guided inspection to learn about the vision for Waterlea's commercial precinct, parks and community offerings and receive a \$50 Coles Myer gift card mailed to you post your inspection.

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From the President's Desk

The Centenary of the Great War Armistice is a poignant reminder of the service and sacrifice of former veterans and families. This year I have attended many milestone military anniversaries; the 50th Anniversary of the Battles of Coral and Balmoral, the 75th Anniversary of the Korean War Armistice, the 75th Anniversary of the completion of the Thai-Burma Railway, to name a few. I am sure we could attend every month a service commemorating an event from the Great War to very recent conflicts.

Australia, like other nations that participated in the Great War was unprepared for the social consequences of this conflict. The impact on families who had lost loved ones or had to cope with severely incapacitated returned servicemen was horrendous. The experience gave birth to the government's recognition that servicemen and women and their families pay a high price for service to the nation. Australia's veterans' support legislation was born from the Great War human catastrophe.

Recently the Morrison Government announced it would develop an Australian Veterans' Covenant to be enacted in legislation. The instrument would inform the nation of its obligation to support veterans and families. The United Kingdom, Canada, and New Zealand have 'veterans' covenants'. The United Kingdom introduced its 'Military Covenant' at the start of the centenary as a pledge from the government to 'treat members of the British Armed Forces and their families with fairness and respect'. It focuses on assisting members of its defence force community to have the same access to government and commercial services as any other citizen. You would expect this level of assistance to be a natural consequence of service without the need for a formal statement of support and recognition of responsibility. So why is it necessary?

There are attempts to 'play down' the unique nature of military service with attempts to equate military service to employment in the police force and emergency services. Also, there's thought

claims of compensation for injury and/or illness incurred in military service could be processed through the workers' compensation systems. There is widespread ignorance of the value of our defence force members, and when it comes to economic rationalism the cheapest option tends to be the best option. I do not intend to 'down play' the valuable work performed by emergency service and police force members as they also face confronting experiences on a daily basis. However, they are not subject to the employment requirement of our defence force members. Go to <http://dfwa.org.au/sites/default/files/Unique%20nature%20-%20short%20version.pdf> for an explanation on the unique nature of military service.

The United Kingdom's Military Covenant is regarded as an informal understanding rather than a legally enforceable arrangement. The proposed Australian Veterans' Covenant must be embedded in veterans' support legislation, and not just in the preamble, otherwise it will be little more than rhetoric. The wording is important to ensure the government is committed to preserving veterans' entitlements and that the 'covenant' is enforceable. That is why partnering Ex-Service Organisations like the Air Force Association have proposed a draft 'veterans covenant'.

The Morrison Government also announced the issue of a Veterans' Pin and Veterans' Card to provide recognition of veterans' status and their unique contribution to the nation. Their effectiveness to attract discounts from service providers is yet to be determined.

Carl Schiller, OAM CSM
President, Air Force Association Limited



Editors Retraction -

In the Spring Edition, Page 29, the image of P51 Mustangs was incorrectly referred to as Meteors. The caption should have read 'Mustangs in Japan'.

The Editor regrets any confusion caused by this.

Membership of the Air Force Association

Membership is open to serving and former members of the Australian Defence Force and Allied Armed Forces, their family members, current and former Air Force Cadets, Air League Cadets and members of the public who have an interest in aviation and who support the mission and objectives of the Air Force Association.

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FORMATION OF THE AIR ACADEMY

In the period from 2018 to 2020 the Australian Defence Force (ADF) will transition from using the CT4 and PC9 as their training aircraft to the PC21 aircraft. Basic flying training will also transition from Tamworth to RAAF Base East Sale. This will mean that a significant portion of Initial Employment Training (IET) for all Officers in Aviation roles will occur at RAAF Base East Sale, not only for RAAF Officer Aviation (OA) students but also Australian Army students and Royal Australian Navy students.

The concept of the Air Academy (AirA) is more than just the collocation of schools and a name change from Air Training Wing, it will also mirror some aspects of tertiary education. Instead of the different aviation schools teaching their curriculum in isolations, classes that are common across different

courses will be taught together. This will not only increase the efficiency of the AirA, but it will also ensure that the best instructors and the best facilities are available to all students.

Like many tertiary institutions, RAAF AirA students will not have to pick their area of specialisation prior to commencing training. There will be a number of opportunities through the training continuum where students will gain experience across multiple specialisations prior to having to commit to an operational stream. The RAAF will also benefit from deferring selection decisions as there will be more information available to make the decision.

However, because the Army and Navy students do not have the multitude operational streams that are available to RAAF Students, Army and Navy will

have their specialisation locked in as part of their recruiting process.

The training at each of the schools within the AirA will also be more modularised and the training outcomes achieved will be recognised by the other schools. This will allow students to diverge to another area of specialisation if necessary, without the need to start at the beginning of their new course.

Aside from taking common classes together, students at the AirA will be dispersed through all the accommodation at RAAF Base East Sale, rather than each school having its own accommodation. This will not only assist in meeting learning outcomes, but will also foster an integrated approach to aviation operations. Having a whole of campus approach rather than isolated schools will lead to better immersion for smaller demographic groups.



The PC9 will transition to the new PC21. *Photo CPL Craig Barrett.*

AVIATION ACADEMY COURSES

A student's type of Officer Entry into the ADF does not affect their training options at the AirA. The courses that a student undertakes at the AirA are the same no matter if they are appointed for entry via the Australian Defence Force Academy (ADFA) or via Direct Entry (DE).

For RAAF OAs, there are two pathways into the AirA: the Pilot Pathway and the Mission Pathway. If a candidate enters the AirA on the Pilot Pathway their first course at the AirA will be Pilot Basic Course. If they enter the AirA on the Mission Pathway their first course at the AirA will be Mission Elementary Course. All Army and Navy pilot students will also complete Pilot Basic Course at the AirA at East Sale. The Navy's Maritime Aviation Warfare Officer (AvWO) Course is also conducted at the AirA but it is a separate course.

AVIATION ACADEMY COURSE CADENCE

Entry courses to the AirA are designed around courses commencing on a six-week cadence. Each year there will be eight Pilot Basic Courses and Eight Mission Elementary Courses with courses starting on the same day to allow students from both courses to take many of the early common classes together. Follow-on courses are also designed to fit in with this cadence to reduce the "white time" between courses so that students can get through their Initial Employment Training (IET) quickly. The number of RAAF Officer Training School (OTS) courses and the timing of their graduations will also be aligned with the AirA course cadence to reduce white time.

Generally speaking, the first three Pilot Basic Courses and first three Mission Elementary Courses each year will be filled with ADFA graduates and the remaining five filled by DE Officers after they have graduated from their initial officer training. Air Training Wing will begin to transition to the AirA in 2018 achieving a steady state in 2021.

MISSION ELEMENTARY COURSE

All RAAF non-pilot OA students will complete Mission Elementary Course at 1FTS at RAAF Base East Sale. Mission Elementary Course is 12 weeks in duration and eight courses are conducted each year at a six



Four PC21 perform a flypast over RAAF Base East Sale. Photo FSGT Kev Berriman.

week cadence. The primary aim of Mission Elementary is expose non-pilot Officer Aviation students to an aviation environment and give students the knowledge, skills, attitude and experience to complete further specialist training in either the ground or airborne aviation environment. The secondary aim of the Mission Elementary Course is to assist in making progression decisions to which specialist training the student is best suited. Mission Elementary Course is made up of the following three modules (which are each approximately 4 weeks in duration).

AVIATION FUNDAMENTALS MODULE

The aim of the Aviation Fundamentals Module is to give Mission Elementary Course students foundation knowledge that will allow them to undergo more specific aviation training which is applicable to further operational stream training. Some of the classes in this module are also taught on Pilot Basic Course, in which case all students will undertake the training together.

CONTROL MODULE

The aim of the Control Module is to develop aviation communication, multi-dimensional thinking, time management and situational awareness while controlling aircraft. The successful completion of this module is a prerequisite for Air Battle Managers Basic Course at SACTU. While the Air

Warfare Simulator is primarily used for this module, the techniques and experience gained in this module are also applicable to Air Traffic Controller (ATC) and Mission Aircrew training.

AIRBORNE EXPOSURE MODULE

The aim of the Airborne Exposure Module is to give all OA students exposure to the airborne aviation environment and to assess their suitability for further Mission Aircrew Training. The Airborne Exposure Module is made up of supporting ground school, simulator events and sorties in the B350 Kingair aircraft. Sorties are approximately 3 hours in duration and are conducted with two Mission Elementary Course students and one Aviation Instructor (plus pilots) on board. The aviation experience gained in these sorties will assist in further operational stream training for ABM, ATC and Mission Aircrew.

FOLLOW-ON COURSES

At the end of Mission Elementary Course students will head down either the Mission Aircrew Route or the Mission Controller route to their Operational Stream. Stream progression decisions take into account; preference, suitability, ranking and operational stream demand. The Air Battle Manager (ABM) operational stream training options is currently available.

Those RAAF OAs streamed to Air Battle Manager (ABM) will complete their basic training at the Surveillance and Control Training Unit (SACTU) at

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One of Air Force's new Pilatus PC-21 aircraft, A54-004 during a flight in the Gippsland region. Photo FLTLT Ash Kissock.

RAAF Base Williamtown. The aim of this training is to produce controllers who have the knowledge, skills, attitude and experience to complete an operational conversion to ground based Surveillance and Control equipment. Later in their careers ABMs can also complete a conversion to allow them to perform a similar role from within the E-7A Wedgetail Early Warning and Control (EW&C) aircraft. Alternatively, some ABMs may undertake specialist training to allow them to conduct long range or satellite surveillance activities.

AIR TRAFFIC CONTROL (ATC)

The School of Air Traffic Control (SATC) at RAAF Base East Sale is responsible for basic training for those RAAF OAs streamed ATC. The aim of this training is to produce controllers who have the knowledge, skills, attitude and experience to complete an operational conversion to a control tower at a military air base or a joint civil/military base. Aside from the basic course, the SATC also offers courses that allow ATCs to become approach controllers, supervisors and instructors.

MISSION AIRCREW

Those students identified to undergo Mission Aircrew training will remain at East Sale and will complete a 24-week Mission Aircrew Basic Course. During this course students will be streamed

to either Maritime Patrol and Response Officer (MPRO), as part of the crew of a P-8A Poseidon, or Weapons Systems Officer (WSO) in the backseat of a F/A-18F Super Hornet or EA-18G Growler. While many of the early training events are common to both the MPR and WSO operational streams, towards the end of week Mission Aircrew Basic Course students are given more specific training appropriate for their stream.

PILOT BASIC COURSE

Pilot Basic Course is the first course for pilot training regardless of service, and is flown on the PC21. The aim of Pilot Basic Course is to give students knowledge, skills, attitude and experience to progress to further more specific training. The course is approximately 24 weeks in duration and eight courses are conducted each year at a six week cadence.

Airborne training sequences on the Pilot Basic Course include General Flying, Instrument Flying, Night Flying and Medium Level Navigation. Graduates from Pilot Basic Course can be streamed to the following:

ROTARY WING PILOT TRAINING

Army pilots will be posted to HMAS Albatross to undergo rotary wing training using the Helicopter Aircrew Training System (HATS) facilities.

FURTHER SINGLE-PILOT FIXED WING TRAINING

All Navy and RAAF students will be posted to 2FTS at Pearce to complete further training on the PC21 which is focused on single-pilot training. Called Pilot Intermediate Course, the 30-week course builds on the skills learnt at East Sale as well as new disciplines such as formation and low-level navigation.

On completion of Pilot Intermediate Course, Navy pilots will be posted to Nowra for rotary wing training. RAAF OA students will either be streamed towards becoming a Fast Jet Pilot (FJP), in which case they will need to complete Pilot Advanced Course, or be streamed to be a Fixed Wing Pilot (FWP), in which case they will need to complete a Fixed Wing (eg C-17, P8 etc) Operational Conversion.

REMOTE PILOT AIRCRAFT TRAINING

In the future, the Pilot Basic Course will also lead to Remote Piloted Aircraft (RPA) bridging training at a location still to be determined.

SUMMARY

The AirA is not a replacement for ADFA. The training at the AirA is conducted after students have completed their officer training at either ADFA or one of the Services' Officer Training Schools. The AirA is more than just a number of military aviation schools at the same location. The AirA will be more like a tertiary institution in that although students may be undertaking different courses, they will share accommodation and will at times take classes together. The linking of curriculum will also make it easier to diverge from one course to another if required.

While RAAF OAs are not appointed to a particular OA operational stream, they will however know when they are appointed whether their first course at the AirA will be Pilot Basic course or Mission Elementary Course. Navy and Army student pilots will also complete Pilot Basic Course and AvWO students will complete their own course at the AirA.

Courtesy Air Force

OFFICER AVIATION

Officer Aviation (OA) is the term the Royal Australian Air Force uses to group together all officers who are responsible for the application of Air Power. The RAAF is moving away from the current term “Employment Specialisations” (Air Combat Officer, Joint Battlefield Airspace Controller and Pilot) because it can be difficult for people wanting to join the RAAF to know exactly what these RAAF Officers specialise in and in what environment they work.

With effect from May 2018 the RAAF introduced some terms and descriptions that will help make it clearer what RAAF OA personnel do. These new terms are Operational Stream, Job Type and Family.

Operational Stream

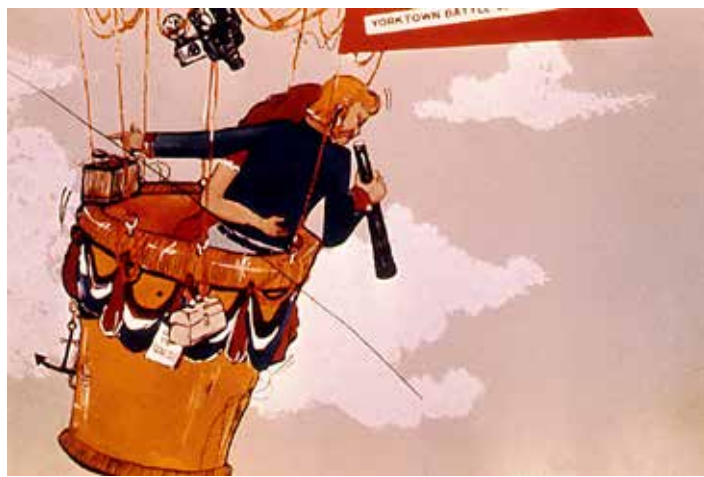
Operational stream identifies the particular area that RAAF OA personnel specialises in once they have completed their Initial Employment Training (IET).

- Fast Jet Pilot (FJP) - FJPs fly F/A-18 Hornet, E/A-18F, EA-18G and F-35 Joint Strike Fighter (JSF) aircraft.
- Remote Pilot (REP) - REPs pilots control Remotely Piloted Aircraft (RPA).
- Fixed Wing Pilot (FWP) - FWP pilots who fly the other aircraft types in the RAAF, ie, C-7A, E-7A, KC-30A, C-27, PC-21 and Kingair aircraft.
- Weapons Systems Officer (WSO) - WSOs are 2nd crewmembers (back-seat) of F/A-18F Super Hornets and E/A-18G Growler.
- Maritime Patrol and Response Officer (MRPO)-MPR OAs fill the Tactical Officer (TACCO) and CO-TACCO roles of P8 Poseidon Aircraft and other specialist surveillance aircraft.
- Air Battle Manager (ABMs) - ABMs control the tactical battlespace; controlling, coordinating and integrating an array of ADF and Coalition aircraft and forces in combat operations. ABM can perform these duties from within the air environment in an E-7A Wedgetail Early Warning and Control (AEW&C) aircraft using onboard radar and sensors, or from within the ground environment using ground based radars. ABMs also conduct surveillance operations to inform and shape the mission using long-range sensors and satellite technology.
- Air Traffic Controller (ATC) - RAAF Air Traffic Controllers control all Australian Defence Force (ADF) Air Bases and some joint user aerodromes within Australia (Newcastle, Townsville and Darwin). However, RAAF ATC differ from civil controllers in that they can also assume some control responsibilities on the battlefield, eg, de-confliction of artillery and air delivered weapons and aircraft operations. RAAF ATC can also operate at short notice from established and temporary airfields anywhere within Australia and overseas.

Job Type

OA job types are used to describe the environment that RAAF AOs work in, rather than an area of specialisation. The three job types are Pilot, Mission Aircrew and Mission Controller. The working environment for a pilot is in the cockpit, operating the flight controls of the aircraft, ie, flying the aircraft.

Mission Aircrew perform their duties as part of the operational crew of an aircraft, but do not physically fly the aircraft. Mission Controllers perform their duties from within the ground environment. Some streams such as ABM or ATC may work in either the ground or air environment.



Family

The RAAF uses the term Family to identify, at the broadest level, the occupations that perform similar roles. In the RAAF, all Officers who are responsible for the application of airpower belong to the Officer Aviation (OA) Family of Streams.

During the recruiting process candidates will be asked for their OA job type preference and their preference for the type of officer intake (Direct entry or Australian Defence Force Academy entry). This is just to get an indication of the type of aviation environment that they are interested in but it doesn't change the selection process.

As the three job types (Pilot, Mission Aircrew and Mission Controller) indicate the environment that OA personnel will work in, the job types have different medical requirements. Therefore, a person who may have a medical condition that prevents them from being a Pilot or Mission Aircrew, may still be able to be a Mission Controller.

Since the RAAF does not recruit to particular job streams, if candidates are successful in their application, they will be appointed to the RAAF as part of the Officer Aviation Family. Their letter of offer will indicate the type of officer intake, the pathway into the Air Academy, and any restriction of employment.

Who can become Officer Aviation?

Contrary to popular belief, the Air Force is not necessarily looking for someone who is at the top of the class academically or the sporting team super star. Instead, Air Force seeks good



all-rounders; that is, people who can adapt to new situations quickly, who can think logically and make decisions, and who have a broad range of interests and abilities.

Candidates don't need any technical expertise or flying experience to apply to be an OA in the RAAF. There are no restrictions on the employment of females in the Air Force and no matter what operational stream, the RAAF will supply all the training needed to succeed. What candidates will need is confidence, a sense of competitiveness, commitment to a long journey of training and study and a dogged determination to succeed. A sense of humour will also help to get through the intense training and critique that is involved along the way.

Courtesy Air Force

Aircrew Aptitude Testing

Assessment of aircrew applicants in the Aviation Screening Program includes undergoing tests in seven cognitive domains in the Military Aviation Cognitive Testing System that are relevant to aviation training and job performance:

- Strategic Task Management - dynamic, multi-task conditions under pressure.
- Perceptual Processing - how well visual and aural information is processed.
- Short Term Memory - capacity to retain information temporarily.
- Spatial Reasoning - understand spatial relationships between 3D and graphic/pictorial information
- Symbolic reasoning - ability to reason with verbal and numerical information.
- Psychomotor - eye/hand/foot co-ordination and motor skills.
- Central Information Processing - ability to prioritise tasks and re-orientate/refocus

Suitability for selection for Officer Aviation training requires meeting the standard for both the overall standard and the individual tests listed above. Following offer of a training position, successful applicants are then required to complete Officer Training School before starting aviation training.

