



# Wings

## WINTER 14

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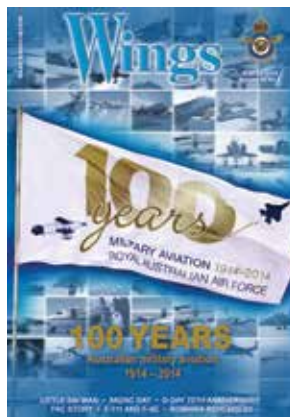
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### COVER



The Chief of Air Force, Air Marshal Geoff Brown AO welcomed serving RAAF members, veterans and the public, to RAAF Base Point Cook, the oldest operating military airfield in the world, to an Air Show to commemorate the Centenary of Military Aviation in Australia. A replica Boxkite flew from the Point Cook airfield on 1 March 2014, 100

years since the first flight on the same date in 1914. CAF stated the theme for the special celebration of Australian military aviation was Tradition, Innovation and Evolution, chosen to reflect the past, present and the future.

Cover: Phil Crowther Photos: RAAF

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



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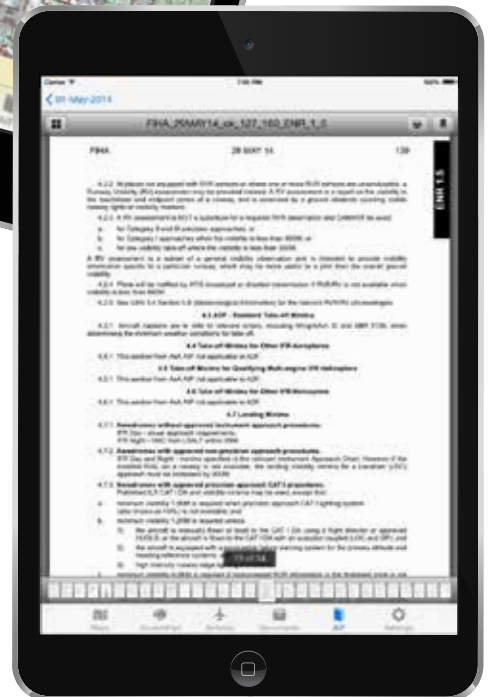
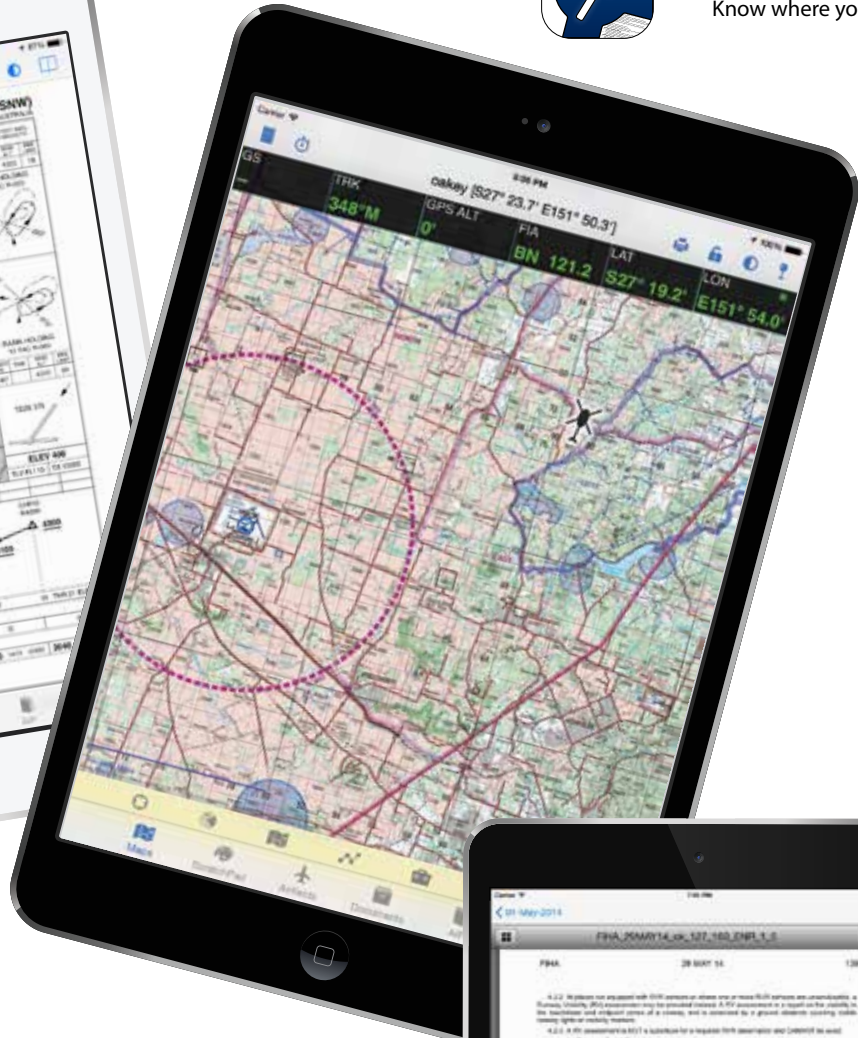
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## LIA Booking and Allocation system rollout

The new Living In Accommodation (LIA) Booking and Allocation system rollout is nearing its final stages. Defence Housing Australia (DHA) has already transitioned Queensland, Northern NSW, Victoria, Northern Territory, South Australia, the Shoalhaven and Canberra to the new system. The remaining regions will transition by the end of June 2014.

Instead of booking on-base accommodation through the respective garrison service providers, DHA's Online Services will be the primary go-to place for managing the booking and allocation of all permanent, course and transit LIA requirements. Online Services is already used extensively for other housing solutions including Rent Allowance and Service Residences. The booking tool will automatically allocate rooms according to the request criteria entered and provide immediate confirmation of the room. The auto-allocation of rooms is done in accordance with the local rules defined by each base and where a room can't be allocated and confirmed, Online Services will continue to look for a room and provide confirmation when rooms become available.

Online Services will provide Defence members, Base Management staff, Course and Group booking Co-ordinators, Movement Clerks, Housing Administrators and Defence contractors with access to real-time information on LIA availability and options—regardless of their location or device they will be able to access the same, easy-to-use online tool.

### LIA booking arrangements summarised:

#### Permanent LIA (PLIA)

- PLIA can be booked up to 12 months in advance.
- Indicating LIA on your TOLL relocation paperwork will

automatically generate the request for PLIA within Online Services.

- Once a room is allocated, you will be sent confirmation of the room and contribution details and details of how to opt in for rations on arrival.
- DHA will automatically commence and cease LIA and LIM contributions as required by PACMAN.

#### Course, Exercises and other group bookings

- Group LIA bookings can be made up to 12 months in advance.
- Group booking coordinators can only make bookings for their own base.
- Access to other bases can be provided with approval from the base concerned.
- The LIA Contact Centre will make bookings for people that don't have direct access to make group bookings themselves.

#### Transit

- Can be booked up to 3 months in advance.
- Is available for Defence business, duty and non-duty-related travel.
- If a room is not available you will be notified and advised to source alternate accommodation.
- Transit on-base accommodation related to a Defence relocation via Toll Transitions, will be requested by Toll Transitions on your behalf.

For more information go to [dha.gov.au/lia](http://dha.gov.au/lia)



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**VVCS – Veterans and Veterans Families**  
**Counselling Service**

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We can help you work through issues such as stress, relationship, family problems and other lifestyle issues as well as emotional or psychological issues associated with your military service.

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**1800 011 046\***

[www.dva.gov.au/vvcs](http://www.dva.gov.au/vvcs)

\* Free local call. Calls from mobile and pay phones may incur charges.



**Veterans and Veterans Families Counselling Service**

**A service founded by Vietnam veterans**

## President's Message

### Matters that Matter

Elsewhere in this edition of *Wings* its editor Lance Halvorson will cover the Centenary of Military Aviation Air Show in considerable detail and also provide a Vale for Air Chief Marshal Sir Neville McNamara following his passing last month but I felt that it would be appropriate to add my thoughts about those matters before highlighting a veterans affairs matter that is of considerable significance to the Royal Australian Air Force Association.

The Commemorative Events for the Centenary of Military Aviation held in March were remarkable. For those of you who had the opportunity to attend the Air Show at Point Cook I am sure your take out was the same as mine. It was a very special air show, showcasing the people and aircraft of the flying arms of the Australian Defence Forces, and especially the Royal Australian Air Force, from 1914 to the present rather having a focus on the aerospace industry and the endeavour of flying. In this way the Centenary of Military Aviation Air Show surpassed all others. There were benefits in holding the display at Point Cook - the oldest military airfield still operating – not the least of which was having the RAAF Museum on site but the logistics demanded perseverance and focus. It is to the Chief of Air Force and his team's great credit to produce such a memorable and fitting tribute to the heritage of military aviation in this country.

Similar accolades are due to the Centenary of Military Aviation Air Power Conference. By any measure this was a tour de force. The scope of the programme and the quality of the speakers and their presentations invoked introspective reflection, stimulated strategic thought and conceptually cemented the role of air power in conflict. The Conference Proceedings will serve as an insightful testimony to the incredible developments that have occurred in military aviation in such a short period of human history.