Lance Halvorson

Unauthorised Flight

The early August 2018 unauthorised flight in Seattle reminded me of a similar occurrence that took place at RAAF East Sale almost sixty years ago.

It has been long forgotten, but directly afterwards it was known on base as "The Night Larry Peacock Stole the Dak" (not his real name).

It took place on the night of Friday/Saturday, 28-29 November, 1958. Maintenance Squadron was holding a pre-Christmas BBQ on that night and for young airmen the offer of steak and free beer was not to be missed. During the evening LAC Larry Peacock, an engine mechanic, told his mates he wanted to go to Sydney to see his girlfriend and he was going to fly there - in a Dakota. He had been taking flying lessons at the Latrobe Valley Flying Club but he had only a few hours up. His mates didn't take him seriously thinking he would forget it and go to bed. They were wrong.

At approximately 0240 on the morning of 29 November, he commenced his takeoff roll in A65-89, a C-47B Navigational Trainer belonging to the School of Air Navigation. A minute later he was dead. The aircraft climbed about 200 ft, stalled, crashed and burst into flames. It had full tanks at start-up, 804 US gallons (approximately 3000 litres) of 100/130 grade avgas, so the fire was intense.

At the ensuing inquiry it was suggested a second person might have been involved who stopped the LAC from 'chickening out' but this was discounted. However, to prepare a C47 for flight is no simple matter. He had to untie the ropes from three tie-down blocks then remove chocks, pitot head and static vent covers, two undercarriage lock-pins and five external control surface locks. He SHOULD have drained the fuel bleed cocks and pulled both engines through to check for hydraulic locks. He then had to start the engines. He would have done this before as an engine mechanic but starting a Pratt and Whitney R1830 is not a simple 'turn the key' job as our engine crew here at the B-24 Liberator Memorial Australia restoration hangar will attest.

He completed the start then taxied the aircraft down the tarmac, out through a taxiway and onto the runway in total darkness - not easy in a big taildragger when the biggest aircraft he had handled had been a Chipmunk or similar. At this point he could have stopped but he didn't.

I was an LAC RADTECH Air at Maintenance Squadron at the time living in Block 147. We were roused by the service police at about 0700 Saturday morning as they tried to find who was absent. My roommates and I dressed and drove down to the crash site in my FJ Holden. The wings and front of the fuselage were still smouldering, blackened rubble but the rear of the aircraft was intact apart from the fabric on the control surfaces.

On the following Wednesday an order went out to say all Dakotas were to be padlocked at night. A bit late really.

Charles (Nick) Cull



Photo SGT Rob Hack

Feature Story

Anderson Estrella, a 23-year-old US college senior from New York, aspires to join the US Air Force upon completing his graduate studies.

His interest in joining the USAF arose from a desire to be part of a community of highly technical experts at the fore front of cutting-edge technology.

Above the Same Sky

As I ascended towards new heights I encountered ordinary individuals like you doing the extraordinary within the same altitude; with the same ambition and with nothing more than the will and commitment to expand their horizons. Airmen, who like you, looked up towards the sky for their inspiration to a rewarding career. The RAAF, much like the Republic of Korea Air Force (ROKAF), Japanese Air Self-Defense Force (JASDF), Portuguese Air Force (FAP) and US Air Force (USAF) propel their Airmen's ambition beyond the clouds; I briefly followed them up there.

Yonsei University, South Korea and Meiji University, Japan and volunteering in Portugal did far more than expand the boundaries of my education. I climbed into the cockpit that is the Korean Air Force Academy (KAFA), JASDF Officer Candidate School Nara, and the Portuguese Air Force Academy (AFA) giving me a bird's eye view of those who set their sights beyond the clouds.

I aspire to stand amongst the USAF and combine my regional expertise and language proficiency in order to take it to new heights. Over time, trends always shift and evolve into new challenges not only for the USAF but the RAAF and our partners, as their airframes are pushed to their utmost limits.

The KAFA, JASDF Officer Candidate School, and FAP Academy mirrored our esteemed Air Force Academy with curriculums designed to test and challenge young men and women as they incite their path towards one day defending their skies.

Before a flight plan can be initiated, each cadet regardless if its Europe or Asia are grounded on the basis of teamwork, discipline, commitment and selflessness as they follow proud steps. Nara, KAFA, and AFA embodied the essence of the word sacrifice like the pioneers of the Australian Flying Corps, who took to the skies of an unexplored world and formed the RAAF out of conflict. Cadets throughout their four years at KAFA, five years at AFA, and one year at Nara develop their potential as leaders as they internalize the culture, customs and traditions of their air force.



Formal parade, Portuguese Air Force Academy



Center of Korean Air Force Academy



Flight training hangar, Portuguese Air Force Academy



Trainer aircraft, Lisbon

Officer Cadets, both at Officer Training School and the Australian Defence Force Academy face obstacles that empower them to be leaders of character and impeccable resolve who will lead Airmen in defense of their nation, both on and off the ground.

Chief Katsuhiro Morikawa's tour of Nara and my visit to KAFA and AFA allowed me to experience a feel for the intensive and fast pace officer program that may be similar to what Australia's sons and daughters encounter at OTS and ADFA.

As I passed former airframes flown by previous graduates and facilities filled by current cadets, a sense of pride emanates from all three institutions. Even if the language and blue variety of the uniform are different from those of Australia, the desire to serve is the same.

Each young man and woman hopes to lead and perform personnel recovery missions, air superiority, air transportation and fulfil other career fields and specialties like those of the RAAF. Visiting Osan Air Force Base in South Korea, Hamamatsu Air Base in Japan and Sintra Air Base in Portugal highlighted the importance of collaboration through bilateral relationships as the modern Airmen must have a broader awareness beyond the cockpit and hangar to the shifting global geopolitical and socioeconomic issues that face our countries.

Life at each institution is challenging, demanding, but most of all gratifying. The standard, like the aircraft they pilot, maintain, or coordinate is exceptionally high, and not all meet the mark. However, those who overcome each challenge will meet others similar to them - above the same sky.



Road of former air frames. JASDF Officer Candidate School, Nara



Cadets ceremonial parade, Korean Air Force Academy



Portuguese Air Force Academy



The author, JASDF Air Training Command HQ, Hamamatsu Air Base



The author in front of a former Portuguese training air frame



Museum, Hamamatsu Air Base

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2SQN Colours Parade - Vietnam Service

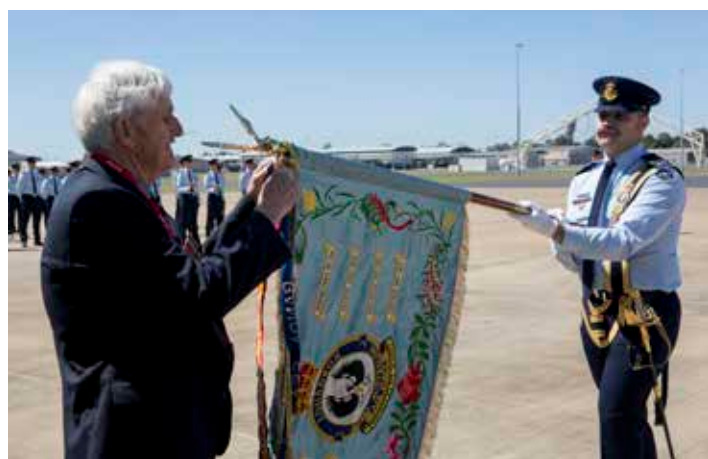


2SQN held a parade at RAAF Base Williamtown on 21 September to honour two unit awards for the Squadron's service in the Vietnam War from 1967-1971. The awards, in the form of citation pennants, or streamers, were attached to the Squadron Standard during a colours parade.

The first streamer, the Republic of Vietnam Cross of Gallantry with Palm, was attached to the Standard by WGCDR Lance Halvorson MBE (Retd) and the second, the US Air Force Outstanding Unit Award with Combat V device, was attached by WGCDR Alan Curr (Retd). Both members were navigators with 2SQN in Vietnam in 1967 and 1969-1970 respectively.



2SQN Standard in front of an E-7A Wedgetail during the parade.
Photo SGT Shane Gidall.



WGCDR Lance Halvorson MBE (Retd) attaches the Republic of Vietnam Cross of Gallantry pennant to the Squadron Standard.
Photo SGT Shane Gidall.



WGCDR AI Curr (Retd), 2SQN Vietnam veteran, attaches the USAF Outstanding Unit Award pennant to the Squadron Standard. *Photo SGT Shane Gidall*



2SQN Colour Party parades the Squadron Standard.
Photo SGT Shane Gidall.

Deputy Air Commander Australia, AIRCDRE Guy Wilson, accompanied by the Squadron CO, WGCDR Jason Brown, reviewed the parade and the march past at the completion of the ceremony. WOFF Steven Kmiec uncased and prepared the Standard for the Squadron Standard Colour Bearer, FLTLT James Shelton. Following the attachment of the award streamers, the Squadron Colour Party paraded the Standard in a formal acknowledgement of unit honours for service in the Vietnam War nearly 50 years earlier.

The parade was held on the 2SQN tarmac in front of an E-7A Wedgetail aircraft. Parade Commander, SQNLDR Sam Thorpe, and Squadron members carried out an impressive parade to commemorate the significant occasion. Following the parade, 2SQN Association Vietnam veterans, and their wives/partners, joined Squadron members for a light luncheon at the Squadron HQ.

2SQN had previously been awarded the US President Distinguished Unit Citation for the Banda Sea Campaign in 1942. However, the pennant was not attached to the Squadron Standard until 11 July 1969 when the unit was serving at Phan Rang Air Base in South Vietnam.

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Remembering Australia's Worst Air Disaster and the Cover-up that Echoed for Decades

Remembering Australia's worst air disaster - and the cover-up that echoed for decades

Just over seventy-five years ago, 40 US military personnel were killed in what remains Australia's worst air disaster — but few people are aware it ever happened.

It was 6am on June 14, 1943, when a United States Army Air Forces B-17C Flying Fortress converted bomber took off from Mackay Airport, bound for Papua New Guinea.

After 10 days rest in tropical Queensland, the departure of the 35 soldiers and six crew members aboard was delayed by half an hour while the pilot waited for a heavy fog to clear. But minutes after taking off, the plane crashed into bushland in Bakers Creek, 8km south of Mackay, killing all but one passenger on board.

Though the war-torn plane was nearly at weight capacity and was known colloquially as 'Miss Every Mornin' Fix-It' due to the frequency at which it broke down, no cause has ever been established.

Wartime censorship prevented any mention of the incident in local or



Eleanor Roosevelt greets CAPT Samuel Cutler

international media, and the crash — the worst involving a transport aircraft in the southwest Pacific during the war — was kept classified by the US military until 1958.

Families received a cursory telegram stating only that their son had been killed in the Southwest Pacific area.

A direct part in sealing their fate

American university professor Robert Cutler wrote a book about the incident after discovering his father closed the aircraft doors on the ill-fated flight.

Captain Samuel Cutler, then 38, was assigned as the first military commander for a new rest area planned for US soldiers in Mackay, an ideal location due to the peaceful atmosphere and malaria-free environment.

"It was his job to be the officer on the day to load the troops on the plane, to send them off," Professor Cutler said. "Dad, being a schoolteacher and a bit of a historian,

for every day he was overseas he kept a daily diary."

Captain Cutler's diary entry from June 14 states:

"What a day and a TRAGIC one. Up at 4am and lined up 35 enlisted and two officers to go on...to Moresby. At 6.02am, two minutes after I turned my back on [the plane]...it crashed into some woods five miles away and exploded killing 40 people, with only one saved.

Biggest air crash in American air transport history, to date. I put the men on the ship and so had a direct part in sealing their fate. Also I was at the scene of the crash and saw the mangled bodies, killed while flying at 200 mile per hour. Terrible."

Despite witnessing the aftermath of the crash and being a close colleague of the six crew members who died, Captain Cutler never spoke of the incident to his family. "He was very much haunted by that," Professor Cutler said. "When he came back [to the US] two years later ...he never spoke anything about the air crash."

"Later on in life he told me he



SGT Dale Curtis



USAF B-17C Flying Fortress

witnessed a terrible thing, and he said, 'don't sit in the front of an airplane'. "The survivor sat in the rear of the airplane —that's the safest place to fly."

No official records of crash

After reading his father's account of the crash, Professor Cutler was sceptical such an incident occurred. "I was doubtful there had been an airplane crash of this magnitude," he said.

"I checked with people in Washington [DC] and there was no record of it. After I finished the 300 pages of transcriptions ...I decided to come to Australia and meet some of the families my dad mentioned in the diary. Within 20 minutes of arriving in Mackay...one of my friends drove me to see the Bakers Creek air crash site and when I saw it I couldn't believe it. I felt there was a need to tell this story."

Contacting grieving families

RS� military historian Col Benson said some families of the servicemen killed never received an accurate

explanation of their loved ones' deaths. "The families never knew anything, not officially, other than ..'on June 14 your son was killed in an air crash in the southwest Pacific'," he said. "Censorship was pretty strong, so families were left without any knowledge —the crash was declared secret for fifteen years.

But the impact of that still lingers on, 75 years after, and it's a tribute to their character that their families have never forgotten." Over the years local and American historians began

investigating the crash and contacting the families of the victims, with official memorials erected in Bakers Creek in 1992 and in Arlington National Cemetery in Washington DC in 2006.

"Most of these families have been overjoyed to learn something," Mr Benson said. "The navigator's younger brother didn't find out until 2003. I accompanied him on a 2,600-kilometre journey three years ago to visit his brother's grave." "He was so overjoyed to find out what happened to his brother — it took sixty years to find out what happened. His brother's remains had come home, they knew he had been killed, but never had any details. Sadly the parents went to their graves not knowing."

Sole survivor prayed as plane went down

The families of all victims have now been contacted, including that of Michigan Private First Class Frederick C. Sweet, whose relatives eluded a team of investigators for more than a decade. The sole survivor, Texan Corporal Foye K. Roberts, suffered major injuries in the crash but went on to serve on the frontline until the war was over.

In 1975, an operation on an aneurysm left him mute for the rest of his life and he died in 2004 at age 82. He said he remembered nothing of the crash other than saying a prayer as the plane began to lose altitude.



USAF B-17C Flying Fortress and crew

Feature Story



Crash site 1943



Sole survivors



Bakers Creek Air crash memorial

Mackay local Ray Pittman, 90, was a teenager in 1943 and used to shine the shoes of the visiting American servicemen. "To think of all those lives lost, and I did shine some of their shoes at the time," he said. "We were all sad, the whole of Mackay was sad."

That disaster was just shocking, when I saw pictures later on it was just terrible." "At the time [of the accident] I got on my pushbike, I dropped everything and tripped off to Bakers Creek, but they wouldn't allow us ...down to the crash."

He said he had spoken to many of the victims when they were stationed in Mackay. "All of them hated being up [in Port Moresby], they wanted to get home," he said.

"You don't blame them, they didn't know if they were ever coming back. They wished they'd never been over there, but it was a war they didn't want to be in, and nobody else wanted to be in it either."

Sophie Meixner



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A TALE OF TWO GREAT FLYING MACHINES

Gloster Meteor F-8 Jet Fighters WK683 and VZ467

The Gloster Meteor Fighter with twin Rolls Royce Derwent engines started life in Britain during WWII in workshops under constant German air attack.

It evolved into a versatile and successful aircraft that flew with many Air Forces during the tense Cold War period. An estimated 3886 aircraft were built during a 12 year production life.

It was the test bed for many early engines including the Rolls Royce Avon and the Snecma Atar. It became the first to fly with turbo-prop engines. Meteors were superseded by swept-wing aircraft powered by higher thrust engines that evolved from early British engines like the Derwent, with added design elements from wartime German research and engineers.

Construction of WK683, the first of two Meteors that became of interest to Australia was completed in England in 1952. The second aircraft VZ467, was ordered for the RAF in 1949 during the increasingly tense Cold War years immediately after WWII.

It entered RAF service in 1950 and was transferred to the UK Civil Register as G-METE in 1985, making it the



On the flight line, Korea 1953. Photo AWM.

longest serving Meteor in British military service. This aircraft did not become of interest in Australia until 2001, well after the demise of the first.

In Combat-Korea

In 1950, the RAAF placed an order with the RAF, which was not directly involved in the Korean War for 94 Meteor F8 fighters and 9 Meteor T7 dual seat trainers for urgent fighter/ground attack re-equipment, especially for RAAF No 77 (F) Squadron already fighting in Korea equipped with P51 Mustangs.

Some were aircraft already in RAF service- they arrived in Korea from 1951 and several experienced RAF Meteor pilots were seconded with them. WK683 was one of a batch of 36 F8s which was diverted straight from the Gloster

production line in 1952.

These had the larger diameter intakes that gave a noticeable increase in performance over the earlier RAF F8s. They also had spring-tab ailerons that gave improved handling and lighter controls. The new ailerons were retrofitted to all the RAAF Meteors. A few ex-RAF F8s also had the larger intakes. WK683, now re-numbered as A77-851 was assigned to SGT George Hale who named it 'Halestorm'.

On 27th March 1953, while on armed road reconnaissance at 10000 feet over North Korea with wing man SGT David Irlam above as top cover, Hale sighted two MiG.15 fighters below positioning to attack two American RF80 aircraft.

Hale immediately gave chase. To clean up his aircraft and to distract the Migs, he fired two air to ground rockets at long range. These passed between the Migs causing them to immediately break left and right. Irlam called he had been attacked from above by another two Migs and was severely damaged. Hale instructed him to seek cloud cover and head for home.

These two Migs switched their attack, diving on Hale but overshot with speed brakes extended. Hale's Meteor speed brakes were much more effective and he was able to slip in behind and score hits on the lead Mig.

He saw the Chinese fighter roll over and dive from 5000 feet emitting dense black smoke while the wing man



A77-851 at Kimpo, 1953.

Feature Story

climbed away. Before Hale could follow, a third MiG pair attacked from behind and again they overshot. Hale scored hits on the leading MiG of this third pair which emitted dense white smoke or fuel vapour that almost completely obscured the aircraft. Both MiGs commenced a steep climb.

Hale followed to attack the lead's wing-man but his 20 mm cannons stopped firing, out of ammunition. The MiGs departed and Hale returned to Kimpo at low level. He was credited with one MiG 15 probably destroyed and one MiG 15 damaged. Irwell returned safely to Kimpo where his Meteor was found to have 112 holes from a single 37mm cannon shell.

Migs were rarely encountered so far south of the Chinese border and usually stayed at high altitude. They had not been detected by US radar.

This encounter supported the 77 Squadron pilots' belief that Meteors could out turn and outclimb Migs 15s below about 20000 feet when at similar speeds. This remains the last air to air combat operation in which RAAF fighters were engaged to this date and A77-851 is the only RAAF fighter to

claim two Migs, hence the historical significance to the RAAF of this aircraft. (*Source: Discussions with George Hale and his later interview at Temora Aviation Museum*).

Stewart Wilson, author of Meteor, Sabre and Mirage in Australian Service reports in June 1953, SGT Hale was given the honour of leading a fly past over a parade of British Commonwealth Forces celebrating the Coronation of Queen Elizabeth II at Kure, Japan. It seems probable he would have been flying 'Halestorm'. I have had no access to his log book to confirm this assumption.

Australian Squadron Service

The surviving Meteors were shipped to Australia and A77-851 ended its Squadron service with No 23 City of Brisbane (F) Squadron RAAF Amberley, where it remained on strength from early 1957 until January 1960. On 23rd February 1960, it was sent via 3AD Amberley to the Weapons Research Establishment for disposal. There is no further record of it as an F8.



SGT George Hale at Kimpo after combat. Photo AWM.

With the U21 Unmanned Test Program

The next record in August 1962 as a U21 Unmanned Test Aircraft, reporting the aircraft suffered damage at Fairey Aviation that prevented its transfer to ARDU for trials. The Record Card shows it later flew with 1 Air Trials Unit at Woomera until July 1963 when the aircraft was written off after a heavy unmanned landing. It was assigned to Maintenance Squadron RAAF Edinburgh for salvage of useable components and conversion of the remnants for scrap.

The centre wing section and tail were photographed there without the forward section in 1965 and again in 1967- it really was scrap. South Australian Aviation Museum holds these photos in its archives. The forward section from the nose to the pressure bulkhead, including the nosewheel, cockpit, ejection seat and canopy was unaccounted for until it was acquired by Pierce Dunn of the Mildura Warbirds Museum in the 1970s.

When that Museum closed, the South Australian Aviation Museum acquired the forward fuselage in good visual condition. The remnant of the real A77-851 from the nose cone (no gun ports-U21), to just behind the cockpit now sits defiantly displayed in the Adelaide Museum, overshadowed by huge intact aircraft such as an Orion and F111.

In RAF Service 1950-1985

This aircraft originated from contract number '6/Aircraft/2430/CB.7(b)' dated August 1948, placed with the Gloster Aircraft Company at Hucclecote, Gloucestershire, to produce a substantial number of Meteor Mk IV, Mk V and Mk VII aircraft.

This order was changed during manufacture to result in tail numbers VZ 438-485 and VZ 493-517 being produced as some of the first F8s, the final day fighter version of the Meteor built from late 1949. Type numbering policy was changed post-war to reflect the aircraft purpose e.g. F = fighter, T = trainer and numbering changed from Roman to Arabic numerals.

A total of 73 F8s from this contract including VZ 467 were delivered to the RAF between February 1950 and June



The end-the back end that is definitely scrap metal. Photo Jim Smith, RAAF Edinburgh after write off, 1967 Archives, SA AM.



VZ467 in 615 SQN Livery. 1 Tactical Weapons Unit, RAF Bawdry, Wales 18-8-1977. Photo Robin Walker.



But the front end is still with us. A77-851 remnant, SA AM Adelaide, 2017. Photo SA AM.

1950 making this aircraft one of the first of many F8s delivered in months and years to follow. More than 1500 Meteor F8s were produced in England, Belgium and the Netherlands and they served with about 15 Countries. A total of approximately 3880 Meteors were produced worldwide from the first contract in 1941 to the final Meteor NF14 delivery in 1954.

The Meteor with the tail number VZ 467 rolled out in early 1950 and was assigned to a unit at the Royal Aeronautical Establishment, Bedford.

The aircraft then served with many RAF squadrons around England until 1974.

While it was on the establishment of 229 OCU that Unit was disbanded at RAF Bawdry in Wales, to reform as the Tactical Weapons Unit. VZ 467's airframe was modified by TWU with the addition of a target towing point below the fuselage at the rear of the ventral fuel tank and a hinged flap on the fuselage side for access to the tow cable release.

These modifications were permanent and visible and set it apart from standard F8s. Whilst on the establishment of 600 Squadron RAuxAF at RAF Biggin Hill during the 1950s, VZ467 was chosen to represent the famous Battle of Britain 615 Spitfire Squadron.

Although the aircraft never flew with that Squadron, it was impressively painted up in the Squadron colours to take part in a flypast planned to commemorate Winston Churchill's birthday in the 1970s (he died in 1965). Winston Churchill was the Honorary Air Commodore of 615 Squadron and proudly wore that uniform throughout the War.

The flypast never went ahead because of a nation-wide fuel shortage, but the aircraft kept the paint scheme when it resumed target tug duties.

VZ467, now widely dubbed 'Winston' for the rest of its military service, remained with the RAF for 35 years.

Flight Global records the last two RAF operational tug towing Meteors, a T7 and an F8 were retired at RAF Bawdry in 1985 – the F8 may have been VZ476. Other reports indicated it remained in storage at RAF Bawdry from 1982, in the care of the RAF's Vintage Pair display team (a Meteor and Vampire pair- but never flown by them), until sold to a private owner.

Life in England after the RAF

The aircraft left the RAF and joined the UK Civil Register as G-METE, owned by Air Support Aviation Systems and later by Kennet Aviation. Whilst on the Civil Register the Derwent 8 engines were replaced with Derwent 9 engines which had never previously been fitted to any of the F8 series in military service, although used on NF12 and NF14 aircraft and some associated T7s.

The aircraft retained the narrow intakes and longer nacelles, so lacked the mass flow needed to develop the full rated thrust of 3600lbf of the Derwent engines, but it gained high altitude re-light capability not previously available on any other F8s. See Notes 1 and 2.

With Temora Aviation Museum, NSW

G-METE was bought by the Temora Aviation Museum and entered the Australian Civil Register as VH-MBX. It was completely re-furbished and faithfully repainted as RAAF Number A77-851, SGT George Hale's aircraft 'Halestorm' while he was serving with No 77(F) Squadron in Korea.

This meticulously restored example remains the only flying Meteor F8 in the world. The current version of 'Halestorm' is a beautiful example of a Meteor F8 and is a credit to the restoration and maintenance work of Temora Aviation Museum. To the critical observer, the noticeably smaller diameter engine intakes of the early series and the visible fittings and panels from its target towing days distinguish VZ467 from the later WK683. Note 3.

Operational Training for Australia's War Fighters



Founded in 2001, Milskil is a unique 100% Australian owned Company that provides sovereign operational training for Australia's warfighters. As a strategic air combat training partner of the Royal Australian Air Force, Milskil has been supporting simulator and ground school training for aircrew of the Classic and Super Hornet for over 15 years. Growler and F35 JSF training services have recently joined this list.

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

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



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

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



VZ 467- the Temora A77-851. Photo Temora Aviation Museum.

Researcher's Notes

Note 1: When the early Nene based Derwent engines were re-engineered as the new Derwent Mk V, the nacelle was lengthened and streamlined to improve the poor compressibility performance of the original nacelles that started just forward of the wing and finished just behind it. Installation thrust loss of around 200lbf was noted after re-design.

It was early days in the reporting of jet engine thrust levels. Many respected aviation historians and authors quote differing thrust ratings for the redesigned Derwent engines including 3500lbf for the Mk V and early Derwent 8, 3600lbf for later Derwent 8, 3700lbf for Derwent 8 on some NF12 and 3800lbf for Derwent 9. Could it be these are in fact in error, arising from an assumption the early installed or developed thrust was the rated thrust and the belief later nacelle improvements increased the rated thrust rather than reduced the installation thrust loss?

I am advised that Rolls Royce internal document 'Turbine Engine Mark Numbers, edition October 1974' lists all Derwent Mk V and Derwent 8 engines as 3600lbf at 14700rpm. This is probably the uninstalled rated thrust. Rolls Royce development of a proposed (but not built) higher thrust Derwent Mk V11 engine at Hucknall in 1952 showed redesign of the intake with a larger diameter and a sharper lip radius improved efficiency by about 7% and improved handling at higher Mach numbers.

This intake design was incorporated into the Derwent 8 from late 1952 and was estimated to reduce the installation loss by 200lbf at take-off or 180lbf at altitude- significant on a low thrust engine of that time. The redesigned nacelle was about 6 inches shorter and the intake diameter about 5 inches wider than the earlier narrow intake engines.

The original mass flow area was 2.52 square feet and the 'heavy breather' nacelle increased this to 4.05 square feet. The nacelle redesign must have been more complex than just cutting 6 inches off the front, as I can locate no written evidence of user modification of narrow to heavy breather nacelles in service, which could have given a noticeable improvement. I can find no data on the Derwent 9 engine.

Note 2: No 22 (City of Sydney) and No 23 (City of Brisbane) (Fighter) Squadrons were equipped with Meteor T7 and F8 aircraft from 1956 until early 1960. Their role was as an active Citizen Air Force reserve fighter/ ground attack squadron with a pre-operational training role for new permanent Air Force fighter pilots before they progressed to an F86 Avon Sabre Operational Conversion. Many permanent Air Force pilots who went on to senior rank in the RAAF followed this path in the late 1950s post-Korea period.

Note 3: I confess to being 'a critical observer' of this aircraft. As a Citizen Air Force pilot, my Log Book records I flew A77-851 on my first single seat fighter flight on 13th October 1957 and then flew another 40 flights in that same aircraft between October 1957 and January 1960. As a permanent Air Force pilot, I flew it for a satisfactory engine test flight on 18th January 1960. That was probably one of the aircraft's last flights in Squadron service. Unfortunately for the record, I flew two other Meteors on the 19th January 1960. A77-851 just missed being recorded as my first and last Meteor flight, as that same week I was posted to RAAF Williamtown for later conversion to Sabres. A77-851 was transferred to 3AD en-route for disposal on 23rd February 1960. I was very familiar with A77-851. Even after 43 years as a pilot on many types, I have fond memories of A77-851 and greatly enjoyed our time together.

Cliff Viertel



VZ 467 Front View. Photo Gavin Conroy, Temora Aviation Museum.

Study anywhere, anytime

Tim Carter completed his final MBA assignment for Griffith Business School in a Los Angeles café. At the time he was preparing to take up a role as Director, Platform Demand, EMEA, in the London office of advertising technology leader, OpenX.

That flight path from London to LA would become a regular feature of Tim's life as he progressed to a senior director role with OpenX and regular industry events would also take him from Mobile World Congress in Barcelona to DMEXCO in Cologne to the Cannes Lions International Festival of Creativity.

Tim had departed the Gold Coast, where he grew up, with two Griffith degrees in his luggage – a Bachelor of Business (2002) and a Master of Marketing Management (2004). Early career strides in the international technology industry led him down the jetsetter trail as roles with Yahoo and EA Sports took him to destinations like Dubai, Geneva, Los Angeles, San Francisco, Montreal, Madrid, Barcelona, Paris, Milan, Munich, Leipzig, Dublin and Bucharest.

In 2014 he was appointed Head of Strategy and Business Operations

(Europe) for InMobi, the world's largest independent global mobile ad network. It was around then that Tim decided to enrol to do an MBA at Griffith University. He felt the time had come to reinforce his readiness for the challenges of a work environment in which he was already thriving and turned to Griffith to complement his industry experience with the skills to be a more effective leader. During the next two years, he would successfully incorporate online study into professional life, and vice versa.

"It was great to be part of an MBA program which operates in a digital global environment like my workplace," he said. "I was working in a fully connected world and interacting daily with people from all over the globe; partners, professionals and clients in Paris, Hamburg, New York, San Francisco and Bangalore.

"Throughout my studies I felt totally connected with my lecturers and MBA colleagues. Everything from lectures, reading materials, online discussions to group work all felt really natural. There was also a huge library of online resources available including access



to journals, videos and all the course content."

Tim was especially drawn to the flexibility of the program's online delivery which allowed him to study in his own time wherever he found himself in the world. "It stood out as the best MBA available to meet my needs in terms of future business."

This approach was central to the construction of Griffith University's Digital campus which was launched earlier in 2018, aimed at meeting the increasing needs among students for flexibility in the delivery of programs across all study areas.

About 10,000 Griffith students study fully online while a further 10,000 students who are enrolled in on-campus degrees opted to take at least one online course last year.

"We have recognised that people want the flexibility to come on campus, and attend lectures, tutorials and laboratory classes, and when that does not work for them they need the flexibility to be able to study in their own time, in their own homes, in their workplaces," Deputy Vice Chancellor (Academic), Professor Debra Henly, said.

Meanwhile, Tim Carter's immediate future is back home after Queensland's climate and world-class beaches lured him and his family home in October (2018). He feels perfectly placed on all fronts to take his career on to the next level. "It's been really great living the international business life. I feel like I left Europe on a high in terms of my career."





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griffith.edu.au/digital-campus

BE REMARKABLE

The Night of Remembrance Day

At 1630 hrs on 11 November 1944, Edward Charman and his crew took off from RAF Waddington, in Lancaster NF917 (squadron code PO-Q) to bomb the Rhenania-Ossag oil refinery, at Harburg, near Hamburg Germany. They were loaded with 1 x 1000 lb bomb and 14 x 4lb clusters. There were 19 Lancasters from 467 Squadron taking part in the attack, but flak and night fighters awaited them, and not all would return.

Edward George Charman was born in Bunbury, WA on 18 April 1924, the son of Ernest Edward Charman and Selina Holly Charman. Edward (Ted) was the second of seven children and attended Harvey State School, where he passed his Junior Certificate, and excelled at tennis, athletics and swimming. On leaving school at 16, he was employed as a junior clerk with the Liquid Fuel Control Board, and completed an accountancy course at Hartills Commercial College, Perth.

With his sights set on the RAAF, Ted joined Air Training Corps 77SQN, (Claremont) on 3 February 1942. On turning 18 he enlisted in the RAAF on 25 May 1942 and commenced basic training at No.4 Initial Training School, Victor Harbor.

After completing the course, he was selected as wireless operator/air gunner and posted to No.1 Wireless and Air Gunners School, Ballarat. Here he learned Morse and radio theory and trained on the CAC Wackett. Further training was given at No.3 Bombing and Gunnery School, West Sale, where he practiced gunnery in the Fairey Battle. He successfully completed the course and was awarded his Air Gunners brevet on 19 August 1943.

Ted was destined for Bomber Command and after farewelling his family in Cottesloe, he embarked from Melbourne on 27 September 1943, bound for San Francisco. He then travelled by train to New York, where he marvelled at the skyscrapers and joined other West Australians at the ANZAC Club. A few days later, he was on a crowded troopship crossing the U-boat infested North Atlantic.

After a misty arrival in the Clyde on 9 November 1943, Ted was billeted at the RAAF reception centre in Brighton. With two weeks leave, he visited London



Avro Lancaster. Courtesy Aviation Heritage Museum, Bull Creek

and the Boomerang Club in Australia House. He must have signed the guest book, because his name later appeared in the Australian newspapers.

His first posting was to No.10 Advanced Flying Unit at Dumfries, Scotland, where he was instructed on the Marconi radio in the twin engine Anson. He was then posted to 27 Operational Training Unit, Lichfield, where he trained on Wellington Bombers with his newly formed crew.

Ted was in good company, as he described in an airgraph to his sister Ailsa: "I am crewed up now and am very pleased to state that I have a WA man for skipper and the rear gunner is also from WA ... It is certainly a small world alright, because the cobbler of the skipper remembers the name Charman in Harvey and knows nearly all the people I do."

The close-knit crew were given a short course at Aircrew School, Scampton, Lincolnshire, before moving up to four engine bombers at 1654 Heavy Conversion Unit, Wigsley, where they converted to the Avro Lancaster.

Finally, their training was complete, and on 28 August 1944 they were posted to 467SQN, at RAF Waddington, Lincolnshire. Ted's crew were soon into operations over France and Germany, and by 11 November were considered an experienced crew. However, on this significant day, they would run out of luck in their attack on the Rhenania-Ossag oil refinery.

Rear gunner Thomas Nilen later reported: "At 20,500 feet on course to

target, visibility bad with misty cloud all above and below. We were all on lookout for target but must have overshot. I suddenly picked up TIs [target indicators] behind, so skipper decided to orbit and come on to target on current heading. Just as we dropped the starboard wing we were hit. I surmise it was in the bomb load. The ship must have disintegrated. When I came to I was travelling down, so I pulled the ripcord and landed breaking my leg in doing so. Only for having my seat type chute I would not have had a chance."



FSGT Edward Charman.
Courtesy Joyce Lerma.



Rear: George French (mid upper gunner), Edward Leake (bomb aimer), Geoffrey "Bushy" Goodfellow (navigator), Edward Charman (wireless operator).
Courtesy Joyce Lerma.



Charman children – Joyce (m.Lerma), Myrtle "Dimpy", Violet "Cuddles", John "Jack", Glen Mae, Edward "Ted", Ailsa. *Courtesy Joyce Lerma.*

The aircraft had been hit by flak and crashed near the village of Ramelsloh, ten miles south of Hamburg. FSGT Nilen became a POW and spent three months in German hospitals until liberated by the American Army. The rest of the crew were all killed: FLGOFF Thomas Eyre (pilot), FSGT Geoffrey Goodfellow (navigator), FSGT Edward Leake (bomb aimer), SGT Henry Boardman (flight engineer), FSGT George French (air gunner) and FSGT Edward Charman (wireless operator/air gunner).

A total of 237 Lancasters and 8 Mosquitoes made up the attacking force, of which 7 Lancasters were shot down, including two from 467SQN. There was little damage to the refinery, but severe damage to the town of Harburg.

Soon after Ted went missing, his parents received the much-feared telegram. His youngest sister Joyce recalled, *"Everyone went very quiet, and I was not told anything at the time"*. *Ted's CO also sent a condolence letter: "The loss of your son has deprived the squadron of a wireless operator of great promise, whose characteristic skill and courage was an inspiration to us all."* There was still hope that Ted was a POW, but a year later, his death was presumed.

Edward Charman was buried near the crash site in a communal grave for the crew, in Brackel village churchyard. In November 1947 he was reburied in Kiel War Cemetery, and shortly afterward, his proud father visited his



Ernest Chapman at Kiel War Cemetery.
Courtesy Joyce Lerma.

son's grave. The temporary white cross was later replaced by a headstone, which reads, *"Till we meet again"*.

Edward Charman will always be remembered, especially as he died on 11 November - Remembrance Day.