I was honoured to be able to represent the Royal Australian Air Force Association at the recent funeral for Air Chief Marshal Sir Neville McNamara. The three eulogies from Chief of Air Force Air Marshal Geoff Brown and Sir Neville's two daughters captured the man well. Not one to seek promotion he nevertheless rose through the ranks to command the Australian Defence Forces. Along the way Sir Neville brought out the best in those he served with and was one of those rare persons that no one ever spoke a bad word about. Although a man of conviction his humility shone through and was only matched by his love of family, friends and country.

On a personal note Sir Neville was responsible for my appointment as a wing commander to the position of Military Secretary and Comptroller to the Governor-General during his time as Chief of Defence Force Staff under quite bemusing circumstances. Around that time I was posted as POADMIN as a squadron leader on higher duties allowance when the position at Government House became available to Air Force. In successive interviews I was given the once over for the position by my superiors up through the chain of command, first at group captain level, then air commodore, followed by air vice-marshal and air marshal before I ended

up in Sir Neville's office in everyone's presence. He was very encouraging as to my prospects and I got the job!

The complicating factor was that, although I had been identified for promotion to wing commander, it was the practice of the time to only approach the Governor-General to approve consolidated promotions lists on a biannual basis and this was still a number of months away in the schedule of things. 'No problems, give Brent acting rank' offered one of the many present. Sir Neville's response was to the point; 'The Royal Australian Force is not having any actors at Government House, so get Brent's instrument of promotion before the Governor-General as soon as possible!' Someone then expressed concern that this would disadvantage the rest of my cohort which had been identified for promotion. 'So', replied Sir Neville. 'promote the lot!' A few days later a message arrived in the field promoting a not inconsiderable number of squadron leaders to the rank of wing commander out of the blue. I would think that by now those promoted would know the background story but it bemused many for quite a few years.

The final matter that matters stems from a Defence sponsored workshop on the treatment of ADF personnel physically wounded and/or traumatically distressed as a result of operations that I recently attended with many other ESO representatives. I came away with a number of observations. First, that senior command is holding a close watch on the manner in which such personnel are supported (interestingly VCDF was the host for the workshop but when he had to travel interstate with the Minister he was represented by the CDF, General Hurley). Second, that the support is extensive and well-co-ordinated. Third, that families are very much part of the arrangements. Fourth, that the support is responsive to the chain of command in its exercise of its duty of care responsibilities. Fifth, that Defence and DVA are working closely together to ensure the system works as best it can.

With this last observation comes the reality of the inherent problem in treating those soldiers, sailors and airmen/airwomen who need rehabilitation as a result of operations. For those who leave the ADF at some point in their treatment the crucial time is immediately following separation. Up to this point the level of support provided by Defence has been extensive and holistic, and expectation builds within the member and his/her family that this will continue post separation under DVA. This is not the case, nor can it be nor should it be. That is not to say that DVA are not playing a vital role in this process and indeed here in Australia our treatment of veterans serves as a benchmark for other developed countries.

Nonetheless there is a disparity between the support that is available under Defence and under DVA. Shoring up the gap to some extent are the ESO's but their capabilities are underutilised. The Royal Australian Air Force Association, together with its sister ex-service organisations, needs to be much more involved in the rehabilitation process especially in the immediate post separation period. Defence and DVA are moving ahead in becoming more co-ordinated with formal agreements and protocols. As not for profit

organisations ESOs tend to sit outside government in their own sector but there is scope for a properly articulated and agreed framework for all the players to better support our serving and separated defence force people and their families. They deserve it.

**Brent Espeland**  
National President

## Gold Card Categories

### Category One

The longest standing category of a Gold Card (GC) holder is that of a person who became disabled as a result of either an injury/wound or contracted a disease attributable to that person's service. The likelihood of that person dying from such injury/disease is more likely than dying from some other cause. If the person's service during which the injury/disease was sustained has been accepted by DVA as having been sustained whilst serving in the Australian Defence Force it is comparatively easy for the person's surviving partner to be categorised as a War/Defence widow/widower and to be issued with a GC by DVA but the surviving partner is still required to lodge an application with DVA. However if the person dies from some other cause it is incumbent on the person's surviving partner to prove that the cause of death was due to that person's service if the person wishes to obtain a GC; most often the surviving partner would need to obtain the assistance of a qualified Pension Officer from an Ex-Service Organisation such as either the RAAF Association or the RSL. The exception to the application requirement is that where the deceased GC holder is categorised as a TPI or where the GC holder is in receipt of the Extreme Disablement Adjustment (EDA) allowance the surviving partner is issued automatically with a GC, regardless of the cause of death of the GC holder; even if the death is caused by an happening that is not related to the persons accepted disabilities. For instance even if such a person were to die from, say a snake bite, the GC holders partner will be issued with a GC in his/her own right. An application by the surviving partner is not required.

### Category Two

That the surviving partner of a GC holder, in some cases, received a GC automatically on the death of the GC holder generated a belief in some quarters that all partners of a GC holder would receive a GC on the death of the GC holder. This belief is misplaced, as explained above. The situation has become more confusing with DVA issuing a GC to all persons with QS, and who are known to DVA and who have reached the age of 70 years.

### What to Do?

It is important to realise that if DVA does not know about the person's QS status there is almost no chance of that person receiving a GC. The answer is for any person who thinks that he/she may be eligible for QS but are not recognised 'clients' of DVA by receiving some benefit from DVA, that they submit an application to DVA to have their service recognised and to be placed on DVA's database. On reaching the age of 70 years a GC will be issued automatically provided DVA has been informed of the person's current contact details.

In summary it is also important for all non-TPI/EDA GC holders to realise that they must have their service related disabilities recognised and recorded by DVA so that in the event of their death that was caused, at least in part, by their service related disability their surviving partner has a much greater chance of being accepted as a War/Defence widow/widower.

**Ron Usher**  
National Secretary  
RAAF Association

## RAAF Association National Membership System V2 (NATMEMS)

The RAAF Association National membership Systems V2 is an online management system integrated with the National Association web site which stores membership records, for Association members in all States/ Divisions, in a data base management system. It is designed in a Content Management System (CMS) with an underlying relational data base management system (RDBMS) to store records. An interface provides functions to access the records for data confirmation and to update, amend or delete records, as required, by authorized Administrative officers. Only State records are accessible to each State Administrative Officer, ie, one State cannot view other States' records.

Functions are provided to query the data base records for various results: eg, number of financial members for the current year, number of Wings subscribers, life members, members who were financial last year but not the current year, search for a member and a record of deceased members if required.

All queries are under program control and States cannot change any function in NATMEMS; they can only update/change data in their Division members' records.

The system is operational with effect 6 June 2014. However, some teething problems are expected. Contact VP Communications and Media ([webmaster@raafa.org.au](mailto:webmaster@raafa.org.au)) if you have any queries.

**Lance Halvorson**  
VP Communications and Media

## What Foresight

Of all inventions of which it is possible to conceive in the future, there is none which so captivates the imagination as that of a flying machine. The power of rising up into the air and rushing in any direction desired at the rate of a mile or more in a minute is a power for which mankind would be willing to pay very liberally. What a luxurious mode of locomotion! To sweep along smoothly, gracefully, and swiftly over the treetops, changing course at pleasure, and alighting at will. How perfectly it would eclipse all other means of travel by land and sea! This magnificent problem, so alluring to the imagination and of the highest practical convenience and value, has been left heretofore to the dreams of a few visionaries and the feeble efforts of a few clumsy inventors. We, ourselves, have thought that, in the present state of human knowledge, it contained no



promise of success. But, considering the greatness of the prize and the trifling character of the endeavors which have been put forth to obtain it, would it not indeed be well, as our correspondents suggest, to make a new and combined effort to realize it, under all the light and power of modern science and mechanism? . . .

The simplest, however, of all conceivable flying machines would be a cylinder blowing out gas in the rear and driving itself along on the principle of the rocket. . . .

We might add several other hints to inventors who desire to enter on this enticing field, but we will conclude with only one more. The newly discovered metal aluminum, from its extraordinary combination of lightness and strength, is the proper material for flying machines.

— Scientific American, 8 September, 1860.

**“My reading of history convinces me that most bad government results from too much government.”**

**Thomas Jefferson**



**RAAF Association**

*come and join us*

**PROUD TRADITION  
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*For many years the Association has proudly provided support, advice on entitlements, commemoration, heritage and social events for serving and retired Air Force members, their families and aviation enthusiasts - Branches in all States*

To join: call the National Secretary on 02 62590865, send an email to [raafa.hq@bigpond.net.au](mailto:raafa.hq@bigpond.net.au) or contact the State HQ on the web [www.raafa.org.au](http://www.raafa.org.au)

**Advice - Help - Friendship**

## Membership of the RAAF Association

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

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

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

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

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

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## Centenary of Military Air Show

The Air Show commemorating the Centenary of Military Aviation was held at RAAF Base Point Cook on 1-2 March 2014. A Bristol Boxkite first flew from the Point Cook airfield on 1 March 1914 and this first military flight in Australia was re-enacted on 100th anniversary with the flight of the replica Boxkite at Point Cook.

The Chief of Air Force, Air Marshal Geoff Brown AO, welcomed serving members, veterans and the public, to Point Cook, the oldest operating military airfield in the world. He cited the theme for the special celebration of Australian military aviation was Tradition, Innovation and Evolution, chosen to reflect the past, present and the future.