Edward Charman is one of 51 Air Cadets from Western Australia who died in service. He is commemorated at the Australian War Memorial and Kings Park Memorial, Perth. The RAAFA WA Australian Air Force Cadets Branch have unveiled an Honour Board at the Aviation Museum, Bull Creek, Perth and at 7 Wing (WA) AAFC Pearce. The Cadets are also honoured in the book *Wings of Valour* by Charles Page, a copy of which is displayed in a glass topped Remembrance Cabinet at 7 Wing HQ, RAAF Pearce.



Wings of Valour, by Charles Page

Sources:

National Archives, Charman E G 427184 service record, casualty file. 467 SQN Op record. Commonwealth War Graves Australian War Memorial Aviation Museum, Bull Creek Joyce Lerma (sister) Charles Page Project Manager History, RAAFA WA, AAFC Branch

Author of:
Wings of Valour
Wings of Destiny, and
Vengeance of the Outback,

Wings of Valour is available through the author.
 \$37.00 inclusive of postage.
 Email: chaz747@bigpond.com



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As Australia's only tropical capital city, Darwin prevails as a hot spot for everyone, with lush parklands and waterfront restaurants blending with outdoor markets, art galleries and museums steeped in a rich history. Oaks Elan Darwin, is the ideal place to set up during your relocation. A spacious property boasting hotel, one and two-bedroom apartments right in the heart of the city on the harbour. Relax and enjoying getting to know the city.

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Resorts is not only the ideal destination for your relocation, but the only choice for your next holiday. Whether you're travelling with the girls, the boys or the extended family, you can find a location for your next city escapes, beach getaway or regional adventure.



Australian War Memorial Poppy display



The AWM has established a spectacular installation of knitted and crocheted poppies on stems. The poppies marked the Centenary of the Armistice that ended the First World War. Poppies were placed in the gardens surrounding the AWM until Remembrance Day, 11 November 2018

GPCAPT Debbie Richardson places a poppy on the lawns of the AWM as part of the display.
Photo CPL Dan Pinhorn..

Joint Strike Fighter on Track

Air Force pilots and maintenance personnel are embedded within United States Air Force units and partnering with Lockheed Martin to prepare for the introduction of Australia's first fifth-generation air combat capability. They will bring home Australia's first two F-35As in December.

The F-35A Joint Strike Fighter is the most advanced, affordable fifth generation multi-role stealth fighter to meet Australia's need to defeat emerging threats well into the future. The F-35A is truly next-generation due to its stealth capability, advanced sensors, data fusion and its ability to share information with other aircraft, Army units and Navy ships.

The Australian Government has approved the purchase of 72 aircraft to replace F/A-18A/B Hornets. Air Force pilots and maintenance personnel are fully embedded and integrated in USAF squadrons as they prepare to lead Australia's transition to a fifth-generation Air Force.



F-35A maintainer, FSGT Damien Gardiner, in front of an Australian F-35A on the flight line at Luke Air Force Base, Arizona, USA. *Photo SGT Chris Dickson.*

Sunsuper Riverfire

The RAAF supported the Brisbane Festival's SunsUPER Riverfire in September with a fly past of multiple aircraft.

Aircraft including EA-18G Growlers and a C-17A Globemaster took part alongside an aerobatic display by the Roulettes.



An EA-18G Growler flies over Brisbane's iconic Story Bridge during a display for SunsUPER Riverfire. *Photo CPL Kylie Gibson.*

Operation Okra

Minister for Defence, the Hon Christopher Pyne, MP, travelled to the Middle East during September where he spent time with Australian personnel, and met key leaders in Afghanistan and the United Arab Emirates. Minister Pyne was accompanied by CDF, General Angus Campbell, AO, DSC.

During the visit to Kabul, he thanked Australian personnel deployed on Operation Highroad, Australia's contribution to NATO's Resolute Support mission in Afghanistan.

Minister Pyne also visited the ADF Task Group at Hamid Karzai International Airport, Headquarters Resolute Support, and the Marshal Fahim National Defense University where approximately 300 Australian personnel support the development of the Afghan National Defense and Security Forces through the current train, advise and assist mission.



Minister for Defence, Christopher Pyne, with LAC Shane Brown, who is deployed on Operation Okra, in the Middle East region.

Photo SGT Mark Doran.

Operation Indonesia Assist

The ADF has supported an Australian Government effort to deliver humanitarian aid to Indonesia following an earthquake and tsunami that struck the island of Sulawesi on 28 September. The relief included 'Family Kits' which contain kitchen items, a hygiene kit, bed nets, blankets and sleeping mats, a toolkit and tarpaulins.

A C-130 Hercules transported the first delivery of essential supplies in October.

Australia has delivered humanitarian aid and continues to work closely with the Indonesian Government to help those affected by this tragedy.

To date, Australia has committed over \$5.5 million to support the Indonesian Government and humanitarian partners in the tsunami and earthquake relief response.



23SQN Air Load Team members and a 36SQN loadmaster position a pallet of Australian humanitarian aid and disaster relief supplies bound for Indonesia onto a 36 SQN C-17A Globemaster at RAAF Base Amberley. *Photo CPL Colin Dadd.*

Senior Enlisted Leader's Summit

During October, the second annual Air Force Senior Enlisted Leader's Summit was held at the Australian Defence Force Academy, ACT.

The Summit enabled Senior Enlisted Leaders to identify issues and help develop specific strategies to assist Air Force evolving into a fifth-generation workforce in support of future capabilities.



Command Chief Master Sergeant, Pacific Air Forces, USAF, Chief Master Sergeant Anthony Johnson, speaks at the AFSELS Summit October. *Photo CPL Dan Pinhorn.*

Flight Camp for Young Women

During September, a flight camp for young women was held at RAAF Base East Sale, Victoria.

Participants experienced a range of Air Force aviation roles, as well as experiencing the day-to-day routine of an Air Force base. Participants also took part in mentoring sessions with current serving personnel, undertook a Defence fitness session, public speaking tasks and leadership activities.



FLTLT Charlie Tomlinson, Aviation Warfare Instructor at 1 Flight Training School, instructs Grace Howse and LACW Joanne Law on the Air Warfare Simulator. *Photo SGT Rodney Welch.*



Young women attending the Flight Camp at RAAF East Sale are put through their paces whilst undertaking the Leadership Reaction course. *Photo SGT Rodney Welch.*

Battle of Britain Commemoration

The ADF together with the Air Force Association commemorated the service and sacrifice of those Australians and members of Allied Forces who took part in the Battle of Britain. A ceremony was held in Hobart to mark the 78th Anniversary of the Battle of Britain on 15 September 2018.

In the summer and autumn of 1940, the RAF fought a prolonged battle in defence of Britain against an experienced and numerically superior German Luftwaffe.

This air campaign, known as the Battle of Britain, officially lasted from 10 July to 31 October 1940.

Of the total of 537 RAF Fighter Command pilots who died at least ten were Australian. Another four who were enlisted in the RAAF also died.



The Last Post is played during the National Commemoration Service. *Photo CPL Craig Barrett.*



The AAFC Colour Party march out during the Commemorative Service for the 78th Anniversary of the Battle of Britain held at St David's Cathedral, Hobart. *Photo CPL Craig Barrett.*

Temora Warbirds Downunder

The ADF has a long association with aviation events across Australia and was proud to showcase its technological capabilities and highly trained personnel at Temora Warbirds Downunder from 12-14 October 2018.

The RAAF participated in this major NSW event with flying and static displays featuring the Roulettes, Hawk 127, F/A18 Classic Hornet, C-130J Hercules, C-17A Globemaster and an E-7A Wedgetail.



Austin and Levi Piivainen try the RAAF virtual reality imulator with the help of PLTOFF James Davies, during the 2018 Temora Warbirds Downunder. *Photo CPL David Gibbs.*



An F/A-18A Hornet from 2 OCU, takes off for a handling display, during the 2018 Temora Warbirds Downunder.

Photo CPL David Gibbs.

Operation Resolute

Operation Resolute is the ADF contribution to Government efforts to protect Australia's borders and maritime interests, known as Operation Sovereign Borders.

Defence assets assigned to the operation protect Australia from security threats including illegal maritime arrivals, piracy, compromise to bio-security, maritime terrorism and marine pollution.

At any given time, up to 600 ADF personnel at sea, in the air and on land, are working to protect Australia's borders and maritime interests alongside the Australian Border Force and other Government agencies.

Air Force Today

Maritime Border Command - a multi-agency taskforce within the Australian Border Force - commands Defence assets as part of the whole of Government effort.



Aircrew from 10SQN prepare to deploy a heli-box from an AP-3C Orion during Operation Resolute. The heli-box contained a spare part being delivered to a ship below. *Photo SGT Ben Dempster.*

Game On Down Under INVICTUS Games

During October, current and former ADF personnel participated in the Invictus Games in Sydney.

The team comprised 72 members across the three Services.

The Games use the power of sport to inspire recovery, support rehabilitation and generate a wider understanding and respect for wounded, injured and ill servicemen and women.



Air Force Invictus Games Team Member, CPL Steven Avery.
Photo CPL Oliver Carter.

Exercise Kummundoo

Indigenous communities in and around Western Australia's remote Pilbara town of Roebourne will benefit from the Air Force health initiative, Exercise Kummundoo 18.

The Exercise aimed to assist remote Indigenous people through the implementation of dental initiatives and outreach programs as part of the "Our Place, Our Skies" strategy.

Exercise Kummundoo is part of the Air Force's commitment to collaborate with the National Aboriginal Community Controlled Health Organisation, the national peak body representing the health and wellbeing of Indigenous Australians.



Dental Assistant, LACW Ocean Mitchell, unloads dental instruments from the sterilising machine during Exercise Kummundoo 2018. *Photo CPL Brenton Kwaterski.*



FLTTL Melissa Miller (right), and Indigenous Outreach Worker, Leanne Whitby (left), deliver lunches to local elder Marlene Harold during Exercise Kummundoo 2018.
Photo CPL Brenton Kwaterski.

New colour scheme for PC-21

Minister for Defence Personnel and Veterans' Affairs, Hon Darren Chester, MP, visited Fairbairn during October to inspect the new PC-21 aircraft colour scheme.

Air Force sought a contemporary paint scheme that distinguishes between aircraft for the Roulettes, based at RAAF Base East Sale, and those used by No. 2 Flying Training School, RAAF Base Pearce.

The livery uses traditional Air Force colours and the Australian National Flag to create a visually striking design, unique to the RAAF and Roulettes.

The predominantly red top and side is contrasted against a deep blue underside. This design helps pilots distinguish whether an observed aircraft is viewed from above or below, aiding judgement of the flight path.

When viewed from below, spectators will see one of Australia's national symbols, the Southern Cross, against representative deep blue of the night sky.



The new PC-21 colour scheme recently unveiled at Fairbairn.
Photo SGT Rodney Welch



The Minister for Defence Personnel and Veterans' Affairs, the Hon Darren Chester, MP (centre), with Chief of Air Force, Air Marshal Leo Davies, AO, CSC (right) and Group Captain Dennis Tan, Officer Commanding Air Force Training Wing (left), during inspection of the new colour scheme of the PC-21 aircraft at Fairbairn.

Operation Argos

Operation Argos is Australia's contribution to the multi-national effort to enforce United Nations Security Council Resolutions related to North Korea.

In May, No. 11 Squadron deployed a P-8A Poseidon to conduct the air component of the mission. In September, two AP-3C Orion from No. 10 Squadron were deployed as part of a new mission.

AP-3C Orion Maritime Patrol Aircraft are conducting intelligence, surveillance and reconnaissance missions in the East China Sea to detect vessels providing fuel to North Korean tankers via ship-to-ship transfers, in contravention of United Nations Security Council Resolution 2397.



WOFF Matthew Kay, 10 SQN, conducts a pre-flight check on an AP-3C Orion, Kadena Air Force Base, Japan, during Operation Argos. *Photo CPL Kyle Genner.*

Women in Aviation National Conference

The RAAF supported the Women in Aviation Australia National Conference 2018 in the Hunter Valley during September.

In addition to being a major sponsor, Air Force personnel provided a tour of RAAF Base Williamtown for around 70 people and to show female aviators life in the Air Force.



Head of Aerospace Systems Division, AVM Cath Roberts (right), discusses highlights of the base with conference participants.
Photo CPL Nicci Freeman.

Aussie builder secures Top End contract with US

Northern Territory-based builder Sunbuild has secured a US\$1.6 million contract with the US Government to deliver a key aircraft maintenance support facility at RAAF Base Darwin as part of the US Force Posture Initiatives.

The US\$1.6 million (\$2.16 million) project is part of the broader \$2 billion joint investment in key defence infrastructure in the NT, supported by the Australian and American governments.

Key sites include:

- RAAF Base Darwin;
- Robertson Barracks and associated training areas;
- Kangaroo Flats Training Area;
- RAAF Base Tindal;
- Mount Bunday Training Area; and
- Bradshaw Field Training Area.

The Aircraft Maintenance Support Facility (AMSF) project includes the construction of an Aircraft Maintenance Support Facility at RAAF Base Darwin, led by the US Naval Facilities Command Pacific (NAVFAC PAC).

Infrastructure and facility development will be concentrated at Robertson Barracks and RAAF Bases Darwin and Tindal, as well as NT training areas and ranges.

Throughout 2018, Defence will work with the US, state and local governments, and industry networks to share and learn lessons and provide support to Australian industry to mature and grow its business capability.

Senator for the Northern Territory Nigel Scullion said to support the growing initiatives, Australia and the US would invest around US\$2 billion into existing Defence infrastructure and facilities in the Territory.

This initiative will develop over a number of years and result in increased rotations of US air elements through northern Australia.

The camp also featured five training ranges including sneaker lanes, gallery range, snap range, section defence range and assault grenade range. The ranges were linked together with 8 kilometres of roads, which involved 19 floodways and a steep ridge crossing. Courtesy Defence Connect.



Infrastructure and facility development will be concentrated at Robertson Barracks and RAAF Bases Darwin and Tindal, as well as NT training areas and ranges. *Photo CPL Steve Duncan.*

New coatings to improve sea keeping for warships

The Defence Materials Technology Centre (DMTC), in partnership with Swinburne University of Technology, MacTaggart Scott Australia, Defence Science and Technology (DST) Group and United Surface Technologies, has developed new corrosion-resistant coating that halved the build-up of algae and barnacles on ship hydraulic components.

A new corrosion-resistant coating that cut the build-up of algae and barnacles on ship hydraulic components in half is now being trialled on HMAS *Canberra*. Researchers from Swinburne University of Technology are collaborating with experts from the DMTC, MacTaggart Scott Australia, United Surface Technologies and DST Group to advance the new technology.

The scientists and industry experts came together to tackle the issue of corrosion and bio-fouling, where tiny marine plants and animals build up on the surface of things that are constantly in the water, such as ship hulls, anchors and piers.

This build-up can be incredibly costly: it can transport pest species to new areas, cause corrosion, damage critical mechanical components and increase the drag on a ship, causing it to burn more fuel as it sails. These combine to impose a massive expense on the shipping industry worldwide.

Dr Andrew Ang of Swinburne, one of the lead scientists on the team, said, "Many scientists around the world are looking for new ways to combat bio-fouling and corrosion."

Dr Ang won the 2018 Fresh Science competition in Victoria for his work.

The treatment is likely to be too expensive to be used on entire ship hulls, but it could make a big difference for critically important machinery on a ship that helps provide propulsion or heavy lifting capabilities. The team tested the protective coating on more than 100 test samples, immersing them in seawater at three field sites around Australia from 2015 to 2017.

The joint team is trialling the treatment (a single layer of carbide-based coating) on parts that require very smooth surfaces. Because these are exposed to harsh operating conditions, they rapidly degrade from bio-fouling and corrosion.



The new surface coatings could make a huge difference to the operational availability of Navy ships such as HMAS *Canberra*.

Photo ABIS Ronnie Baltoft.

Dr Richard Piola from DST Group said the new surface coatings could make a huge difference to the operational availability of Navy ships, and significantly reduce the cost of maintenance and repairs.

The *Canberra* and her sister ship HMAS *Adelaide* are providing the Australian Defence Force with one of the most capable and sophisticated air-land-sea deployment systems in the world. Courtesy Defence Connect.

Government launches project for new soldier field equipment

The Government has given the go-ahead for a project to enhance and continuously improve equipment used by Australian soldiers.

Defence Minister Christopher Pyne said the Integrated Soldier Systems project, worth up to \$1 billion over its 13-year life cycle, would deliver a range of items of equipment to the ADF.

The first tranche will deliver supplements to the basic equipment used by soldiers including body armour, helmets, hearing and eye protection, and load carriage equipment, as well as field equipment like water purifiers, helmet torches, storage bags, cooking gear, and sleeping bags.

"We're taking a flexible approach here, investing up to \$240 million between now and 2023, with the flexibility to update and change things as technology develops into the future," the minister said.

Minister Pyne said this project would deliver a broad range of equipment to ensure ADF personnel continue to meet emerging threats, are less detectable, less susceptible to enemy attacks and able to fight longer and more effectively in challenging conditions.

In the future, the project will continue to enhance the basic equipment used by soldiers to keep it up to date.

It will also consider new and emerging technology, such as hand-held language translators, portable unmanned aerial vehicles and exoskeletons or 'mule' unmanned vehicles to help soldiers carry their equipment.

Minister Pyne said the 2016 Defence White Paper made it clear that the government would invest in a program for continuously improving personal equipment soldiers use. Courtesy Defence Connect.



The Integrated Soldier Systems project will enhance and continuously improve equipment used by Australian soldiers.

Photo LSIS Jake Badior.



The agreement will simplify and create greater efficiencies in future contract arrangements for the E-7A Wedgetail.

Photo CPL Brenton Kwaterski.

Boeing to enhance Wedgetail capability with \$1.5bn contract

The Commonwealth Government has announced the signing of the E-7A Wedgetail Head Agreement with Boeing Defence Australia (BDA). The agreement integrates \$1.5 billion in current contracts into a flexible overarching framework for this significant capability that supports 600 jobs across Australia.

Minister for Defence Christopher Pyne and Minister for Defence Industry Steven Ciobo welcomed this new contracting framework, which will further improve the partnership between Defence and BDA for current and future BDA work and capability upgrades through the life of the Wedgetail capability.

"This important agreement will simplify and make more efficient the contract arrangements that support this world leading capability. The Boeing-built Wedgetail was designed for the Royal Australian Air Force and provides airborne surveillance, communications and battle management systems," Minister Pyne said.

The Boeing 737 airborne early warning and control (AEW&C) is a state-of-the-art system providing powerful airborne surveillance, communications and battle management.

The 737 AEW&C system encompasses both the Boeing 737-700 aircraft platform and a variety of aircraft control and advanced radar systems. Consisting of components created by Boeing and Northrop Grumman, the 737 AEW&C represents the standard for future airborne early warning systems.

Life cycle upgrades and sustainment for the E-7A Wedgetail is valued at more than \$1.5 billion and Boeing's support for the AEW&C global fleet across Australia, Turkey and the Republic of Korea provides employment for approximately 600 Australians and work across 200 local suppliers.

Based at RAAF Base Williamtown, the six E-7A Wedgetails significantly improve the effectiveness of the ADF. They are capable of communicating with other aircraft and providing air control from the sky, and can cover 4 million square kilometres during a single 10-hour mission. Courtesy Defence Connect.

Jamie finds his wings thanks to USQ Aviation

- Jamie Zammit awarded Jeppesen Pilot Scholarship

- Scholarship recognises his dedication to his studies

“Flying is something I’ve always wanted to do, but I felt that dream had almost slipped away. USQ has not only allowed me to pursue my passion, but has given me the confidence and support through my lecturers to continue growing, learning and overcoming my challenges.”

The sky’s the limit for University of Southern Queensland (USQ) Aviation student Jamie Zammit.

The South East Queensland father-of-two and aspiring pilot was presented the Jeppesen Pilot Scholarship at the 2018 Regional Aviation Association of Australia National Convention on the Gold Coast.

Valued at \$7500, Jamie will put the money towards his studies and to help offset the costs of his aviation training.

“I’m stoked. It’s a huge weight off my shoulders,” Mr Zammit said.

“It means I can concentrate on my studies and it gives me a safety net to continue my career and academic ambitions.

“It’s quite humbling to know that my hard work and perseverance has paid off, and that there are people out there who believe in me and are willing to support me financially.”

Mr Zammit always had a burning desire to become a pilot. However, university wasn’t on his radar until one day, while working as a team leader for a security company, he decided he wanted to chase his dream.

Having not stepped foot in a classroom for more than a decade,



Mr Zammit enrolled in USQ’s Tertiary Preparation Program – a free course for anyone who hasn’t studied for some years or want a helping hand into university study.

Now in his first year of a Bachelor of Aviation at USQ Springfield, the mature-age student said he was determined to make his childhood dream come true.

“Flying is something I’ve always wanted to do, but I felt that dream had almost slipped away,” he said.

“USQ has not only allowed me to follow my passion, but has given me the confidence and support through my lecturers to continue growing, learning and overcoming those speedbumps that sometimes get in the way.

“I’m also very lucky I have a supportive wife who has stood beside me the entire way.

“We have two beautiful children and I want them to realise that if you want to achieve something in life, you have to work hard for it.”

USQ Head of Aviation and Logistics Professor Paul Bates said Mr Zammit was a worthy winner of the Jeppesen Pilot Scholarship.

“Jamie is one of the hardest working students I have met and his dedication to his studies and passion for flying makes him the perfect recipient of this scholarship,” Professor Bates said.

“He has all the attributes and qualities to be a great pilot and should be commended for never giving up on his dream.

“I congratulate Jamie and look forward to seeing how his career progresses.”

Mr Zammit is close to obtaining his Commercial Pilot Licence having completed almost 200 hours of flight training.

He’s also hoping to be accepted into the Qantas Group Future Pilot Program (QGFP), which is open to high-achieving USQ students studying a Bachelor of Aviation (Flight Operations).

Announced in 2017, the program provides students with access to experienced Qantas pilots during their degree studies.

The arrangement complements USQ’s investment in a state-of-the-art flight simulator based on the Boeing 737-800 airliner, the only one of its type at a Queensland university.



Capable of replicating an entire flight, the simulator enables training for take-off and landing, day and night flying in normal, abnormal and emergency situations, as well as various weather conditions.

USQ believes in creating more than ‘graduates’, it strives to help every individual become more – to think bigger, act faster, work smarter.

This vision has helped USQ become one of Australia’s premier regional universities – online and on-campus – and the number one uni for graduate employment in Queensland.

The Good Universities Guide 2019, an extensive analysis based on student-relevant criteria, found 80.5 per cent of USQ graduates found full-time employment within four months of finishing their course (more than any other university in the state).

To learn more about studying Aviation at USQ or about the QGFP, visit www.usq.edu.au/aviation.

The Qantas Group Future Pilot Program provides aviation students the opportunity to be mentored by experienced Qantas Group pilots during their university degree and selected students will be invited to complete an airline transition course.

Upon successful course completion, students will be eligible to enter the Qantas Group as a Turboprop First Officer with QantasLink or with Jetstar’s regional operation in New Zealand.



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CADETS IN THE AIR AND ON AIR

6 Wing Cadets share their experiences

A total of 44 cadets recently supported 6 AWG AAFC information stand at the 2018 Royal Adelaide Show, promoting youth development through volunteer service in the AAFC.

Most had flown a light aircraft at least once, or flown in one of the gliders of No 600 Aviation Training Squadron.

From being in the air, three cadets took the opportunity to go 'on air' – to promote the value of what for them has become a way of life.

Cadet FSGT Casey Dibben, 18, is the Cadet SQN WOFF of 608 (Town of Gawler) SQN. She has held a number of command appointments at public ceremonies. She has been the Catafalque Party Commander for ANZAC Day services in Gawler and for the Malaya and Borneo Veterans Malayan Emergency 70th Anniversary Commemorative Service in June.

Casey was recently presented with her Gold Award badge in the Duke of Edinburgh's International Award following a commitment of over 18 months.

Through a visit to the AAFC information stand at the Royal Adelaide Show two years ago Beatriz Santos decided to join the AAFC. She convinced her sister to join with her, and this year the sisters returned to Adelaide Showground on duty.

Beatriz, 15, has completed Basic Stage of the home training curriculum and has been reclassified as Leading Cadet. She has participated in several ceremonial and community activities, and has been awarded the Individual Proficiency Badge.

Beatriz and her sister Ana, also a Leading Cadet, are members of 613 SQN, and both have qualified in the .22 Firearms Training Elective and have flown a light aircraft (under supervision). Ana holds the Bronze Award in the Duke of Edinburgh's International Award.



Leading Cadets Ana and Beatriz Santos from 613 SQN (RAAF Edinburgh) prepare to engage with the public, Royal Adelaide Show. Their Squadron celebrates 60 years of continuous operations. *Photo FLGOFF (AAFC) Paul Rosenzweig*

At the Show, Casey, Beatriz and Ana spoke live on air about their AAFC experiences on the 'Roundabout' program from the Radio Adelaide broadcast stand.

Their podcast can be found at Radio Adelaide 101.5FM (Friday 7 September, approximately 15 minutes in following "It might as well be Spring").

<http://radioadelaide.org.au/program/roundabout/>

FLGOFF (AAFC) Paul Rosenzweig, OAM, 6 WG Public Affairs and Communication Officer said, "Ana is now a Gold Duke of Edinburgh's Award participant, Beatriz is a gliding scholarship recipient who has participated in a recent 600 SQN gliding camp, and Casey has just completed a multi-wing musicians' course at RAAF Richmond. Without doubt, opportunities within the AAFC are endless".



At Royal Adelaide Show, recently promoted Cadet, FSGT Tomasz Kocimski 604 SQN, (Hampstead Barracks) reflected on his

service as a CSGT. CFSGT Kocimski, 16, has qualified as a solo pilot (power) and a solo pilot (gliding) with 600 Aviation Training SQN, AAFC. He has completed the General Flying Proficiency Test and qualified for the AAFC Cadet Pilot Badge. *Photo*

FLGOFF (AAFC) Paul Rosenzweig



(l-r) CFSGT Casey Dibben, Leading Cadets Beatriz and Ana Santos, being interviewed at Radio Adelaide broadcast stand.

Photo FLGOFF (AAFC) Paul Rosenzweig

104 Squadron Banner Presentation and Freedom of Entry Parade

No 104 (City of Cairns) SQN AAFC celebrated an historic milestone during August when the Squadron received and dedicated its new banner.

The Squadron marched from Cairns State High School, towards Martin Munroe Park exercising its privilege of Freedom of Entry to the City of Cairns. More than 130 AAFC including members from Mareeba and Innisfail squadrons participated.

The State High School oval resembled a military parade ground when 104 (City of Cairns) SQN AAFC received the new unit banner.

Following formation of the parade, Host Officer, FLGOFF (AAFC) Ian Saunders CO 104SQN welcomed AIRCDRE Gary Martin, AM, CSC, Director General Cadets – Air Force. He was followed by arrival of the Reviewing Officer, Councillor Terry James, Deputy Mayor of Cairns Regional Council, welcomed by the Host Officer.

The parade proceeded in true military tradition with the new banner being uncased and laid across the piled drums, being symbolic of an alter in front of the dais on the parade ground.

The Banner was formally blessed and dedicated by 1WG AAFC Chaplain FLGOFF (AAFC) Darryl Harris before being removed from the drums by Parade Commander, FLTLT (AAFC) Tanya Hastings, and passed to the Reviewing Officer.

The banner staff was inserted into the Banner Bearers belt and the ceremony continued with the retiring banner (presented to the unit, August 2001) then being formally 'laid up' and retired with due respect.

The ceremonial parade continued following the format laid down for this prestigious event.



104 (City of Cairns) SQN AAFC exercising its privilege of Freedom of Entry to the City of Cairns

Attending the ceremony was:

Hon. Warren Entsch MP, Federal Member Leichardt, Mr Michael Healey MP, State Member Cairns, Chief Superintendent Brett Schafferius, District Officer, Cairns Police

GPCAPT Frank Grigson, Deputy Director General Cadets, Air Force,

GPCAPT (AAFC) Mark Dorward, Commander, AAFC, WGCDR (AAFC) Danny Pieri, Deputy Commander, AAFC, WGCDR Alexandra Molachino, Air Force Liaison Officer, 1WG AAFC,

Mr Peter Stirling, Far North QLD RSL President,

Mr Buster Todd, Cairns RSL President, and

Mr David Goggin, RAAF Association President.

Cadets formed up in four flights with swords drawn, drums beating and flags flying, to exercise the privilege of Freedom of Entry to the City of Cairns.

The parade proceeded until commanded to halt by Superintendent Geoff Sheldon of the QLD Police. 'Who comes here' was the challenge. The response was presentation of a scroll granting Freedom of Entry to the Squadron. Superintendent Sheldon acknowledged the right and privilege of the officers and airmen of 104SQN to pass with the Councils authority.

Compliments were paid to the Mayor of Cairns Regional Council, Cr Bob Manning, as the parade marched past a saluting dais before returning to the High School for dismissal.

Members of the Cairns unit were supported by Cadets and staff from 106SQN (Mareeba) and 107SQN (Innisfail) for the Banner presentation and Freedom of Entry parade. The drum band comprised Cadets from TS Endeavour. Australian Navy Cadets provided music for the ceremony.

A Squadron dinner was held to complete an exciting and memorable day for 104 (City of Cairns) SQN AAFC.



The new banner for 104 (City of Cairns) SQN AAFC during the Freedom of Entry to the City of Cairns dedication

HONOURING THE FALLEN, LOCALLY AND ABROAD

6 Wing Cadets participate in commemorations

Air Force Cadets from 6 WG (SA and Mildura) participated in a wide range of commemorative events – from ANZAC Day and Bomber Command ceremonies to honouring the sacrifice of those who died on active service during and immediately following the Malayan Emergency.

Recently, South Australian Cadets joined with veterans and RAAF members to mark the 78th Anniversary of the Battle of Britain (10 July – 31 October 1940). This event was held at the RAAF Memorials at Torrens Parade Ground on 15 September. The RAAF Association (SA Division) and RAAF (No 1 Remote Sensor Unit) co-hosted the function, which was supported by the Chaplain of No 24 (City of Adelaide) SQN, Marion City Band, and 6 WG AAFC – the official custodian of these Adelaide Air Force Memorials.

In the previous month, CCPL Breydon Verryt-Reid, 612SQN AAFC, Mount Gambier, travelled to northern France to commemorate the Centenary of the Battle of Amiens and the last 100 days of WW1. He was selected to be among 16 ADF Cadets representing Australia for this special pilgrimage, joining young people from other participating nations (Canada, France, UK and USA).

In the selection process, candidates were subject to endorsement by their CO and WG OC. Selection was then based on a written submission and the final stage was a phone interview with senior staff. AAFC candidates were required to complete an individual research project. CCPL Verryt-Reid's project was to review the service of Lieutenant John Gould-Taylor, who was posthumously awarded a Distinguished Flying Cross for bravery during the Battle of Amiens.

With fellow ADF Cadets, CCPL Verryt-Reid attended a service at Amiens Cathedral on 8 August, and visited the Somme battlefields of 1916. CCPL Verryt-Reid said, "The



Anniversary of the Battle of Britain Service. 6 WG AAFC Honour Guard under command of CCPL Erika Gardner, 602 SQN (Adelaide Hills). CCPL Sean Fry, 605 (City of Onkaparinga) SQN Noarlunga, did the reading. LCadet Jade Curwood, 613SQN (RAAF Edinburgh) was Ensign Orderly.

Photo FLGOFF (AAFC) Paul Rosenzweig

activities gave us a chance to reflect on the bravery, courage and fortitude shown by the brave men and women who participated in World War I".

In another pilgrimage earlier in the year, CCPL Sydney Searle from 603 SQN (Riverland) joined a small party of AAFC who attended the opening of the International Bomber Command Centre in Lincoln. The Cadets were also invited to join the Australian Branch of the Bomber Command Association on a tour of places significant to the Bomber Command effort during WWII.

CCPL Searle recalled: "After the ceremony had finished we placed poppies on the Walls of Names where all the 58,000 fallen were listed". These walls list the names of the men and women who lost their lives serving or supporting Bomber Command during WWII. Every life lost in Bomber Command was considered equal in sacrifice so the walls do not list ranks held or decorations awarded.

FLGOFF (AAFC) Paul Rosenzweig, OAM, 6 WG Public Affairs and Communication Officer said, "Air Force Cadets, in common with their Army and Navy colleagues, are active in honouring the fallen. But they also spend time with our living veterans, their cadet service helping to bridge the generations".

The ADF Cadets is a community-based youth development program focused on Defence customs, traditions and values. Cadets learn leadership, team building and other skills in a military like environment. For more information on the ADFC program visit the Defence Youth website:

<http://www.defenceyouth.gov.au/youth-programs/adf-cadets>



CCPL Breydon Verryt-Reid, 612SQN, AAFC (Mount Gambier) at Le Hamel Australian Memorial, Amiens. *Photo CCPL Verryt-Reid*

Minimising Drone Operational Complexities While Maximising Utilisation

Drone technology will help to save the lives of Australian soldiers on the ground and rolling this technology out so that it is accessible to every soldier when they need it will change the battlespace for Australian troops.

There are many different types of drones with incredibly varied jobs and roles, from the very tiny "Black Hornet" that is designed to go unnoticed while carrying a camera or microphone, to the immediately familiar quad copters. Sea based drones can be used for all sorts of tasks such as inspection and repair, even delivery and security, while land-based drones can be used for all these tasks as well as imminently dangerous tasks like bomb disposal.

The management of Military drone operations whether in the aviation space, on land or at sea, is a complex multi-dimension process that requires the ongoing consideration of many constantly moving parts while incorporating proper safety and quality management systems.

It's tougher to manage a drone in cramped locations such as inside a building with walls and doors, than in open spaces such as an open field. If your mission requires any kind of complexity or simultaneous operation of a payload such as a video camera or weapon, then you need to make sure your training teaches people how to do it.

However, it is imperative to effective military training and operations that maximising the utilisation of both assets and resources at the planning and scheduling phase of operations is achieved.

So how do you ensure maximum utilisation of physical assets and personnel, while navigating the challenges of ongoing equipment maintenance, asset availability, payload availability and relocation, personnel training, currency and qualification-based availability and ongoing active maintenance of personnel currencies? There are other potential conflicts to manage as well, such as airfield and ramp allocation or airspace allocation when using air-based drones.

The currency and qualification management of Drone Operators is frequently as onerous and complex



as Pilot currency and qualification management, especially when drone operators are required to undertake missions crossing different types of airspace (civilian to military) or across borders. It is essential that appropriately qualified operators are available in the right location at the right time, with the right equipment ready to use. It is also essential that commanders can access information as to their state of force readiness.

Drone Operations personnel require the same standard of systems currently used by Air Forces around the world, to reduce the time it takes to plan and schedule operations and training, while ensuring easy deconfliction of every other aspect, such as personnel and asset availability, air space and ramp availability, payload availability, and then finally currency and qualification status of operators, trainers, and students. A system that ensures only one version of the truth is presented.

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that translates into live, easy to use, planning and scheduling deconfliction across the multi-dimensional landscape of drone operations.

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FlightPro® sees drone management as a full circle of interconnected data covering every sphere of training and mission operations, with all data able to be re-presented live, enabling effective decision making.

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Air League Officers Honoured at Review

Several officers were honoured for their service at the AAL 84th Anniversary Review, held at Crest Sporting Complex, Bass Hill, in September.

Group Commissioner Pamela Price, NSW Girls' Group, was awarded the League's Distinguished Service Award by Chief Commissioner Ian Rickards, OAM.

Pam Price originally joined the Air League at Doyalson Boys' Squadron, NSW, where she served as Branch Secretary and assisted with supporting the Squadron. In 1987, Pam transferred to newly formed Doyalson Girls' Squadron with her daughter and was promoted to the appointment of Squadron Education Officer the following year. Two years later, Pam was promoted to Squadron OC of Doyalson Girl's Squadron - an appointment she still holds today.



Gp.Comr. Pam Price was awarded the Air League's Distinguished Service Award recognising her tireless efforts for the AAL

Pam has worked very hard for the Squadron, raising the League's profile in the local community and securing a permanent meeting location with assistance from Doyalson-Wyee RSL Sub Branch. She has also been instrumental in securing grants and funding of activities to ensure success of the Squadron.

Pam has also held a number of other appointments within the AAL and is currently Group Training Commissioner for NSW Girls Group – a role which has seen her prepare training material used throughout the organisation. She has brought a

number of skills to the organisation including leadership, management and administrative capabilities and awarding of the Distinguished Service Award is a fitting recognition to a key member of the NSW Girls Group.

Group Commissioner Walter Savell joined the AAL in 2005, originally serving on the Branch Committee of Sutherland Shire Squadron, NSW. In 2010 he moved to QLD and was soon asked to help establish an Air League squadron on the Gold Coast, which saw him transfer to the Officer ranks. Since then, Gold Coast Squadron has grown to be the largest squadron in QLD and Walter has also assisted with Southport Squadron and the opening of a third squadron at Coolangatta-Tweed - all part of the Dick Smith Wing (Gold Coast and surrounding areas).

As well as acting as OC Gold Coast Squadron and Dick Smith Wing, Walter also holds the appointment of Group Administration Commissioner, managing transition from a largely paper based system to an electronic and on-line administration that has benefitted QLD Group in terms of time saving and effort required. With support and assistance of his wife, Narelle, Walter has provided a positive influence on the AAL, benefitting Gold Coast Squadron and QLD Group and for this was awarded the AAL Meritorious Service Award.