CAF continued, and said that as the RAAF remembered the traditions, it was also a period of innovation with current aircraft and on the threshold of an evolutionary change with the introduction of a fifth generation aircraft, the F-35A Joint Strike Fighter.

### Air Show Flying Program

- 1000 Opening – by parachutists
- 1005 **THEN and NOW**  
Sopwith and F/A-18 Hornet
- 1015 **THE EARLY YEARS**  
Avro Cadet, Tiger Moth, DH60 Gypsy, Chipmunk, Stinson, Beechcraft Staggerwing
- 1045 **THE FIRST FRONTLINE**  
Hudson, Boomerang, Kittyhawk, Wirraway, Catalina, Mustang
- 1110 **TRAINING THE PILOTS**

Winjeels, CT-4, Squirrels, Vampire, Hawk fighter, 'Southern Knights' aerobatic team

### 1200 LUNCH BREAK

1230 Roulettes

### 1250 WORLD WAR II

Kittyhawk, Spitfire, Mustang, C-47 Dakota

### 1315 KOREAN WAR

Mustang, Meteor, Sabre

### 1335 VIETNAM WAR

Bird Dog/O-2A, Cessna 180, UH-1H Iroquois, Caribou (MIA – Canberra)

### 1400 F/A-18A

### 1405 FORCE ENABLERS

KC-30A Wedgetail, F/A-18A in ground attack and formation flypast

### 1440 TRANSPORT

C-17 Globemaster, C-130 Hercules, KingAir

### 1500 MARITIME

AP-3C Orion

### 1535 ADVANCED FIGHTER

F/A-18F Super Hornet

The airshow was a fitting tribute to the thousands of Australians who served in the AFC and the RAAF for the last 100 years. The high quality flying displays in the range of aircraft resulted in one of the best air shows seen in Australia.

The following photos show some of the activities during the Air Show

*Photos: RAAF and private sources*



Point Cook Tower



A RAAF F/A-18F

## Royal Aircraft Factory BE2a (Replica)

Two Royal Aircraft Factory BE2a aircraft were ordered by the Australian Government in July 1912 to serve as advanced training aircraft for the Department of Defence's intended flying school. Due to difficulties in construction, the two aircraft were not received in Australia until February 1914, but both had been assembled and tested prior to the commencement of the first Central Flying School (CFS) Pilot's Course in August of that year. In early courses, students received no instruction using the BE2a, but some were able to persuade their instructors to allow them to experience this more advanced type. In November 1914, a BE2a of the CFS left Melbourne aboard the HMAS *Una*, becoming the first Australian military aircraft to be deployed overseas for operations against German forces in New Guinea. The aircraft returned to Australia without being unpacked and resumed instructional duties at Point Cook. The two original BE2a aircraft served at CFS until 1918, and were eventually replaced by more modern aircraft. Later versions of the BE2 served with the CFS and with Australian Flying Corps Squadrons overseas during World War I.

Designed by Geoffrey de Havilland in 1912, the BE2 was intended as a training and reconnaissance aircraft for the Royal Flying Corps (RFC) and Royal Naval Air Service. The primary structure of the aircraft consisted of wood, wire and fabric, and in common with the Deperdussin monoplane, relied on wing warping of the mainplanes for roll control. Later variants of the BE2 design were fitted with more conventional aileron control surfaces. The BE2 became the first RFC aircraft type to go into action in Continental Europe in August 1914. The first Victoria Cross to be won by an airman was also awarded to a BE2 pilot. Closer to home, a later type BE2 aircraft from CFS made a pioneering flight from Point Cook to Darwin to reconnoitre landing grounds in Australia, for Ross and Keith Smith's Vickers Vimy, participating in the England to Australia Air Race of 1919.

This replica BE2a was constructed by RAAF Museum Volunteer Andrew Willox, with the support of the RAAF Museum, over a seven-year period. Original BE2 plans and components were used to recreate the new aircraft as faithfully as possible to the original design and construction methods.

### Specifications

Type	Two-seat advanced training biplane
In Service	1914-1918
No Ordered	2
Powerplant	70 hp Renault air-cooled V8 engine
Dimensions	Span 11.77 m
	Length 9.0 m
	Height 3.6 m
Loaded weight	725 kg
Top speed	112 km/h

Bristol BE-2a



Bristol BE-2c



Boxkite approaching to land



Dakota in formation with a Mustang and two Kittyhawks



The Lockheed Martin F-35 aircraft





A KC-30A with four F/A-18s in an air-to-air refuelling formation



A C-17 Globemaster on takeoff



A Mustang waits for its display time



A Kittyhawk warbird on display before its flying routine



The RAAF Association (VIC Divn) stand



A Gloster Meteor from the Temora Air Museum



Warbirds - different performances, different eras



# Air Affairs Australia – Albatross Aviation Technology Park

Air Affairs Australia is a highly motivated and well equipped engineering based company providing equipment and services to Defence Forces, major Government Departments and multinational companies. Air Affairs Australia is the OEM for several products including the MTR-101 Reeling Machine, Airpod 101, Underwing Stores Rack, Ground Support Equipment, Phoenix Jet Target Drone and Aerial Tow Targets.

The company owns and operates three special mission aircraft, two Learjet 35A's and a King Air B200T, together with a range of target drone systems. They regularly operate the Learjet and Kingair internationally for target towing and aerial photography and provide all of the operation and support equipment needed to meet any defence requirement.

Air Affairs Australia, established in 1995 and 100% Australian

owned and operated, import and export regularly to international customers and suppliers. The company is ISO 9001:2008 accredited and has Defence security clearances.

Air Affairs Australia new state of the art operations and manufacturing facility is located at the HMAS Albatross Aviation Park in Yerrilyong. Since construction started in 2009, six buildings have been completed: three hangars with access to the airfield on HMAS Albatross and three specialised aviation workshops.

Further development is progressing on a new facility adjacent to the Air Affairs current facility at the Albatross Aviation Technology Park for purpose built aviation support workshops. This is expected to be completed by end of 2014 and continues to strengthen the company's commitment to Defence support services at HMAS Albatross.



The Phoenix Jet of Air Affairs, Nowra NSW. Photo: Air Affairs



The flight and maintenance facilities of Air Affairs, Nowra NSW. Photo: Air Affairs



# F-111C Arrival and F-4 E Phantom Departure – June 1973

by AVM David Rogers AM (Retd)

## June 2014 is the 41st anniversary of the arrival in Australia of the RAAF F-111C aircraft and the departure of the leased F-4E Phantom aircraft back to the USA.

The much-heralded arrival of the first F-111C aircraft at RAAF Base Amberley, QLD turned out to be quite a saga. I well recall the sequence of events.

I was advised that I would be the public address announcer for the F-111 arrival ceremony on 1 June 1973 by the then OC Amberley, AIRCDRE 'Spud' Spurgeon. At the time I was the T/CO of 1SQN (F-4), and had planned to fly the escort aircraft out to welcome the new arrivals, only to be told by the OC that he wanted me to do the PA job as 'I knew all about the F-111 having done the training in 1968'. Reluctantly, I had to give the job to my XO, FLTLT Mick Lucas, who had also been on the F-111 earlier. He had a sly grin on his face when I told him how he got the job!

The arrival was planned for 1100 hours and had been advertised for some weeks. Apart from many local dignitaries, the VIPs were to be the Minister of Defence, the Hon Lance Barnard MP and the Chief of the Air Staff, Air Marshal Charles Read. They were scheduled to fly from Canberra via a BAC-111 VIP aircraft and were due to arrive about 1040. All other guests were to be seated about 1050.

The crowd started arriving around 1030 and by this time, we had details that the six F-111s were approaching the holding point on Stradbroke Island. The plan being that they would adjust their timing for the arrival flypast out there and have a run in formation over Brisbane, Ipswich and Amberley. Remembering this was at the end of a five-hour ferry flight, safety was of primary concern.

By 1030, we had received word that the BAC-111 was late out of Canberra due to early morning fog and would most probably be a bit late. The OC conferred with the then AOC of Operational Command, AVM Fred Robey, who was seated near the dais and I was advised to inform the crowd that there may be a slight delay due to the late arrival of the VIPs. As I understand it, the AOC was advised that the BAC-111 was going flat out and that the pilot estimated touchdown very close to 1058 at the earliest. Armed with this, the AOC decided to delay the flypast by 10 minutes and all were advised. I announced the delay to the assembled throng and filled in a few minutes with other trivia on the aircraft.

Apparently, GPCAPT Jake Newham, who was leading the F-111s, was advised of the delay and commenced a turn out

to sea to adjust the timing. ATC then advised the BAC-111 captain of the AOC's decision and he in turn, advised the VIPs. One can only speculate that CAS did not want any more delays following five years of enduring criticism of the F-111, and advised the captain to pass the message that 'CAS overrides the AOC and the flypast will be as scheduled, at 1100 hours'.

This latest action put the cat amongst the pigeons so to speak, for the F-111s were now outbound from Amberley and due to the drop tank configuration had a speed restriction of about 350KIAS, limiting their ability to catch up time. GPCAPT Newham apparently wheeled around and informed the flight of six to hang on and stick with him. His navigator, WGCDR Trevor Owen, was furiously working out new speeds, routes and times to make the time over Amberley as directed. They bypassed a planned flyover over Brisbane to make the time, for which the RAAF was later criticised in the press!

Meanwhile, I advised the crowd very discretely, that the BAC-111 had now made up some time and all would be back on the original schedule and that the F-111s had left Stradbroke Island and were over Australia at last! By now it was about 1055 and the BAC-111 could be seen to the south on final and, well to the east, the tell-tale smoke trails of the F-111s. The VIP aircraft touched down, and with rather heavy braking and fast taxiing, came off the runway towards the parking spot. By now the F-111s were plainly visible and most of the RAAF people were trying to judge who would get there first. As it turned out, the BAC-111 literally screeched to a halt and the door opened, stairs unfolded and the Minister appeared on the steps as the F-111s roared over. I suspect all the crowd thought that this was just another example of Air Force timing perfection. If they only knew!



The first three F-111Cs approaching Brisbane before heading for Amberley, June 1973. Photo: RAAF

The VIPs were then shown to their seats and the F-111s came around through the initial point for a pitch-out and landing. I can recall that as Jake Newham was approaching his touchdown, I said over the PA, 'After a long wait, Ladies and Gentlemen, the F-111 is here'. The spontaneous applause from all present was remarkable.

I had to warn all about the noise of the engines as the aircraft would be parked facing the crowd but even though the din was deafening, the RAAF folks were at last glad to hear a special noise that would fill the Amberley air for decades to come.

## A Near Disastrous Departure

When the RAAF F-111s finally arrived at Amberley on 1 June 1973, there were still 11 F-4E Phantoms serving with No 1 Squadron. The plan was for them to be returned to Hill AFB in Utah, ferried by USAF crews.



**F-111C after arrival and F-4E before departure, RAAF Base Amberley. JUN 73 Photo: RAAF**

According to my log book, I flew the last sortie in the Phantoms in the RAAF in A69-208 on 20 June 1973. After that, the aircraft were prepared and configured for the return ferry to the USA. I recall there were two ferry missions with six aircraft leaving one week and the remaining five some days later. The need for two missions was brought about by tanker availability.

For the last mission, the tankers arrived a few days before, as did the crews. As the USAF treated all models of the F-4 as the same aircraft, some of the crews had not flown the F-4E model and RAAF aviators had to give them a quick familiarisation on the basics of control/switch positioning and engine limitations. Strange, but true!

The scheduled departure day for the last five came but Amberley was fogged in, not unusual for a July day in winter. Usually, the fog cleared by about 0930 and a beautiful clear day followed. As the departure had been scheduled for around 0800, the USAF Colonel running the show and due to leave in the last tanker of four, decided to press as the fog was lifting but the visibility was still only about 1,000 feet.

The start went OK and the taxi order was: tanker, 2 x F4, tanker, 2 x F4, tanker, 1 x F4, tanker. It was a rather sad sight for the 82 Wing folks who had maintained, flown and repaired these aircraft with much affection over the previous three years and who knew a chapter in RAAF history was about to close.

By the time the first tanker reached the threshold of Runway 33 all the aircraft had disappeared into the fog, although there was a small break about half way up the runway near the Leichhardt gate.

Now, at that time, USAF practice in the Tactical Air Command was for the flight leader to call his flight over to the departure frequency when he was ready to roll (we could never figure this out as it seemed patently unsafe). Unfortunately, the tankers were from Strategic Air Command and observed normal (sensible) practice of staying on tower frequency until airborne. This meant that for a ferry departure, you had the tankers on tower and the fighters on departure frequency but all using or on the same runway. We had experienced this strange procedure when we ferried the Phantoms from St Louis to Amberley in 1970.

As the first tanker rolled, you could hear the old water-augmented engines screaming as the Boeing lumbered down the runway gathering speed. As they were heavy they took about 9,000 of the 10,000 feet to get airborne and, from the 82WG tarmac, you could just make out the ghostly shape of the tanker as it rolled on. The fighters normally rolled 30 seconds after the tanker so you could hear the ignition of the Phantom afterburners' distinct, double boom as they rolled.

The first two tankers and four Phantoms got off safely and then the third tanker started rolling. The piercing scream of the engines was audible for about 30 seconds but then silence, as the pilot had obviously aborted the take-off. At this stage, we could not see the tanker but all faces were ashen, as in the distance we heard the double boom of the last Phantom as the burners were lit and the aircraft rolled in the fog, oblivious to the fact that the tanker had aborted. The tanker had called aborting on Tower frequency but, as the Phantom was on Departures frequency, he was unaware of this and rolled as briefed.

I can recall that no-one took a breath in the next 30 seconds as the noise of the F-4E's engines got louder as it approached the now-slowing tanker. We saw the tanker silhouette pass the runway mid-point still rolling and a few seconds later, the outline of an F-4E rotating. Apparently the guy saw the tanker and pulled up over his fin and missed him but not by not too much.

Needless to say, the last tanker did not go and the Colonel recalled the Phantom, telling him to burn off fuel to a safe landing weight and, when the fog was clear, to land. The earlier launched tankers and Phantoms pressed on to Andersen AFB in Guam.

We were not privy to the subsequent mission debriefs by the USAF crews, but suffice to say that the two tankers and lone F-4E departed the next day but with a new crew in the Phantom.

Most of the RAAF crews who had trained on the F-111 and the F-4 in the USA in 1968 and 1970 had experienced this seemingly silly procedure of changing to departure on the end of the runway. We had queried and challenged the USAF on the safety aspects, but their explanation was that their Tower controllers monitored both frequencies and could cover all exigencies. Unfortunately, I suspect they assumed the same applied in Australia.

So the departure of the last Phantom from Australia was a near disaster, one that so many others could see just about to happen but could do nothing about. Fortunately, someone or something, be it divine intervention or good luck, was looking after those involved.



## Anzac Day Canberra 2014

The Duke and Duchess of Cambridge joined a record crowd of 37,000 at the Australian War Memorial to commemorate the 99th anniversary of the Gallipoli landings and the enduring Anzac legacy.

On a day of tradition and remembrance, the Anzac Day dawn service began with a new tradition. The diaries of Australian soldiers from the shores of Gallipoli to the mountainous trails of Kokoda were read aloud in the dark by Lieutenant Commander Desmond Woods.

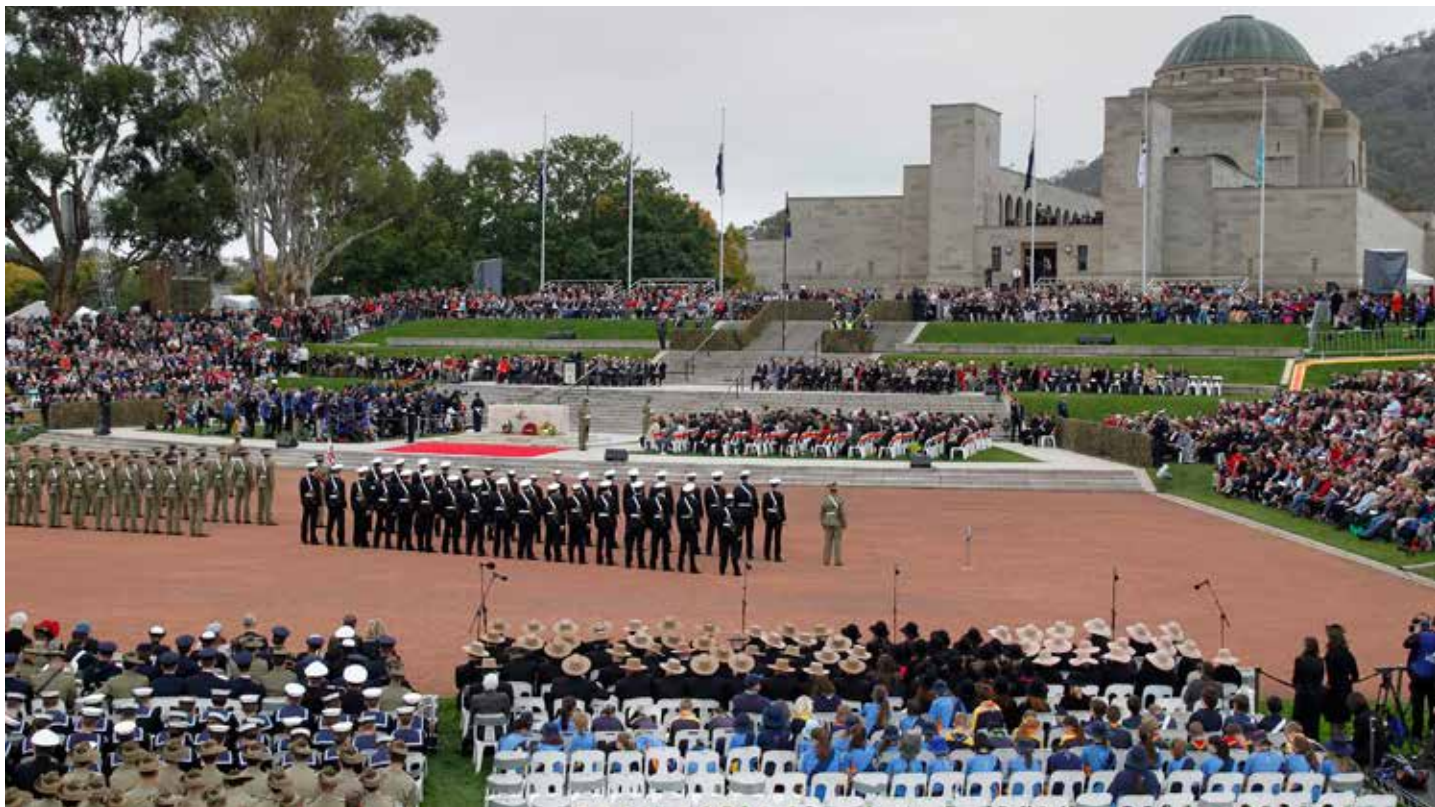
The words of soldiers writing to their mothers, sisters and close friends echoed before the War Memorial from 4.30am.