Comr. James Dixon and Gp.Comr. Walter Savell awarded Meritorious Service Awards by Chief.Comr. Ian Rickards, OAM.

Commissioner James Dixon joined Waverley Squadron, Victoria, as a young cadet in 1975. After rising through NCO ranks to SGT, he was promoted to 2nd Officer and eventually became

Squadron Adjutant, Waverley Squadron. After moving to NSW in 1994, James transferred to NSW Boys' Group and joined Marrickville Squadron, appointed to the role of Squadron OC in 1996 and then Wing OC of Kingsford Smith Wing in 2001.

In 2006, James was appointed to the role of Group Physical Activities Officer whilst retaining the appointment of Squadron and Wing OC. In 2007 he was appointed Group Field Commissioner, NSW Boys' Group. In 2013, James was appointed to the role of Federal Field Commissioner - which he still holds today. With the assistance of his wife, Catherine, they have worked tirelessly for the League, organising and managing the biennial AAL Review to ensure a successful day.

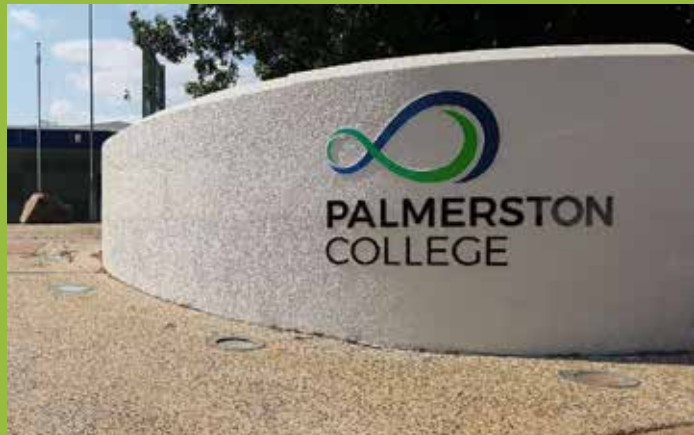
With over 40 years of valuable service to the League at all levels, James has brought a wealth of experience of professionalism to the League and often exceeded the expected role outside his normal portfolio.

The final presentation, at the closing of the day's events, saw Commissioner Raymond Bell, OAM, receive accolades from peers on his pending retirement as Group Executive Commissioner, NSW Boys' Group due 31 December 2018.

Ray commenced service with the League at Marrickville Squadron, November 1944 and has held squadron, wing and group appointments prior to his appointment as Group Executive Commissioner, October 1984. Ray's service totals in excess of 73 years, with 70 years of Officer service and 34 years in the appointment of Executive Commissioner, NSW Boys' Group. Ray has been supported in his endeavours, over many years, by his wife Edna and daughters Megan and Vanessa.

On retirement, Ray's involvement in the League will continue, with Air Activities at Camden and Moorebank Squadron, where his grandsons are now AAL cadets. Ray is also entitled to serve as Immediate Past Group Executive Commissioner.

His service, and commitment to the League and its members, has been admirable and the Council of the League appreciates his efforts over many years. A presentation of an engraved silver tray reflecting his service to the AAL was made after which he received a general salute from the parade.



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Comr. Raymond Bell, OAM, with daughter Megan, Vanessa and his grandchildren – all of whom are now cadets too.

About the Australian Air League

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

With squadrons in most Australian states, 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. www.airleague.com.au

History of the Air League

The Beginning

It All Started With A Toy Wooden Aeroplane

George Robey was an Australian soldier who distinguished himself as an original ANZAC, earning a Distinguished Conduct Medal on 25 April 1915 at the Gallipoli landing. George Robey was still a soldier, serving in the 17th Battalion, The North Sydney Regiment, Australian Military Forces when in 1927 he went to Canberra to assist in the ceremonial opening of Parliament House.

He brought back a toy wooden aeroplane for his son Keith that sparked an interest in aviation and inspired his son to learn about aviation. That inspiration has lasted until the present day. Keith Robey through his career has been a senior executive of one of Australia's largest general aviation companies. Keith was also a well respected aviation feature writer for 'Aircraft' magazine, specialising in flight testing of aircraft.

The gift of the toy wooden aeroplane also sparked off the Australian Air League when five years later Keith complained of the lack of a youth organisation specialising in aviation. His father George Robey and other concerned adults formed the Air Mindedness Development League and on 18 July 1934 Keith was enrolled as the first Cadet member. Not long after that the name was changed to the Australian Air League.

The First Squadron

On 1 August 1934, the Australian Air League was incorporated as a limited liability company, with Robey, Captain Walter William Beale, OBE, and five others as signatories. Soon after the Governor General, Sir Isaac Isaacs granted his patronage, and names of those prominent in the Sydney business world began to appear on the Corporate Members Register.

The first training Squadron opened at Manly, New South Wales on 17 January 1935 with 30 Cadets aged between 14 and 23 years (including, of course, Keith Robey) beginning

their course of training. In March 1935, Manly Branch had around 90 members, and by May that same year, Branches had also been formed at North Sydney, Mosman, Mascot, Burwood, Warringah, Randwick, Bathurst, Cootamundra and Katoomba, and the idealistic aim was to open one branch per week. That same month, a Vice-Regal Ball was held in Sydney, with debutantes being presented to the Governor General.



The first parade in Manly.

Although a girls' section was not to be a reality for many years, it was reported in October 1935 that Rockdale Branch had established a flight of girls, and other branches were pressing for action to be taken in this area.

At a colourful ceremony at Kingsford Smith Aerodrome on 6 November 1937, the League's aims began to come to fruition, when the first six Flying Scholarships were awarded to John W. Nichols, Wallace M. Stewart, Boden G. Fife, John H. J. Brown, Cecil C. Goddard, and Robert E. Kerr. A weekly radio broadcast was commenced on Radio Station 2GB, and early in 1939 the League went into print with regular articles in the magazine, 'Air Log'.



Flying Scholarship Ceremony.

With membership climbing to around 6000, the Air League Council decided to expand the organisation into other states and as a result, in early 1939 a Melbourne office was opened. The first company opened at Glenhuntly in March, and the response in the southern state was as enthusiastic as it had been in NSW, five years earlier. By mid 1939, 19 metropolitan branches had been formed, with membership over 700. In May 1939, the Air League established itself in QLD, and within two months had 4 branches operating with 264 members. To cope with the expanding organisation, the publication of the first Handbook was achieved in March 1939.



An education that will liberate hearts and minds

St Joseph's Nudgee College holds a special place within Catholic education in the state of Queensland, across the nation, and beyond our shores. The College has an outstanding reputation that has been built by successive generations of students, Christian Brothers, staff, parents, Old Boys, and community members over the past 128 years. Not only is this rich history celebrated, the current generation of students, staff and families actively works to build on it.

This is achieved on a daily basis by students who are taught, cared for and challenged by teachers who want the best for each student.

The holistic education, personal development, and wellbeing of each student is the key focus of the College. At Nudgee College, a rich diversity of educational opportunities is offered – in the classroom, in sport, and in cultural pursuits and activities – as well as in faith development and social justice initiatives.

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

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

More than 1,580 boys and young men call St Joseph's Nudgee College their school. For more than 280 of these students it is also their home as boarders.

Nudgee College Boarding is committed to providing our boys and young men with a unique educational experience that will shape the rest of their lives.

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The War Years

On 3 September 1939, came the event everyone expected but hoped would not happen - Australia was at war. Following the outbreak of war, membership increased dramatically, as young men saw the League as a stepping-stone to the RAAF. In Victoria, numbers increased, almost overnight, to 2000, and reports indicated a total membership of around 10,000. On 29 February 1940, the League was saddened by the death of George Robey, after a short illness. His funeral service at Manly was attended by an impressive cross section of the Air League and business community, and included a fly-past by planes of the Royal Aero Club.



Parramatta NCOs.

By 1942, over 26,000 boys had been trained, and the League claimed 125 Branches in operation throughout the three states. Around 5,200 were reported to have signed up in the armed forces, over 1,500 into the RAAF. The League could be justly proud of its members who were serving with distinction in all theatres of war. 3000 remaining members were also serving with Civil Defence organisations. But enlistment was taking its toll. Almost all adult members had left for war service, and the organisation was hard pressed to provide sufficient officers to man companies. The acceptable age limit for officers was lowered and membership became predominantly junior. Furthermore, the whole operation in QLD was closed owing to war regulations.



Girls Section.

In December 1944, official approval was given for the opening of a Girls' Section. Officer training camps started soon afterward. Before long, 1,000 girls between the ages of 8 and 15 were getting the opportunity of

learning the aviation subjects that had been the sole preserve of the boys for ten years. At the same time as the Girls' Section was formed, the Boys' Section was reorganised to create a new Junior age group for 8 to 11 year old's, with its own distinctive shirt of dark blue with light blue facings. This move was due to the predominantly younger membership, and recognised the different requirements of cadets under 12.

Peacetime

The end of hostilities brought a different attitude. Although many returning AAL members re-joined their old units, many others, including the public at large, wanted to hear no more of uniforms and regimentation. While a number of companies closed, the League's administration looked to the future. 1956 saw a major amendment to the AAL organisation, with changes in terminology and ranks that formed the basis of the present structure.

The fortunes of the League fluctuated throughout the 50's, 60's and 70's. Squadrons opened and closed and activity in many country areas started with a flourish, but often faded away – distance from the main area of activity often being a contributing factor in a squadron's early demise. During this period the Air League remained a mainly metropolitan organisation based in Sydney and Melbourne. After a few abortive attempts QLD was re-opened in the 1970s followed by the ACT and eventually SA.

The founders of the AAL saw a prosperous future for aviation and the League has become part of that future

being recognised in the aviation industry and Armed Services as the primary school of aviation. Over the years it has been held in high respect by the leaders of the nation and from early stages of our history, Governors General of Australia have been Patron-In-Chief of the AAL. The Governors of NSW, VIC and SA have been Patrons of our respective State Groups.



Cadets in front of a Meteor.

The Australian Air League – Today

Today the AAL is a national youth organization for boys and girls from 8 years of age and over. There are currently more than 80 squadrons active in QLD, NSW, VIC, ACT and SA, with more squadrons continuing to open.

It continues to build on the ideals formed by its founders over 70 years ago, to promote an interest in aviation both as a career or as a hobby in the youth of Australia, to provide opportunities to develop good citizenship, teamwork and to develop ingenuity and resourcefulness of members.

<https://www.airleague.com.au>



Flag Bearers.

St Peters Lutheran College Springfield

St Peters Lutheran College Springfield is a modern co-educational K-12 school with a focus on the pastoral, academic, physical and spiritual dimensions.

St Peters is committed to the provision of excellence in Christian education which requires an ongoing process of development and improvement. With a high-quality teaching staff, St Peters continues to explore and develop agile learning environments and technology-rich pedagogies that support the development of 21st century skills such as collaboration, creativity and critical thinking. There is an exceptional sense of community at St Peters which provides a prime environment for learning and the growth and formation of our young people.

St Peters offers students comprehensive academic, sports and music programs from Prep to Year 12. The St Peters Lutheran Kindergarten is situated on the College Campus and provides a warm and educationally enhancing environment for pre-schoolers. A special and unique St Peters experience is the Ironbark Program, a compulsory five week "boarding experience" for Year 9 students, located at the St Peters Ironbark Outdoor Education Centre situated in the Darling Downs. The Ironbark Program focuses upon personal growth and development aimed at challenging students physically, socially, intellectually and spiritually and is always voted "the best memory of school days" by old scholars.



This College Community enjoys a culturally rich and diverse environment. At their enrolment interview, the College Principal personally shakes hands with every new student joining the school as they agree to the College expectations to live by the motto '**Plus Ultra**' (ever higher, more beyond) and to treat everyone with **Care, Dignity and Respect**. New families have a strong understanding that their children will be safe at St Peters and existing families will confirm it.

St Peters has plans for future building development to support their ongoing and projected growth which the Principal, Mr Craig Schmidt described as "an exciting opportunity to develop learning and

community spaces that are responsive to the needs of our young people, to ensure they are well equipped to live and work in our changing world".

The College is accessible through a wide range of transport options, including close proximity to the train with a bus connection to and from the College and a comprehensive bus service which includes to and from the Greenbank area.

Contact us to find out more about why **St Peters is the Place to Be** by calling our Enrolments Registrar on 3470 3888, emailing us at s.enrolments@stpeters.qld.edu.au or by visiting our website at www.stpeters.qld.edu.au





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QLD Air Museum



Restored Neptune

QLD Air Museum hosted a special event during September.

The Australian Military Aircraft Display features the Lockheed Neptune, Lockheed Ventura and De Havilland Caribou.

Each of these aircraft have been lovingly restored by QAM Restoration and Conservation teams. Each of these aircraft have played important roles in Australia's defence and coastal surveillance.

The Neptune and Ventura were primarily designed as surveillance aircraft and were affectionally known as the 'sub-hunters' for their capacity to detect enemy submarines. Both aircraft have interesting stories on their way to becoming QAM displays.

The Neptune was recovered from Mareeba, dis-assembled by 12 QAM volunteers in February 2016, transported to Caloundra on 6 trucks, and re-assembled over a period of 2 years.

The Ventura, a WWII aircraft, was recovered in 1991 as wrecked fuselage where it had been used to store pig and chicken food on a farm. In very poor condition and missing wings, tail, engines and all internal components,

the restoration was a much greater challenge and has been underway for almost 3 decades! That's the type of dedication only QAM volunteers can provide.

The DHC-4 Caribou is very fortunate to end up at QAM having been involved in 3 near-death crashes whilst serving in Vietnam. This aircraft has many stories to tell.

Visitors to QAM during September had the opportunity to climb inside these historically significant aircraft and hear stories of their service.

Australia's largest and best display of vintage aircraft all in one fantastic location.

See our website www.qam.com.au for further information.

Located next to Caloundra Airport on the beautiful Sunshine Coast.

With more than 80 historic aircraft and many other displays, QAM is the spot to spend several memorable hours or take advantage of a visit during one of our Engine Run Days or the Open Cockpit Weekend (see website www.qam.com.au for details).

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



Restored Ventura at QAM

Battle of Britain Commemoration, Hobart

The Tasmanian Division, RAAF Association conducted the National Commemoration of the Battle of Britain in Hobart during 14 - 16 September. These activities comprised a welcome function, Service at the Cathedral Church of St David, followed by a traditional RAAF dining in night, wreath laying ceremony at the Cenotaph and BBQ lunch at the RAAF Memorial Centre.

The occasion was well supported. DCAF, AVM Gavin Turnbull, AM, representing CAF, was guest of honour and there was good representation by air/defence Attaches from Canberra – USA, UK, New Zealand, Germany, France and the Kingdom of the Netherlands.

Over 150 attended the dining in where Commander Combat Support Group, AIRCDRE Ken Robinson, CSC, gave an inspiring address. No 79 Squadron aircraft provided a flypast at the Cenotaph and the Roulettes gave one of their outstanding displays after the ceremony. The address at the Cenotaph was given by DCAF and reflected on the RAAF's history back to the Australian Flying Corps.

The Roulettes also presented a great photograph – taken by one of our



Photo and display at the Memorial Centre entrance

members at the 2017 commemoration – which now takes pride of place in the entrance to the Memorial Centre. (Photo-Roulette Presentation)

One interesting aspect is the connection between 79 SQN and our Association. One of our members, Mrs Marjory Fitzpatrick, lost her brother in 79 SQN flying Spitfires in the Pacific Campaign. 79 SSQN was the last RAAF squadron to fly Spitfires. Mrs Fitzpatrick turned 104 on 1 November and has been a regular attendee at the Church Service over the years, travelling from Launceston. She attended again this year – as bright as a button too!

The Association is very grateful for the assistance given by sponsors – Rolls Royce, L3Technologies, Lockheed Martin and the Tasmanian Government.

The dates for next year are 16 - 18 September 2019 – details are on the Association's website. It's a great occasion and open to all – why not make a trip South? It will be the 40th year the Tasmanian Division has conducted the event, which is now proclaimed to be

part of RAAF traditions by ACM Mark Binskin, AC (Retd), when he was CAF.

AVM Peter Scully (Retd)

Chairman, Commemorative Committee

ARDU 75th Anniversary

ARDU will celebrate 75 years of continuous service on 1 December 2018. Since the establishment of No. 1 Aircraft Performance Unit, RAAF Laverton in December 1943, ARDU has pioneered flight test in the ADF. Today, ARDU continues this legacy as an integral unit of the Test and Evaluation Directorate, Air Warfare Centre.

For further information on Anniversary events, including the dinner, purchase of merchandise and to join the mailing list- www.ardu75th.com/



AUSTRALIAN INTERNATIONAL AIRSHOW 2019

1-3 MARCH, AVALON AIRPORT, GEELONG, VICTORIA

The Australian International Airshow, also known as the Avalon Airshow, is the biggest airshow in the southern hemisphere, attracting visitors from all over the world.

Showcasing the latest military 'heavy metal' from Australia and overseas including supersonic jets, attack helicopters, vintage, classic and experimental aircraft – there is sure to be something to interest and amaze everyone at this premiere event.

Visitors will also get to see precision stunt performers and flying barnstormers, whilst soaking up the atmosphere by the runway. Wander through the trade halls and then stay for Night Alight –guaranteed to be spectacular, breathtaking and fiery!

The theme for the airshow 'A Centenary of ANZAC – Heroes of the Sky' will serve as a moving tribute to the brave aviators who took to the sky 100 years ago.

The Australian International Airshow will deliver one of the most exciting and diverse flying display programs ever seen in Australia.

If you love aviation, the sound of radial engines and supersonic jets, make sure you get to Avalon for this world class event.

Held between 1 – 3 March 2019 at Avalon Airport, Geelong, further information regarding displays, ticketing costs, program and facilities are available at www.airshow.com.au



Air Force History

13 Oct 02

Relief effort mounted after Bali bombings

After terrorists detonated bombs in two tourist bars on the Indonesian island of Bali on 12 October 2002, killing 202 people (including 88 Australians) and injuring another 209, the RAAF was at the forefront of the relief effort mounted by the ADF.

Permanent Air Force and Specialist Reservists were activated and C-130 Hercules were specially configured for aeromedical evacuation (AME) tasks.

Aircraft departed from RAAF Base Richmond under six hours — half the time normally required to deploy for an AME — and were on the ground at Bali's Denpasar Airport on 13 October.

A total of five Hercules (three C-130Js and two C-130Hs) flew out 66 casualties, including Balinese and other foreign nationals for treatment in Australia.



Operation Bali Assist was the ADF contribution to bombings in Bali, October 2002. This was the largest Australian AME since the Vietnam War.

13 Oct 65

38 SQN Detachment A commenced operations in Papua New Guinea

On this day, No 38 Squadron Detachment A began operations from Port Moresby. Two aircraft, A4-164 and A4-225, had departed RAAF Richmond the previous day.