The Duke and Duchess of Cambridge lay poppies at the Roll of Honour, Australian War Memorial, April 2014



Three F/A-18 aircraft fly over at the closing of the 2014 Anzac Day Ceremony, Australian War memorial, Canberra, April 2014



The Prime Minister, The Hon. Tony Abbott MP, addresses the official guests and visitors at the Anzac Day ceremony April 2014, Canberra.





The Duke and Duchess of Cambridge and the Governor General and his wife at the Dawn Service at the Australian War Memorial, Canberra, April 2014. *Photo: Getty Images*



The Duke and Duchess of Cambridge and the National President of the RSL, RADM Ken Doolan AO, at the Anzac Day Service, Australian War memorial, Canberra, April 2014  
*Photo: News Ltd*



The Duke and Duchess of Cambridge at the Tomb of the Unknown Soldier, Australian War memorial, Canberra, April 2014 *Photo: Getty Images*



The Duke and Duchess of Cambridge, with Prince George, as they depart Canberra, 25 April 2014 *Photo: Getty Images*

## Duke and Duchess of Cambridge Visit to RAAF Base Amberley

During their Australian visit, the Duke and Duchess of Cambridge visited RAAF Base Amberley on Saturday 19 April 2014, to meet RAAF personnel and their families. They were shown an F/A-18F Super Hornet, experienced a flight in the F/A-18F Super Hornet simulator, planted a tree in the Base Memorial Garden, and met with Base personnel, veterans and their families.

The CO No.1 Squadron, Wing Commander Stephen Chappell, explains to the Duchess of Cambridge some of the cockpit features of a F/A-18F Super Hornet.

*Photo: CPL David Said, 28SQN AFID-AMB*







The Duke and Duchess of Cambridge, CAF, Air Marshal Geoff Brown, AO and CO 1SQN, Wing Commander Stephen Chappell (left) with 1SQN personnel, RAAF Base Amberley 2014. Photo: CPL Glenn McCarthy 28SQN AFID-AMB



The Duke and Duchess of Cambridge receive certificates from Mark Hutcheson, Program Manager for Aerospace Business Unit, Raytheon Australia, following their F/A-18F Super Hornet simulator experience. Photo: CPL David Said, 28SQN AFID-AMB

New look website [www.raafa.org.au](http://www.raafa.org.au)



## Watch your career take off at the 2014 Aviation Careers Expo

Australia's only aviation dedicated careers expo kicks off again on Saturday 23 August 2014 and is set to showcase the best in aviation training and employment opportunities.

Now in its 14th year, the Aviation Careers Expo is recognised as one of the major events in the aviation industry calendar, offering an opportunity for students, graduates, teachers, parents and those seeking a career change to explore the diverse range of career pathways available in the aviation and aerospace industries.

Aviation enthusiasts will also have the chance to get up close and personal with some of the most extraordinary aircraft in the business at the expo's static aircraft display, presenting a once in a lifetime experience for all to enjoy.

The Aviation Careers Expo will be held at 25 Boronia Road, Brisbane International Airport between 10am and 4pm. Entry to the event is free. For further information, visit [www.aviationaustralia.aero/expo](http://www.aviationaustralia.aero/expo).

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# Project Air 5428

Project Air 5428 intends to provide Air Force, Army and Navy with a new fixed wing Pilot Training System (PTS). The system will provide platforms for flight screening and cover all facets of undergraduate pilot training from basic flying up to entry into Air Force Lead-In Fighter and Operational Conversion Units. The system will also provide candidates for the Helicopter Aircrew Training System (HATS) to be delivered under Project AIR 9000 Phase 7.

The PTS is also responsible for the initial training of Qualified Flying Instructors (QFIs) to support the PTS and fixed-wing operational training. Airborne platforms selected for pilot training will also be assessed for their suitability for use by the Forward Air Control Development Unit (FACDU) and Air Operations Support Group (AOSG). If suitable, these aircraft will be acquired under AIR 5428.

## Background

The project aims to utilise basic and advanced training systems to increase the efficiency and effectiveness of the fixed wing PTS. Specifically the system will:

- Enable an increase in graduation numbers.
- Generate pilot skills consistent with advanced 4th/5th generation aircraft.
- Enable the withdrawal of current training media.
- Provide solutions for the integration of synthetic training systems.

All pilot training will be conducted within Australia. The ADF intends to retain the military elements of the existing PTS, including military flying schools and the use of predominantly military QFI for student instruction.

## Australian Industry Opportunities

### Acquisition

Although the industry requirements are yet to be determined, the requirements are anticipated to include:

- Development of the PTS (including curriculum, training media such as training aids, manuals and supporting software). It is expected that Australian industry and overseas Original Equipment Manufacturers (OEM) will establish teaming arrangements for software development and other training requirements.
- Development and maintenance of a Training Management Information System.
- Participation on a cost-effective competitive basis in the global supply chain of the aircraft OEM.
- Development and/or support of PTS related infrastructure.

The training aircraft are expected to be commercial - or Military-off-the-Shelf. It is anticipated that the acquisition will provide the level of technical transfer and Intellectual Property (IP) access from the OEM necessary to ensure Australian industry is in a position to provide the necessary support of the aircraft in-country.

## Throughlife Support

Subject to further definition, through-life industry involvement is anticipated to include:

- Updating and enhancing the PTS (including curriculum,

training media such as training aids, manuals and supporting software).

- Provision of support services to training aircraft, the synthetic training environment, facilities and systems.
- Maintenance of a Training Management Information System.
- Training delivery.

## Industry Capabilities and Activities

Capabilities and related activities that may provide opportunities for Australian industry in this phase include:

## Planned Schedule Highlights

Year of Decision	FY 2012-13 to FY2014-15
Initial Operating Capability	FY 2015-17

## Industry Aspects

Project Air 5428 seeks to replace the RAAF PC-9 advanced trainers and the CT-4 basic trainers used at BFTS Tamworth, with new aircraft and a greater industry support from 2017. Responses to the RFT must include two locations: the responder's preferred site and a second option for RAAF Base East Sale, Victoria.

Defence advice is that "The project will introduce new basic and advanced training systems to increase the efficiency and effectiveness of the ADF's fixed wing Pilot Training System (PTS). The system will enable an increase in graduation numbers; generate pilot skills consistent with advanced 4th/5th generation aircraft; enable the withdrawal of current training media; and provide solutions for the integration of synthetic training systems."

In addition, "The system will provide platforms for flight screening and all phases of undergraduate pilot training from basic flying up to entry into Air Force Lead-in Fighter and Operational Conversion Units. The system will also provide Navy and Army candidates for the Helicopter Aircrew Training System to be delivered under Project AIR 9000 Phase 7."

Probable inclusions in the requirements could be development of curriculum, training media and supporting software for the PTS. Other possible inclusions could include mission system training in the curriculum by covering mission planning, 3D situational awareness, use of sensor outputs, threat analysis and weapon systems management. However, the main aim should be to learn to fly competently, in a modern environment and leave the weapons systems and threat environment to advanced training.

A single aircraft solution is an option. How this will cover the full gamut of flying training is unknown. All-through jet training was tried on the Macchi in the late 1960's and seems not to have been that successful. Flight screening and advanced training in one aircraft type will be a challenge to industry and flying instructors.

A turbo-prop trainer for initial training and a jet trainer is a possible option. Further, a basic aircraft like an upgraded CT-4, followed by a high performance turbo-prop trainer, like now, is a second option. This second option seems a bit

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basic though and maybe future pilot training would be better suited to the turbo-prop basic trainer and a jet trainer for the advanced training, similar to what used to be the case with Vampires and then the Macchi.

A grouping of Lockheed Martin Australia, Pilatus and Hawker Pacific is believed to be very interested in Project Air 5428. "Team 21 offers superior performance, a proven team in Australia and capability for the future," Lockheed Martin Australia CEO, Raydon Gates said recently. "We have an established track record and have now graduated 20 classes from a Pilatus PC-21 based pilot training program at RAAF Base Pearce. BWC has very similar mission and support systems as proposed for AIR 5428, significantly reducing risk to the Commonwealth."<sup>1</sup>

A number of aircraft exist that could form bids by companies or a group of companies. The Pilatus PC-21, Beech T-6C, the Grob 120, the EMB Tucano and the CT-4E are all possible considerations. No pure jet is on the horizon, yet.

## Choice of Location

In May 2011 BAE Systems won an IBFT contract for the Australian military's flight school in Tamworth, New South Wales. Under the six-year contract, with six one-year extension options, BAE Systems Australia provides flight screening for around 275 candidates, as well as basic flight training for 150 students.

<sup>1</sup> Reported to APDR

Defence advice is that "at first pass approval in July 2009, the Australian Government agreed that RAAF Base, East Sale, would be publicly identified in the tender documentation as a basing solution for the future basic flying training school, noting that prospective tenderers would be required to tender for another location in addition to East Sale. All basing proposals will be considered on a value for money basis with the final basing decision being made by the Government when a second pass approval decision on AIR 5428 is made."

East Sale is a strong contender for a Pilot Training School; the Victorian Government and the Shire of Wellington are lobbying strongly for the basic flying training base to be located at RAAF Base, East Sale. East Gippsland Shire Council has joined Wellington Shire Council by signing a Heads of Agreement in February 2012 for a strategy to secure the AIR 5428 Pilot Training System for Sale.

However, there are so many training establishments at East Sale, how many more are needed? Retention of Tamworth for ab initio training would seem desirable from many aspects – infrastructure and weather being two important factors. Basing all-through pilot training at East Sale would seem to be less desirable than other options.

The evaluation of AIR 5428 will consider the whole training system, not just the aircraft. Supportability from both the Defence and industry aspects, systems updates and life-of-type costs will be major considerations.

Lance Halvorson



CASA Approval C549175

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## The RAAF and Little Sai Wan

The Cold War is long over and the world is now a very different place. Few things remind us of these facts quite like mention of Little Sai Wan – a name and a place few Australians have ever heard of.

An RAF communications unit, it was part of a large UK presence in Hong Kong when it was a British colony and an important strategic location in the post-WWII world. British Army, Royal Navy and other RAF units were stationed there, and USN Pacific Fleet and RAN ships made frequent port visits.

Officially named 367 Signals Unit, Little Sai Wan operated from 1945 until the mid 1980s. Another little known organization, RAAF Unit Hong Kong, was an important partner of Little Sai Wan throughout most of that period.

The RAAF unit operated continuously for 35 years, from October 1949 until January 1985, and most Australians posted to it worked in or with Little Sai Wan. The majority were telegraphists from No.3 Telecommunication Unit in Pearce, Western Australian.

RAAF unit strength was 70 plus for much of that time. As most of them came from No 3 Telecommunication Unit, many in that unit had two or more Hong Kong postings. This was seldom a problem as Hong Kong was a popular and sought after posting for most people.

Every year saw new recruits in the system and with time the number of Hong Kong veterans grew steadily. As a result, during its 35-year existence, RAAF Unit Hong Kong became a significant part of the personal history of hundreds of Australians.

It most probably also became the longest continuously serving overseas unit in ADF history. However, the remote locality, and the fact that it was not part of everyday RAAF activities means it was, and still is, one of the least known.

The RAAF unit operated 24/7 (as we now say) and while most activities were at Little Sai Wan, some were performed in different locations, including well-known places like 'The Peak' and in the New Territories. Clearly, working at RAAF Unit Hong Kong was not your ordinary nine to five job.

Nor was living in Hong Kong much like life in Australian suburbia. Especially in the early days, they lived in a world that was - by almost any measure - exotic, wondrous, sometimes scary and in most ways totally different from anything in Australia in those times.

Merv Collins served in the RAAF Unit twice: in 1953-54 as a Sergeant telegraphist and in 1959-62 as Commanding officer. Both times, some aspects of the Hong Kong he experienced fell into the 'same planet, different world' category.

The exotic and wondrous were everywhere - a vibrant Chinese community that dressed, ate and often behaved very differently and lived in a crowded, chaotic city still recovering from the war and not yet modernized. While it is hard to believe today, there was almost no high-rise and the severe summer storms were often disruptive and damaging in poor areas not equipped to cope with such weather.

Merv has written about these times, recalling that until 1957 tours were mostly unaccompanied for one year, but thereafter were accompanied for two and a half years. It was a great experience for families, but very much a mixed blessing because:

*'For much of this time the British Crown Colony of Hong Kong was under threat of Chinese incursion, and civil riots and disturbances, mainly between Chinese Communists and Nationalists, were common, resulting in many deaths and injuries and unsettling speculation as to China's plans.*

*Some RAAF NCOs, including the writer, were trained in riot control and seconded to riot control squads commanded by British Army officers.... In the 1963 riots, curfews were declared and children escorted to and from school by armed guards.*

*Unit personnel were vulnerable during unrest as they worked day and night shifts around the clock in many remote areas of the colony including Little Sai Wan and a mountain top station at Tai Mo San in the New Territories. Some were very close to the border at Ping Shan in radio direction finding huts in rice fields – and living under very primitive conditions for over 30 years at Sek Kong with British Army/Gurkha units.*

*In 1960-62 two very powerful typhoons, 'Wanda' and 'Alice' hit the colony with numerous casualties and infrastructure damage...one even cut the Hong Kong-China railway line. Fortunately, RAAF family units suffered only minor damage...'*

Luckily, nothing really serious happened, but with Communist China right next door the potential for major strife was obvious and very concerning. Full of confidence following their take-over of mainland China, the communists actively promoted their ideologies at home and abroad and kept all their neighbours on edge.

In 1950-53 they strongly supported the North in the Korean War, fighting UN forces that included Australian and British units and raising the level of tension for Brits and Aussies in Hong Kong. Also, during that war the Chinese Navy was particularly aggressive towards Hong Kong-Macao shipping and British patrol boats, adding further tension.

It was a stressful time for many Chinese as well. In Communist China, there was only one way, their way, and non-conformists suffered. Throughout the 1950s and 60s a constant stream of non-communist refugees tried to get into Hong Kong by land and sea, presenting a continual headache to authorities.

The border with China was heavily defended by British forces, including Gurkha regiments whose fearsome reputation was reassuring in these troubled times. Nevertheless, keeping Hong Kong secure and British during the early decades following WWII was a constant challenge for those in charge.

By the late 1960s things had largely calmed down and Hong Kong had become a more stable and peaceful place. Economic progress surged ahead and sky-scrapers shot up everywhere. Little Sai Wan was no exception; high-rise now stands on the site and the old RAF Base is just a fading memory.



This trend continues today and a more complete contrast between the early post-war times and the Hong Kong of today is hard to imagine. A big improvement, if ever there was one, for visitors and locals alike.

Most of the RAAF Unit worked communications equipment of some kind or, like John Wilson, were linguists. John had learned Chinese at Point Cook in 1954-55 at The RAAF School of Languages and after some further study was posted to Hong Kong in early 1956.

He was initially accommodated at Little Sai Wan but only for a short time. A rather enlightened policy encouraged linguists to live out with approved Chinese families and speak Chinese away from work and John did so as soon as he could.

He eventually lived with two Chinese families. The first was in the home of a lecturer at Hong Kong University who helped him with further language studies. He was an elderly man, a fatherly type and an excellent host.

His wife, born during the final years of Imperial China, had endured the cruel practice as a child of foot binding. This was done to restrict the size and shape of the foot to conform with Chinese ideals of female beauty in those times. But to western eyes, it was anything but beautiful watching the poor woman hobble about on crippled feet.

After an 18-month tour, John was posted back to The RAAF School of Languages for two years as an instructor. He then returned to Hong Kong for a full time, two-year diploma course at Hong Kong University followed by six months work as a linguist.

Again, he lived within the community – in this case in a large share house with other linguists, looked after by a trusted Chinese couple.<sup>2</sup> His tour over, he returned to RAAF School of Languages as lecturer in charge of the Chinese Department and then on to more general work until retirement in 1982 after 29 years in the RAAF.

Merv and John were but two of the hundreds who served at the RAAF Unit Hong Kong, but their experiences are typical. Hong Kong changed greatly during the unit's 35-year history and no doubt everyone who served in there has a personal story to tell. But however different their stories, they shared the unique experience of working in RAAF Unit Hong Kong.

And that unique experience means that they all know about Little Sai Wan, the role it played in the West's pursuit of the Cold War, and the better world that followed victory in that often ill-defined but vital struggle.

By Doug Hurst

(Endnotes)

<sup>1</sup> RAAF Unit, Hong Kong web site – Extract from a letter by Sqn Ldr (Retired) Merv Collins.

<sup>2</sup> John Wilson's details are based on an interview with him on 4 March 2014, and some general discussions.

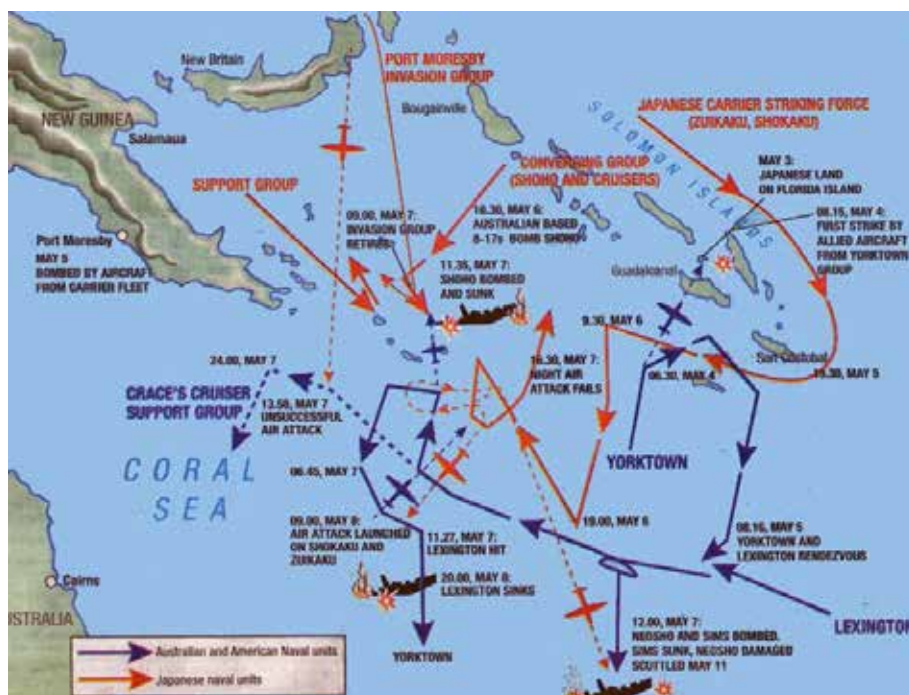
## Coral Sea Day Commemoration 2014

The Canberra Division of the Australian American Association marked the 72nd anniversary of the Battle of the Coral Sea with a commemorative service and wreath-laying ceremony at the Australian-American Memorial in Russell Offices, Canberra.