The Detachment provided transport support for the PNG Defence Force and tropical and mountainous condition experience for Australian-based crews.

All Caribou captains were required to complete at least one, two-month deployment to PNG before serving with 35 SQN in Vietnam.



38 SQN Detachment A commenced operations from Port Moresby in 1965.



A 38 SQN Caribou returns to Papua New Guinea on a training mission, 2007. *Photo SGT William Guthrie.*

Until their withdrawal in 1975, the crews of the Detachment flew nearly 27,000 hours.

13 Oct 57

Death of veteran Airman

On this day, Sir Thomas Walter White, a veteran airman of both World Wars, died in Melbourne.

One of the first Australian Flying Corps officers selected to train at Point Cook, White served with the Mesopotamia Half Flight where he survived several incidents landing behind enemy lines before he was captured by Turks and Arabs on 13 November 1915.

He escaped captivity in July 1918 and made his way to London via Istanbul and Odessa, Ukraine. He was awarded the DFC and twice mentioned in dispatches for his Middle East exploits.

After pursuing business interests and a political career between the wars, White transferred to the Citizen Air Force as a temporary SQNLDR in April 1940.

Taking leave from Federal Parliament, he commanded a training school at Somers, then in 1941 went to England where he administered Australian aircrew and acted as liaison officer with the RAF.

He still longed to fly, and on several occasions took part in operations as a second pilot. Returning to Melbourne in 1943, White served at the RAAF Staff School before being demobilized as honorary GPCAPT on 9 December 1944 and resuming his parliamentary career.



Sir Thomas Walter White, veteran of both World Wars and one of the first AFC officers.

30 Sep 88

75 SQN flew last Mirage operational sortie

As No 2 Operational Conversion Unit (OCU) began to work up for the F/A-18 Hornet in 1984, all Williamtown based Mirages were transferred to No 77 Squadron, with 40 of the type on strength, possibly making the unit the largest fighter squadron ever in the RAAF. 77 SQN finally relinquished their Mirages for Hornets in November 1987.

In March 1986, 79 SQN reformed at Butterworth from 3 SQN, as the latter began conversion to the Hornet.

79 SQN operated the Mirage until disbanding in April 1988, leaving 75 SQN at Darwin and Aircraft Research and Development Unit (ARDU), Edinburgh, as the remaining operators.

In early September 1988, 75 SQN flew a formation of Mirages over east coast state capitals as a farewell gesture before the aircraft ceased squadron operations on this day.

In October, remaining 75 SQN Mirages were ferried to Woomera and so, appropriately, this Squadron, the first to equip with Mirage in 1966, was the last to operate it.



75 SQN was first to equip with the Mirage in 1966 and the last to operate it in 1988.



Formation of 75SQN Mirage III over Darwin, 1986.

29 Sep 77

6 SQN F-111C crashed at Evans Head

On this day, No 6 Squadron F-111C A8-133 crashed south of Evans Head Air Weapons Range killing SQNLDR John Holt and FLTLT Phil Noordink.

The crew successfully completed two runs on the range and started a third when the aircraft canopy was struck by three large birds - possibly pelicans.

The crew-initiated ejection well outside of the safety envelope and the ejection module struck the ground killing



Cairn dedication ceremony for SQNLDR Holt and FLTLT Noordink who crashed near Evans Head Air Weapons Range in 1977.

both crew. On 29 September 2006, two cairn dedication ceremonies were held. One at the crash site and the other in the RAAF section of Evans Head cemetery.

30 Sep 42

454 SQN re-formed in the Middle East

Formed without aircraft in NSW on 23 May 1941, No 454 Squadron personnel soon sailed for the Middle East, where it was to receive its aircraft. On arrival, however, the Squadron was disbanded on 11 July and its personnel dispersed between 456, 457 and 458 SQNs. The unit had existed for just 50 days.

On this day, 454 SQN re-formed as a light bomber squadron operating Blenheims out of Aqir in Palestine. The unit continued its support role, providing refresher training for Blenheim crews prior to their postings to operational RAF squadrons.

In January 1943, 454 SQN began active operations when it converted to Martin Baltimores and began anti-submarine and shipping patrols.



454 SQN was formed in 1941 and saw a number of roles during its history.

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454 SQN Baltimore, Italy, c1944

29 Sep 40

Trainee pilot made amazing landing

On this day, two Avro Ansons from No 2 Service Flying Training School, Wagga Wagga, became involved in a remarkable incident after they collided in mid-air. The accident occurred above the village of Brocklesby, Riverina district, when crews lost sight of each other while on a cross-country flight.

The aircraft collided one on top of the other, but fortunately both crewmen from the lower machine were able to bail out and parachute to safety.

The pilot of the upper Anson, LAC Leonard Fuller, told his observer to jump as well, but on finding he had control of both aircraft (even though locked together) he decided against following and opted for a forced landing.

This he successfully did after a 13 km glide onto a farmer's property. LAC Fuller's achievement received worldwide publicity as a unique happening in aviation history.

Postscript: Leonard Fuller went on to serve in the UK with the RAF's 37 SQN, was awarded the DFM for an operation over Palermo, Italy, in September 1942 and soon afterwards was commissioned. He returned to Australia and instructed at No 1 OUT, Sale. Ironically, FLGOFF Fuller was killed at Sale, 18 March 1944 while riding a bicycle. He is buried in the Sale War Cemetery.



Commemorative plaque for LAC Graham Fuller who crash landed the Avro Anson Aircraft over Brocklesby, NSW, 1940.



Crew

The story of the men who flew RAAF Lancaster J for Jig

Author: Mike Colman

Publisher: Allen & Unwin 336 Pages

RRP \$32.99 - paperback, e-book also available for download

Purchase through Dymocks or Angus & Robertson

www.allenandunwin.com

The story of an RAAF Lancaster bomber crew shot down over France in 1944.


On the evening of 24 February 1944, RAAF Lancaster bomber J for Jig took off from an airfield in Lincolnshire. On board was a crew of seven young men-five Australians, two Scots-whose mission was to bomb factories in Schweinfurt, Germany. But J for Jig never reached its target. It was shot down in the night skies over France.

This book is about the seven lives on that aircraft-who they were, what they did, whom they loved, and whom they left behind. Some were to die that night, and others were to survive, withstanding incredible hardships and adventures as prisoners and evaders in a war that was far from over.

Crew brilliantly recreates J for Jig's final mission but, more than that, in telling seven individuals' stories Mike Colman has captured the achievements, loss and the enduring legacy of the generation that fought in the Second World War.

Air Force Association

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AN INVITATION TO RAAF MEMBERS PAST - PRESENT - FUTURE

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Asia: A Huge Growth Market for Government Satcom

In a recent article, global research and consulting firm Markets and Markets (MnM) forecast an annual market growth rate in Asia of 14% for unmanned aerial vehicles (UAV) through 2022.

Requirements for border security are one of the most significant factors driving this growth, according to MnM. Asian countries are also engaging in more peace-keeping operations, which create the need for added SATCOM connectivity outside their typical theaters of operations. And this means more SATCOM for morale, welfare and recreation (MWR) applications for posted personnel.

Governments in the Asia Pacific region are increasing their deployment of UAS at a time when advances in sensor technologies require higher throughput satellites to transfer the high-resolution imagery resulting from these sensors.

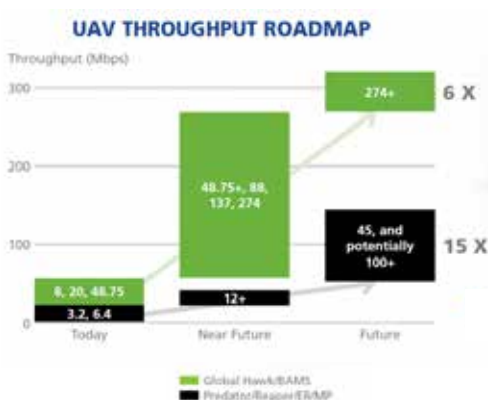
Intelsat's revolutionary constellation of HTS spacecraft deliver high-power spot-beam service to meet a range of maritime, aero and terrestrial needs, delivering high-throughput signals to small-sized terminals. Five of these Intelsat Epic^{NG} satellites are already in service. The sixth, Horizons 3e, will be operational in early

2019 and will cover Asia to complete Intelsat's global HTS coverage.

Horizons 3e is the first satellite to feature an entire Ku-band payload utilizing multiport amplifiers that optimize power across the satellite. With the multiport amplifier, if one spot beam is idle, its allocated power can be distributed to other beams to meet customer throughput demands. By matching satellite power usage to traffic demands, Horizons 3e will allow government customers to leverage the additional efficiency improvements and expand their network and applications across the Asia Pacific region.

The resiliency of commercial SATCOM is an important issue for government customers, and Intelsat Epic^{NG} introduces a more "hardened" level of commercial SATCOM. Anti-jamming capabilities are greatly enhanced with Interference-mitigation capabilities like on-board power monitoring and notch filtering of interferers/unauthorized users as well as monitoring, re-routing, geo-location and identification of interferers.

To accommodate broadband demand requiring flexible service and pricing



plans, Intelsat General, a wholly owned subsidiary of Intelsat focused on the government market, is introducing FlexAir, a global inflight connectivity service designed for aircraft with high-performance requirements. This managed service is optimized for 45cm Ku-band platforms and is compatible with a range of fuselage and tail mounted antennas.

Intelsat General will continue to provide the latest technology, products and services to help meet needs for affordable, technically superior and resilient space-based communications.

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ADVOCACY, ENTITLEMENTS AND SUPPORT (AES) SPOT¹

Introduction

In my Spring 2018 article, I outlined the submission to the Productivity Commission (PC) made by the Alliance of Defence Service Organisations (ADSO). You will recall that Air Force Association is a foundation member of ADSO, that we had a pivotal role in drafting the PC Submission and that the ADSO was about to lodge its second of two submissions to the Scoping Study as Wings went to press. This article overviews the latter submission. Again, AFA played the key role in both submissions. They are Nos 1.1 and 1.2, and are accessed at:

<https://www.dva.gov.au/consultation-and-grants/reviews/veterans-advocacy-and-support-services-scoping-study/submissions>

Background

As had the Australian National Audit Office (ANAO) Report on the *Efficiency of Veterans Service Delivery by the Department of Veterans' Affairs and Productivity Commission Inquiry into Compensation and Rehabilitation for Veterans, the Veterans' Advocacy and Support Services Scoping Study* was a recommendation of the Report by the Senate Foreign Affairs, Defence and Trade References Committee Inquiry into *The Constant Battle: Suicide by Veterans*.

You will recall that the Spring article related ADSO's profound concern at the thrust of the PC Inquiry Issues Paper which appeared to presume the further outsourcing of DVA services to the private sector and/or other government agencies. We noted that this was the express recommendation of a Department of Finance *Sustainability and Efficiency Report into DVA*. Our submission to the PC observed that further outsourcing would reduce DVA to a rump, facilitating its disestablishment. This would leave veterans and their families without a dedicated agency to administer their legislated entitlements.

Scoping Study Framework of Considerations

To generate inputs, the Study Lead, Mr Robert Cornall AO, released a

Discussion Paper. See: https://www.dva.gov.au/sites/default/files/files/consultation%20and%20grants/atdp/advocacy_study_discussion_paper.pdf

The Study proposed to consider the following factors, which it had identified in a Discussion Paper, as affecting the delivery of advocacy and support services:

- What are the emerging needs of younger veterans, female veterans and veterans' families?
- How can transition from the Defence Force, particularly in the case of early medical or administrative termination of service, be managed more effectively?
- How can the increasing emphasis on rehabilitation and assistance to get a job in the civilian workforce be best supported by advocates and service providers?
- Why is the attraction of younger veterans to replace the declining number of ageing volunteer advocates a challenge for ex-service organisations?
- Despite the complexity of the legislation governing, and wide range of agencies and organisations engaged, how can veterans' entitlements and services be best delivered into the future?
- How can advocate training and accreditation cope best with this complexity and provide flexible options for maintaining the number and location of trained or professional advocates to provide a sustainable, consistent and reliable advocacy service that meet demand?

ADSO Submission

AFA took the approach that the force of its concerns would be more compelling to the Scoping Study if they were amalgamated into a submission by ADSO with a membership of 17 ESOs and close working relationships with Legacy and the RSL. We therefore became a key member of the submission drafting panel. The views of other Members moderated and were combined with ours. Legacy fully supported the we took. Regrettably, a change of National President within RSL thwarted its consideration of the draft submission.

The ADSO submission is in two parts. Part A contextualises the

Submission, addressing the Discussion Paper's framework and ADSO policy considerations. Part B consolidates ADSO Members' responses to the Questionnaire circulated by the Scoping Study. The Executive Summary from the ADSO submission follows:

"This submission to the Scoping Study contends that the unique nature of military service has, over a 100-year history, been respected by the Nation and successive Governments. The depth of this respect has manifested in acceptance by the Nation and successive Governments as justification for entitlements that are '*unusually favourably to claimants, as compared with claims for other Government benefits*' (Heerey J 'Repatriation Legislation and Litigation 1920 to 1994'). ADSO is deeply concerned that the reviews and inquiries resulting from *The Constant Battle* are the end-phase of a 40-year perception by successive governments that DVA has a finite life.

"Now, however, the imperatives driving government are far less benign than they were in the post-WWI, WWII, and Vietnam eras. The presumptions that shape many of the questions posed by the Productivity Commission's Issue Paper are applied economic rationalism. This should not surprise. The DoF Contestability Programme Guidelines make clear what is happening more widely. Small departments are being combined into mega-departments. Government services that have long-provided a social safety-net are now outsourced to the marketplace. The needs of the less fortunate or less able are disregarded callously by Governments in pursuit of neo-liberal dogma.

"ADSO cannot ignore the recommendation from DoF's *Functionality and Efficiency Review of DVA* that the ANAO Efficiency Review of DVA has quoted. Nor can it ignore the apparent enthusiasm with which DoF states in its FY2016-17 Annual Report that its FERs in that year saved \$2.7b. If DVA's functions are to be outsourced or transferred to other agencies as DoF recommends, ADSO reminds the Government of the risks it took and the lessons that are to be learned from the Home Insulation, NBN and Murray-Darling water buyback initiatives. The roll-out of NDIS already

¹ Article prepared by R.N. (Dick) Kelloway, National VP, ATDP-accredited Level 3 Compensation and Level 2 Wellbeing Advocate.

Veterans Information

shows signs of inadequate analysis and poor implementation. The multi-billion costs of these failed programs indict political dogma and leadership.

“Through the current reviews and inquiries into DVA, the sights are now levelled on another sub-set of society: the Australian youth that Governments have sent into harm’s way purportedly in defence of the Nation. The further outsourcing and transfer of DVA functions, the creation of a Bureau of Veterans’ Advocacy staffed by legally trained public servants, and amendment of legislation to allow legal practitioners funded by Legal Aid to practice at the VRB signify the progressive stripping of DVA’s Budget appropriation. With few functions and a grossly reduced budget, the rationale for an independent agency dedicated to veterans, their families and dependents no longer exists. Those that have put their life on the line for the Nation and the families that have supported them will end up with no more rights and entitlements than the most disadvantaged and most disabled in Australian society.

“ADSO contends that against this background VCR’s structure, systems, processes and culture change activities have changed DVA fundamentally from the critical assessment in the APSC 2013 Capability Review. The highly participatory methodology adopted by Project Lighthouse has set the bar for all future consultative program design. The MyService portal, data mining and back-end processing are changing the claims system fundamentally, yet it is only now emerging from beta trials. In parallel, the Rolfe Review has led to an ASQA-accredited Course in Military Advocacy. ATDP has accredited 646 advocates with another 180 awaiting RPL and 120 committed candidates undertaking a learning pathway. All four levels of Compensation training will have been rolled out by 30 June 2019, as will the third level of Wellbeing training. These achievements are the product of a handful of volunteers, a training contractor and a small business unit in DVA.

“To ADSO’s dismay, however, these advances do not mean that human and systemic failings are not continuing to occur within DVA. Without in any way disparaging the inexcusable individual human cost of these failings, in comparison, the budgetary cost of the succession of

failed Government initiatives above is egregious. Regrettably, DVA’s failings are very public and grist for the mill for those with an inimical agenda or who seek outcomes but are unaware of the strategic ramifications of their pressure. Equally regrettable, the complaints on which the Senate Inquiry’s findings were based related to events that, for the most part, had occurred before VCR and ATDP began to take effect. In other words, the premises on which the current reviews and inquiries are being conducted are fallacious. ADSO contends that this presents as a major challenge for the Scoping Study. This deduction also frames ADSO’s responses to Questionnaire No 1.

“In response to the Scoping Study ToR and Discussion Paper, ADSO contends as follows:

Wellbeing and Compensation Advocacy Services.

“The 2010 Review of DVA-funded ESO Services and the Rolfe Review found that advocacy services were not nationally uniform nor always of high quality. The Course in Military Advocacy built initially on TIP training but through consultations with (especially) younger veterans has significantly broadened and deepened its learnings and skills development.

Regrettably, some very experienced and competent advocates will not migrate into accredited advocacy. Their loss will be felt keenly as the transition towards a profession of advocacy evolves. Analysis indicates that the number of advocates needed to meet current projections of DVA clients will decline from 1,600 to around 1,000 by 2028.

To meet the disparity between the location of accredited advocates and an inevitably widely-dispersed veteran community, ADSO proposes that the Wellbeing Support Officer role be formalised, offered nationally consistent training by ATDP and linked into CoP as the ‘eyes and ears’ of the ESO/VSC community. WSOs would be recruited in locations proximate to clusters of veterans and provide local ‘walk beside’ support in electronic contact with (possibly) distant advocates. They would form a third tier of service delivery and be encouraged to see their role as a pathway into accredited advocacy.

Current Challenges and Barriers. Research shows that there is an

extraordinary volume of comprehensive information available on DVA, Defence, ENGAGE, CSC, VVCS and ESO/VSC websites. Knowing what is available is, however, a major ‘barrier’. ADSO proposes creation of an index of URLs posted in key locations with links to all other sub-indexes. Persistence and (especially mental) ill-health are the major ‘challenges’ to accessing entitlements and services. Barriers and challenges are interactive. The presence of one exacerbates the effect of the other.

Veteran’s Advocacy Needs.

(i) Despite the complaints reported in *The Constant Battle*, most veterans in the 60+ age category have been well-served by their advocacy colleagues. Mates **have** helped Mates.

(ii) The challenge now is to ensure that the cohorts expressing robust disaffection with advocacy services and training have their needs met. To some extent, they are an in-between cohort. The younger cohort have actively sought to resolve their needs, some by undertaking advocacy training and development. The remainder forming organisations or groups that care for their mates’ specific needs.