In history's first great naval action between aircraft carriers, a combined naval task force, including aircraft carriers USS Lexington and USS Yorktown and the three cruisers, HMAS Australia, HMAS Hobart and USS Chicago stopped the advancing Japanese naval strike force. The battle prevented the Japanese from gaining a foothold in Port Moresby and some believe it saved Australia from invasion by the Japanese.



US Ambassador to Australia, John Berry, addresses guests during Battle of the Coral Sea Commemoration at the Australian-American Memorial, Russell Offices, Canberra. May 2014 Photo: Dept of Defence



Map of the Coral Sea and the dispositions of the Allied and Japanese Naval Forces



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# Remembrance Day in Romania ..... 2013

In a little town by the name of Tincabesti, just outside Bucharest in Romania, there is "The Commonwealth War Graves Cemetery" wherein are found a total of 90 well-tended WWII 'war graves' ..... United Kingdom 80, South Africa 5, Canada 2, Australia 2 and New Zealand 1.

"During WWII, the Romanian oil fields were vital to the German war effort, as were the lines of communication supplying the German armies on the Russian Front, and both were subjected to sustained and heavy bombing attacks, during the summer of 1944, by aircraft of the Mediterranean Air Command from bases in Italy."

The Australian graves as shown in the photos are of two RAAF airmen who died on those bombing raids; they were:

417421 FSÖV R G Sauerwald 7 May 1944 Age 22

421051 FSÖV A S R Ross 10 August 1944 Age 21



**The headstones of FSGT's Sauerwald and Ross, Bucharest War Cemetery, Remembrance Day 2013**

*Photo: Frank Leslie*

Frank and Pat Leslie, of Perth, Western Australia, were visiting their son Damian, who is one of the number of Australians living and working in Bucharest, when Remembrance Day, 2013, came along. On Damian's initiative, permission was given from the Australian Embassy in Greece, for the Australians in Bucharest to lay a wreath "on behalf of the Australian People", at the Remembrance Day ceremony held at the Tincabesti War Graves cemetery.

The Remembrance Day ceremony was organised by the Bucharest-based British Ambassador. Frank and Pat attended, with the Bucharest Australians and a number of other countries' ambassadors and military attaches. They were pleased to see Romanian military personnel and officials representing the Romanian interest paying their respects.

Damian went on to organize the Australian contribution to the Remembrance Day service in tribute to the two WWII RAAF Australians 'resting far from home', in Tincabesti. To 'cap off' his beautiful effort, he convinced his father, ex-RAAF FLTLT Frank Leslie, it would be an appropriate gesture for him to lay the wreath --- "on behalf of the Australian people". "We will remember them, LEST WE FORGET".



**The Romanian Military mount a Guard of Honour in Bucharest War Cemetery, on Remembrance Day 2013**

*Photo: Frank Leslie*

Frank and Pat wonder whether FSGT Ross and FSGT Sauerwald have any living relatives – perhaps descendants – here in Australia, or elsewhere, who would be interested in this story and perhaps copies of the images taken on the day?

We all take pleasure to learn how the Romanian people revere the memory, and take care of, those 90 WWII Commonwealth servicemen who 'rest' among them.

By Lou Halvorson

March 2014

# Another Vietnam Forward Air Controller Story

Between 1966 and 1971, a total of 36 RAAF fighter pilots served as Forward Air Controllers (FACs) with the USAF in Vietnam. The early FACs flew the Cessna O-1 "Bird Dog," a single-engine, high-wing, tandem-seat aircraft, first used by the US Army in 1950. The twin-engine Cessna O-2, "Super Skymaster" was introduced as a FAC aircraft in early 1967 to replace the O-1. In 1968, the USAF introduced the twin-engine turboprop OV-10 "Bronco" to replace both Cessnas, but the O-2 continued on until the end of the war because it was more suited to two-crew night operations. The OV-10 suffered from internal canopy reflections at night, and the crew could not operate a starlight scope through an open window like in the O-2. The RAAF pilots flew all of these aircraft.

This story by USAF FAC Jack Schnurr, callsign "Covey 105", gives the reader an appreciation of the flexibility needed by a FAC in an operational environment. A FAC's job was usually to control air strikes, but on this mission Jack became the controller and the attacker—and on his first "solo" as a FAC.



**Two Cessna O-2 FAC aircraft in formation.**

*Photo from Rustic Collection.*

In May of 1972 I volunteered to return to Vietnam in an O-2, nine months after completing a one year tour as an F-4 aircraft commander flying out of DaNang. The North Vietnamese had invaded South Vietnam and FACs were sorely needed. I flew two rides with an instructor, doing both close air support and interdiction missions, attempting to stem the tide of the communist forces invading the South. I received training in preparation for my check ride while flying actual combat missions. My third ride was a check ride and I was signed off as a fully qualified combat FAC.

The next morning I checked in for my assignment. I was to fly to a mountain jungle location where the day before a helicopter dropping off a Special Forces team next to a Montagnard village came under heavy fire. It had to take off immediately, leaving one team member behind on the ground outside the village in enemy territory. My mission was to see if I could make radio contact with him, check on his condition and try to affect a rescue plan.

I was to rendezvous with two helicopter gunships and one slick Huey helicopter. Two A-1s were on strip alert to support this mission in case we picked up heavy resistance.

I was immediately stunned by the responsibility I would have

on my first mission. The life of the Special Forces man was in my hands; do a good job and he might live, mess it up and he would probably die a horrible death at the hands of the enemy.

We had a complicated system for selecting the proper radio frequency for authentication; of course they changed it every few hours. I did not expect someone under extreme stress to get it right a day later.

I arrived in the area, rendezvoused with the helicopters as planned, made a radio call, and said a quick prayer to hear an answer. Immediately I got an answer with the correct call sign and authentication. He was alive, uninjured and not captured.

He reported that several hundred North Vietnamese soldiers had surrounded the friendly village and were shooting mortars and machine guns into it. Close examination revealed that there was only one place to affect a pickup so I encoded the location and passed it on to him and requested that he move to that location. His reply was awesome: "That's what I figured out yesterday. I'm at that location now; I moved last night."

We were getting .51 caliber machine gun fire from a location overlooking the village; the pickup would have to be made from one spot on the road that ran into the village. That particular spot was not in the field of fire of the machine gun; it was blocked by trees. While on the road the helicopter would not be exposed to the gun-fire, but getting out would be a problem; the helicopter would be a sitting duck. Enemy soldiers with AK-47s were on both sides of the road next to the pickup area and were very close to the survivor.

I called for the launch of the A-1s but was told they had been assigned another mission by higher headquarters and would not be available. Great, now what! There was no one to ask what to do, no one to even get any advice from. It was my problem and I had to deal with it.

My O-2 was loaded with fourteen 2.75 inch WP rockets so I decided to try to take out the .51 caliber machine gun with my rockets. I made 10 hot passes in an attempt to destroy the gunner. Every time I pointed the nose of my aircraft at him he would start shooting at me. I shot back.

I told the helicopter gunships to start working the tree lines while avoiding the area where the survivor was. While the .51 caliber was busy with me the gunships were able to work over the enemy troops with the AK-47s. The gunships ran out of ammunition and fuel and had to leave the area. The slick Huey that was to make the pick up was really hurting for fuel and wanted to leave the area. It was do or die time.

I informed the survivor of our situation and he said, "I'll still be here tomorrow." I didn't think so. Desperate, I made one more rocket pass on the gun. I had four rockets left and as I rolled in on the gun I cleared the helicopter in to make the pickup.

I told the survivor to pop smoke and shot three rockets so that they would impact between the gun and the helicopter to



blot out the view of the gunners. I started to pull off when the tracers from the .51 caliber switched from me to the chopper. I went throttle idle, hard rudder, and executed a hammer-head stall and dove back at the gun to fire my last rocket.



**Rockets fired from a Cessna O-2  
FAC aircraft in "ripple" mode.**

*Photo by Bill Carruthers.*

This time I could get low before I fired and maybe hit him. I can still visualize the two gunners looking the other way as I fired my last rocket. It missed them by about 15 feet, impacting on the outside edge of a dirt embankment they had built around the gun. They came back on me, firing tracers that went just above my left wing. They had missed me yet again. While they were shooting at me the survivor was picked up.

The helicopter had arranged to have a refueling point established 20 miles down the road; they landed and refueled, took off and got the survivor to safety. My first mission as a

combat FAC was down and dirty and very personal.

The responsibility that I felt as a FAC and the quick thinking required under severe stress and constantly changing conditions was more demanding than most of my 243 combat missions as a fighter pilot.