(iii) Through workshopping, advocacy training and development is now incorporating the younger groups needs into the Course in Military Advocacy. The Course therefore covers the veteran community’s needs from ‘cradle to grave’. Younger veterans’ engagement provides foundations on which, in future, they can adapt and redirect the Course as required.

(iv) This leaves the ‘in-between’ cohort that has been the most condemnatory of DVA and ATDP training. ADSO is seeking to engage with this group.

Models for Professional Advocacy.

ADSO contends that the Canadian Bureau of Pension Advocates (like its counterparts elsewhere) is the product of that nation’s unique culture, imperatives and experiences.

ADSO has proposed incorporation of an Institute of Professional Military Advocates that is built on Australia’s military and veterans’ traditions and legislative provisions.

Currently, around 40-50 advocates of the 1,600 are paid. ADSO accepts,

however, that some movement towards a higher proportion of paid advocates is inevitable. Be that as it may, the tradition of Mates helping Mates is as strong amongst younger veterans as it is for the current cohort of Vietnam-era advocates.

ADSO submits that the future will involve an amalgam of volunteer and paid advocates

Sustainability, Consistency and Reliability.

(i) ADSO contends that the advent of ATDP has set in place the foundations for national consistency as advocated in the Rolfe Review.

(ii) The increasing number of accredited advocates are supported by the experienced and competent TIP-trained advocates that either remain in practice at Levels 3 or 4 until December 2021. Together these cohorts will ensure that service delivery is reliable. If their ESO/VSC can encourage the latter cohort to stay on as mentors, the prospects of reliability will be further enhanced.

(iii) Sustainability has a numerical limb that is, at this stage, perceived widely to be the most problematic. ADSO contends that there are, however, pools of potential candidates that have to date not been tapped. These include veterans that are on INCAP/PI, and spouses of veterans. Clearly, the nature and level of incapacity of the former and the freedom of the latter to find time away from family commitments or work are relevant considerations.

(iv) ADSO has suggested a concerted recruitment drive and the paying of some advocates to access the latent pools.

Efficiency and Effectiveness.

(i) ADSO agrees with the wider view that transition is a particular need that collaboratively by Defence, DVA and the ESO/VSC community must attend.

(ii) The introduction of legally trained public servants or legally qualified professionals, however, has the potential to be so disruptive that it would incur inefficiencies.

(iii) ADSO is frankly concerned that the decision to employ legal professionals would be destructive of voluntary advocacy. Just as the introduction of ATDP has led to the loss

of valued volunteers from advocacy, so too would lawyers would lead to further losses.

(iv) ADSO cautions that the ramifications of the proposal be weighed very carefully. At the moment, the cost to Government of veterans' advocacy is the \$4m allocation to BEST. Contrary to the Contestability Programme's cost-saving objective, the Government may find itself with another ill-considered policy initiative that ends up costing many times the current budgetary outlay. ADSO estimates the annual expense would be around \$120m.

Level of Service.

(i) ADSO contends that, as is befitting for those who have been prepared to lay down their life for their fellow citizens, the level of service delivered by DVA is markedly superior to that accessed by society's most disadvantaged and most disabled.

(ii) To contemplate transfer of services to a mega-department would therefore render ADF members and veterans' commitment and their families' steadfast support as being of no value to society. To create this impression – let alone reality – would place Australia's national security in jeopardy.

(iii) Again, ADSO cautions Government to consider thoroughly the full range of ramifications of policy driven by dogma.

Interest-focused Services.

(i) ESOs' role has long been to bring the interests of its veteran members to the attention of Government.

(ii) ADSO notes that its efforts are complemented well by the various forums in DVA's National Consultation Framework and by the workshops that have been conducted by Project Lighthouse and ATDP. Indeed, the participatory research methodology adopted by the workshops is the 'gold standard'.

(iii) ADSO proposes that the interests of veteran groups will be enhanced if the findings of the various Forums and workshops are integrated into DVA's annual planning cycle. This proposal is consistent with Professor Peter Shergold's recommendations in many reports for and to governments.

Appeals.

ADSO is trenchantly opposed to

amending VEA 1986 to allow legal practitioners to represent veterans at the VRB. ADSO contends that it would make the VRB:

- (i) a full-cost jurisdiction;
 - (ii) incur unacceptable financial risk for veterans;
 - (iii) divert the focus from the merits of facts and contentions to points of law;
 - (iv) deny veterans the Board's full attention to them and their circumstances; traumatise those already traumatised;
- and undermine the veteran community's trust in the fairness of the appeal pathway.

Governance and Quality.

ADSO draws the Study's attention to the governance and QA features of its proposed Institute of Professional Military Advocates. These include:

- (i) incorporation with a professional Board;
- (ii) adoption of a social enterprise model, with social benefit and economic sustainability objectives;
- (iii) joint ESO-DVA funding and public donations;
- (iv) responsibility for training, standards, service delivery and quality assurance;
- (v) independent oversight by ASQA; and
- (vi) adoption of a 'market stewardship' approach to ensure independent monitoring of service delivery.

Stakeholders' Roles and Responsibilities.

(i) ADSO submits that one of the consequences of VCR has been to strengthen the partnership between its 18 Members and DVA. Amendment of the ESORT agenda to facilitate discussion of strategic concern to ESOs has further strengthened the ADSO-DVA partnership.

(ii) Completion of ESORT's shift of focus to the strategic issues that are relevant to the national leadership will cement collaboration.

(iii) Robust, but respectful engagement, focused on issues appropriate to the Forum's level can only have benefits for service delivery in general and to advocacy services in particular.

Implementation and Costings.

ADSO would welcome an opportunity to engage with the Study in developing

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Ensuring personnel and asset protection with fast arc quenching

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

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

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

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

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

maintained irrespective of where and how it is installed.

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



an implementation plan and costings for the models it considers."

Stop Press

At the time of writing on the final day of the INVICTUS Games, the Prime Minister and Minister for Veterans' Affairs announced that the Government 'will develop' a Veterans' Covenant and issue a Veterans' Card and Veterans' lapel pin. The Media Release can be accessed at: <https://www.medianet.com.au/releases/169227/>

In parallel, the Commonwealth Minister and State/Territory Ministers for Veterans Affairs released a Joint Communiqué following their Ministerial Round Table. The Communiqué can be accessed at: http://minister.dva.gov.au/media_releases/2017/nov/joint_vmm.htm

Conclusion

The Productivity Commission is committed to releasing its Draft Report for Public comment and the Scoping Study its findings to the Minister, in December 2018.

AFA has joined with ADSO to argue that, to achieve the necessary level of commitment, the Covenant must be embedded in VEA, DRCA and MRCA. In this respect, we are concerned about the Joint Statement's reference to the United Kingdom Armed Forces Covenant (see: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/49469/the_armed_forces_covenant.pdf). We are also concerned about the focus on 'recognition and respect', and the Prime Ministers' proposal to write 'to businesses and communities to urge them to recognise the service of our veterans'. This seems to be a long way short of the commitments to veterans and their families that AFA and other ADSO members are recommending. Our concerns are exacerbated by the history recounted in 'The Last Shilling', the DoF *Sustainability and Efficiency Review* of DVA, and the perceived thrust of the PC's Issues Paper.

As the vernacular goes: 'Much is happening in the veteran space'. Be assured that National Council is concerned at the implications for serving and ex-RAAF members and families.

By R. N. (Dick) Kelloway

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

ENHANCED SERVICES TO BE PROVIDED TO VETERANS AND THEIR FAMILIES IN QLD

More assistance is available for veteran service organisations boosting support for veterans and their families in the electorate of Hinkler in Queensland, Minister for Veterans' Affairs Darren Chester announced recently.

Mr Chester and Federal Member for Hinkler Keith Pitt visited Toogoom and Hervey Bay in Queensland to see how additional funding provided through the Building Excellence in Support and Training (BEST) Grants would assist veterans.

"Grants programs such as BEST provide vital financial assistance to ex-service organisations to provide pension, advocacy and welfare to support veterans and their families," Mr Chester said.

"More than \$49,000 in Federal Government funding to the Hervey Bay RSL Sub-Branch will assist with salary and office administration.

"Our Government is committed to supporting our 290,000 veterans and their families, and provides more than \$11.2 billion each year to deliver essential services and programs."

Last year Hervey Bay RSL Sub-Branch was aided with more than \$79,000 in funding through the Veteran and Community Grants (V&CG) program assisting in providing much-needed transport for veterans to attend social and commemorative events.

Mr Chester and Mr Pitt were pleased to see first-hand the work of a variety of ex-service organisations supporting veterans in the Hervey Bay community.

"The Hervey Bay RSL Sub-branch plays an important role in supporting our veteran community, and it's great to see they are supported with funding from our Government," Mr Pitt said.

"It is important that the Australian community helps veterans wherever they can as veterans served to defend Australia.

"It's another example of our community helping veterans with a place to work on meaningful projects at

their own pace, in their own time and in the company of others."

The V&CG program provides seeding funds for projects that support a healthy, good-quality lifestyle for members. For more information on the grant program, visit the Community Grants Hub at www.communitygrants.gov.au.

The Hon Darren Chester MP
Minister for Veterans' Affairs
Minister for Defence Personnel
Minister Assisting the Prime Minister for the Centenary of ANZAC
Ken O'Dowd MP Member for Flynn

RSL SUB-BRANCHES KEY TO CONTINUED VETERAN ENGAGEMENT

Minister for Veterans' Affairs Darren Chester and Member for Flynn Ken O'Dowd recently commended Returned and Services League (RSL) Sub-Branches for continuing to play an important role in assisting veterans and their families to gain access to veterans' services and programs.

Mr Chester and Mr O'Dowd joined Gracemere RSL members in a breakfast acknowledging the long history of the Department of Veterans' Affairs (DVA) and the RSL working together.

"The RSL has been supporting veterans for more than 100 years and its Sub-Branches are vital in making sure veterans remain active and involved," Mr Chester said.

"Our Government is committed to supporting our 290,000 veterans and their families, and provides more than \$11.2 billion each year to deliver essential services and programs."

Mr O'Dowd said the Gracemere RSL does great work in its local community advocating for and briefing veterans on issues relevant to them.

"They also host a number of ceremonial events such as Anzac Day and Remembrance Day, conduct welfare activities, and host social activities for members to integrate with the wider community," Mr O'Dowd said.

"RSL Sub-Branches are important channels for keeping veterans and their families informed about initiatives such as the transformation and reform process under way at the Department of Veterans' Affairs."

More information about DVA's engagement with the ex-service community and ex-service organisations is available at – www.dva.gov.au

TRANSITION SIMPLIFIED

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

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

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

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

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

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

profile | Social Media presence

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

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

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

Bottom line - The effectiveness of any written application is only

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

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

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

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

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

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

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

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

For help in your smooth "Transition to Civilian", contact Trans-Civ www.transciv.com.au.

10 TRANSITION TRAPS

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

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

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

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

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

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

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

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

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

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

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

THE LOVE OF COFFEE

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

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

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

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

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

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

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

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

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

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

3 Elements Coffee supports the not-for profit EDIT Program (www.edit.org.au).





GOOD SHEPHERD CATHOLIC PRIMARY SCHOOL SPRINGFIELD LAKES



Aboriginal spirituality, which recognises the connections of spirit, people and land. The Jagera and Turribul people will be acknowledged as the traditional owners of the land on which the school is built.

The school catchment area includes the suburbs within the Springfield development as well as some areas near Greenbank and New Beith. Population growth in these areas is expected to be significant for the primary school-aged population, and the school has a plan in place to be account for this expected growth over the next 15 years.

Foundation Principal Judith Seery invites families to consider Good Shepherd for your child's education in a caring, safe environment. Stating that *"Our staff are enthusiastic, highly dedicated and committed to the spiritual, emotional, physical, intellectual and social needs of our students through life-long learning. The teachers come with a wide range of experience, skills and expertise and a deep commitment to provide students with quality relationships and positive learning experiences. We all enjoy working closely with our students and parents/caregivers"*.

LOCATED in the heart of Springfield Lakes, Good Shepherd Catholic Primary School is proving to be a school of choice for parents in the region.

Located in Opperman Drive and spread over four hectares, the school provides personalised learning for children from Prep to Year 6 based under the patronage of Catherine McAuley, foundress of the Sisters of Mercy. The Mercy Sisters were responsible for the foundation of schools in the western corridor from Brisbane to Ipswich from the late 1800's which continues to this very day.

As a community, Good Shepherd Primary School aims to promote a faith-relationship with Jesus the Good Shepherd in whom all values find fulfilment. The vision also takes into account

For further information contact: Good Shepherd Catholic Primary School 58 Opperman Drive, Springfield Lakes, 4300
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TECHNOLOGY: CREATING THE NEXT STEP-CHANGE IN AIR POWER

The pace of progress in artificial intelligence is incredibly fast. Unless you have direct exposure to groups like Deepmind, you have no idea how fast—it is growing at a pace close to exponential.'

Elon Musk, comment in Edge.org

In the past few decades the effectiveness of the application of military power has become dependent on the ability of the force to be joint, moving towards integrated, especially in the more technologically advanced military forces of the world. A detailed analysis of this trend would find that even within the joint application of military forces, air power tends to be at the vanguard in the majority of the cases. This trend is unlikely to change because of a number of factors, the most important being the necessity to limit one's own casualties in all operations. Air power with its promise of relatively low casualties, at least to its own forces, therefore becomes the weapon of first choice in all conflicts other than wars of necessity.

The pursuit of control of the air—because the air environment envelopes all other physical domains—has normally dominated the development, employment and efficacy of air power and it will continue to define future developments. In this context the air environment can be characterised as

permissive or benign, contested, or denied. In the past fifty or so years, Western nations with adequate air power have not had to operate in any other but a permissive air environment, never having to really fight to obtain control of the air. While this situation has ushered in a sense of complacency, the future may not be the same. A benign air environment could become contested very rapidly and emerging threats could lead to a denied air environment. Under these circumstances, successful air operations could become difficult at best.

The possibility of a change from a benign to a contested environment has influenced the development of air power capabilities and created a 'system of systems' concept. In this concept, air power capabilities that may have been resident in individual platforms are combined into one 'system' that may not be a single platform but a group that functions as a single system. Uninhabited Aerial Vehicles (UAVs) on ISR missions, operating in conjunction

with 4.5-generation strike aircraft provide an early example of this development. It is envisaged that the system of systems approach will culminate in making air power a seamless web capable of masking its vulnerabilities, and dominating contested, or even denied air spaces successfully.

However, only a stepchange function in air power capabilities will bring about changes to the manner in which air power is generated, sustained and employed. Two such functions can be identified—the uninhabited combat aerial vehicle (UCAV) and artificial intelligence (AI). Both UCAVs and AI, when fully incorporated into the concept of air power—meaning incorporated into the development, application and sustainment activities—will change the realities regarding the application of air power as perceived today.

The UCAV, a system that combines ISR and strike capabilities, has matured to a level that it is now routinely used to strike time-sensitive targets, especially in the context of irregular wars. This



An MQ-9 Reaper, armed with GBU-12 Paveway II laser guided munitions and AGM-114 Hellfire missiles, piloted by Col. Lex Turner flies a combat mission over southern Afghanistan. U.S. Air Force Photo / Lt. Col. Leslie Pratt

system combines longterm surveillance and near real-time kinetic response, which could be considered a step-change function that has altered the application of air power.

While the UCAV systems have clearly indicated future possibilities, they continue to function with a 'human-in-the-loop' in its decision-making cycle. The application of lethal force continues to be authorised by human beings for a variety of reasons such as ethics, morality and international law. Therefore, the UCAV system sits at a half-way point between traditional strikes from inhabited platforms and the concept of complete autonomy with regard to the weapon release function.

A number of unresolved issues and challenges continue to inhibit their unrestricted use, even as UCAVs are being employed almost in a routine fashion in the on-going conflicts in the Middle-East and South Asia. The legal status of the UCAV operators vis-à-vis the Law of Armed Conflict, the cost-benefit analysis of their use, the per unit cost escalation, and survivability in contested air spaces are some of the issues to be resolved. Further, the efficacy of UCAVs will have to be re-evaluated if they are to operate in a contested air environment. However, if these challenges are overcome and a visionary approach to the concept of their employment is adopted, UCAVs will provide a stepchange function to the employment of air power.

The concept of autonomy in weapon release, from an air power perspective, is closely related to the employment of AI in warfighting functions. Even as the employment of UCAVs have created a number of challenges to military forces, mainly in terms of legal, moral and ethical considerations, the advent of AI adds a new challenge and complicates older ones. Viewed in an unbiased manner, future concepts of operation and emerging employment opportunities that combine UCAVs and AI into a single system point towards a step change function in the application of air power.

Defining AI in a generic sense is not possible since it is an absolutely nuanced entity and means different things in different circumstances. In a military context, AI could be explained as the 'intelligence' introduced into a 'robot'—the term robot denoting any machine capable of perambulation and conducting its own activities



Chief of Air Force, Air Marshal Geoff Brown and party, are shown around a MQ-9 Reaper during a visit to Kandahar Airfield.

regardless of the domain—to ensure that it functions in an autonomous manner with no human input for the full span of an independent mission. From a purely scientific feasibility point of view, autonomous operation is already a reality.

The operational employment of a UCAV-AI combination for the application of lethal force brings out discernible conceptual and mental challenges. Irrespective of the challenges to the employment of AI, its introduction into the decision-making cycle is considered possible in the not too distant future. However, there is still a general lack of trust in AI, due to such factors as: the fear of a 'wrong' decision being made with disastrous consequences; the inherent human tendency to resist change; and the apprehension of not being in control, compounded by the inherent human need to maintain superiority over machines, individually and in combination. All of these issues inhibit the unrestricted use of AI.

Stemming from the purely cognitive human element of trust, there is also a clearly visible reluctance at the strategic decision-making level to give complete freedom of operation to fully automated combat vehicles. For some inexplicable reason, this reluctance is reinforced when the combination is part of air power, perhaps stemming from the fear of collateral damage from a UCAVAI combination. Considering the challenges, mostly originating in human reluctance to trust AI, it would seem that the fully autonomous application of

lethal air power is still a faraway dream. However, the technical capability exists to achieve this step-change function.

It is difficult to predict the timeframe within which the UCAV-AI combination will find its niche in air power. With its maturation, air power will transcend another invisible step in being the power projection capability of choice. There is no doubt that an AI capable of making weapon release decisions without a human-in-the-loop will be fielded at the operational and tactical levels of war sooner rather than later. Even though the acceptance of such a situation will be incremental, it is bound to start in the not too distant future.

<http://airpower.airforce.gov.au/>

Key Points

- The pursuit of control of the air has dominated the development, employment and efficacy of air power
- Technology-enabled step-change functions will change the realities regarding the application of air power as perceived today
- The UCAV-AI combination capable of autonomous operations will find its niche in air power, sooner rather than later



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