There are 488 real-life stories written by USAF and RAAF pilots who participated in the Vietnam war as Forward Air Controllers, and included in two books titled, "Cleared Hot," and "Cleared Hot Book Two," which are available for sale at <http://www.lulu.com>. Just type "Cleared Hot" into the search window.

These 570 page books are produced by and for the FAC Association, Inc, in the USA (printed in Melbourne). Submitted by WGCDR Peter Condon (Retired) who is the Book Coordinator.



**Cessna O-2 taxiing for take-off from a Forward Operating Base (FOB).**

## Untold stories from the Multi-national Desert Air Force – Eighth Army's Enforcer in the Second World War

### Australian pilot sinks Rommel's last hope

It is now not well recognised that in the North African and Italian campaigns of the Second World War, Allied air power, particularly the Desert Air Force (DAF), was the single most decisive factor. Both air force and army commanders well knew this at the time. Eighth Army and DAF fought their way through these campaigns as one entity, until the final victory in northern Italy in May 1945.

The crucible in which this partnership was formed, was three years of desert war in North Africa. Late in the afternoon of 26 October 1942, and three days into the final Battle of El Alamein, Rommel's last hope for resupplies of fuel, the Italian oil tanker *Tergesteia*, was within two miles of the Axis-held port of Tobruk. Earlier at noon an attack by Beaufort and Bisley bombers had sunk the oil tanker *Proserpina* (4,809 tons), in which six out of ten aircraft were lost.

So critical was the supply situation for Rommel's Panzerarmee Afrika, that both sides were committing every resource possible in the struggle over Axis supply channels. A second operation by Beauforts failed to locate the remaining ships, which were still on schedule to reach Tobruk, and would do so before a squadron of night-flying

Wellington torpedo bombers would be available to intercept. Since these supplies were so crucial for the Axis army, it was decided to risk an operation by No. 38 Squadron RAF, using their own Wellington torpedo bombers for the first time at dusk.

Flight Lieutenant Lloyd Wiggins, a twenty five year old Australian from Adelaide, would lead the attack. At 1540 Flight Lieutenant Wiggins led three Wellington bombers in formation, with the aircraft of Pilot Officer Bertran and Sergeant Viles in Nos 2 and 3 positions respectively. The weather and visibility were good, with minimal cloud. The three aircraft proceeded at 100 feet until they were about 60 miles out to sea. They then turned westward, and proceeded parallel to the coast until they were approximately 60 miles north east of Tobruk. Navigation was perfect and they were able to make an immediate approach in formation.

In the first dusk attack ever attempted by 38 Squadron, the three planes headed straight for a large merchant vessel, the *Tergesteia* (5,890 tons), thought to be carrying both army supplies and fuel, and lying perhaps two miles outside Tobruk harbour. There were many destroyers escorting the *Tergesteia*, but they were taken completely by surprise. It was not until the aircraft were beginning their run within two



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miles of the *Tergeste* that frantic signalling took place from the destroyers to the merchant vessel. Wiggins' bombing run came in with a dark sky behind the three Wellington bombers, whereas their target, the *Tergeste* stood out against the sun setting in the west.

All three aircraft dropped their torpedoes at a distance of around 500-600 yards from the target. The three torpedoes were seen to be running straight towards the *Tergeste*, which appeared to be stationary, perhaps at anchor in the water. Of six torpedoes launched, three ran well, striking the *Tergeste*, and causing an enormous explosion. The aircraft crews then observed a huge column of black smoke, surging up from the *Tergeste* to an estimated 3,000 feet.

After dropping his torpedo Flight Lieutenant Wiggins chose to take his aircraft climbing straight over the top of the *Tergeste*, attracting the greatest concentration of anti-aircraft fire from the escort destroyers. Despite his aircraft suffering multiple hits, Wiggins was able to maintain his escape flight beyond the range of the destroyers' guns.

Sergeant Bertran was able to turn away to starboard, and received lighter anti-aircraft fire. After releasing its torpedo, Sergeant Viles' aircraft was seen to stagger, probably from receiving fire from the destroyers. The last that was seen of Viles was his aircraft breaking away to port. Both Wiggins and Bertran completed their return flights safely to base.

A further operation that night reported that there was no sign of the *Tergeste*, which must have sunk. It was later learned that the cargo of the *Tergeste* comprised 1,000 tons of petrol, and 1,000 tons of ammunition. Left with no new fuel supplies, Rommel's Panzerarmee Afrika was unable to effectively re-deploy or counter-attack, and in the face of Eighth Army's attack was left with no option but to retreat.

## RAF Spitfires counter the Luftwaffe's high-altitude reconnaissance

The first formal origins of the Desert Air Force (DAF) had come in November 1941, when Air Marshal Tedder appointed Air Vice-Marshal Sir Arthur 'Maori' Coningham in command of a number of RAF squadrons in Egypt, to form the Western Desert Air Force (WDAF). Its charter was to provide close air support to Eighth Army in the Western Desert of North Africa, and later in February 1943 it was renamed simply as the Desert Air Force (DAF).

During the three battles of El Alamein from July to November 1942, DAF began to assert an ascendancy over the Axis air forces, the Italians' Regia Aeronautica and the German Luftwaffe. Inevitably, like most air force operations, the exploits of DAF airmen went unseen except by the pilots themselves. Prior to the final battle of El Alamein, two RAF Spitfires had been modified to intercept high level reconnaissance flights by the Luftwaffe's Junkers Ju86P bombers.

On 6 September a Ju86P reconnaissance flight was again spotted, and Pilot Officers Genders and Gold scrambled their high altitude Spitfires. The Junkers bomber was about fifty miles east of Alexandria, but when it saw the fast closing Spitfires, it turned back out to sea. Increasing their speed, Genders and Gold gave chase.

Genders caught up with the Ju86P first, and machine-gunned its fuselage and starboard engine, which gave out smoke. With only three gallons of fuel remaining, and now 100 miles out to sea, Genders had to turn away. At a few thousand feet lower altitude, Gold watched the crippled Junkers bomber as it lost height, then finished it off.

While Gold had sufficient fuel to return to his base at Aboukir, Genders ran empty when still out of sight of land. He baled out, somehow survived his dumping into the sea, and began to swim southwards. For twenty one hours he swam, before being washed up onto an empty Egyptian beach. After an amazing open sea swim, he luckily found help, and returned to Aboukir. Genders and Gold had downed two of the three Ju86Ps in nine days. The two pilots had reduced the Luftwaffe's high altitude reconnaissance operations over the rear of Eighth Army to an ineffective level.

## An American Warhawk culls the Bf109 fighters

By the time of El Alamein, the USAAF 57th Fighter Group was now operational in its own right, flying in joint operations with DAF, and making an immediate impact. In a raid on 25 October on the Luftwaffe's airfield LG20, a Bf109 base, Lieutenant Lyman Middleditch Jr, of 64th Fighter Squadron, was in a group of eight Warhawks. As they pulled away after dropping their bombs, they were attacked by five Bf109s. Middleditch took on two 109s on Lieutenant Hartman's tail, pulling a tight turn to hit one of them with a full burst, and sent it crashing into the sea. Two days later, on 27 October, he was flying top cover in an eight-plane formation when they engaged two approaching formations of Bf109s. Middleditch hit one 109 on his first pass and saw it pour smoke and fall into the sea.

Instantly three more 109s were on to him. He kept turning into the enemy fighters, using the advantage of a Warhawk in a tight turn against a 109, and hit another to see it too crash into the waves. Middleditch caught one of the other two 109s with a burst into the centre of its fuselage, flipping it into a cartwheel dive and a watery grave. The remaining 109 soon fled. A few weeks later Middleditch was awarded the DSC by Major General Lewis H. Brereton, Commander of Ninth Air Force, and AVM Sir Arthur Coningham, Commander of the DAF. Later Middleditch went on to become an ace in early 1943.

For four days before the third and final battle of El Alamein, DAF imposed what we now describe as a No Fly Zone. Dominance over the Axis air forces was sustained, and prevented any significant impact on the battle by Axis aircraft. The multi-national DAF had led the way in establishing Allied air superiority. Now the challenge was to keep it.

**Bryn Evans,**  
24 March 2014

(NB. The above extracts are drawn from, *The Decisive Campaigns of the Desert Air Force 1942-1945*, Pen and Sword Books, March 2014.)

# Information Technology (IT) Systems

The technology industry is littered with instances of large IT projects that have gone horribly wrong. In the transport, banking, government and manufacturing sectors, high-profile IT projects have collapsed, wasting millions of dollars. Dept of Defence has had its fair share of failed IT projects. Examples abound within smaller organisations, too - a new software package causes more work than it saves; or one computer system isn't able to share data with another, causing duplication and mistakes, users don't like the interface - it's too hard to interact, can't access it away from the office, can't access the data from my notebook PC or my I-Pad .

In all cases, it's tempting to point the finger of blame squarely at the technology. It must be the fault of all those lines of computer code and those humming server boxes. Sometimes it is, especially with mobile communications. Reality, however, tends to be a little different. While no two IT projects are the same, research shows the reasons for failure can be similar.

Most problems are caused by trying to adapt new technology to old ways of working, rather than the other way round. "It's not the way we do things here" is often heard. The result can be the automation of processes that weren't that efficient to begin with. Changing the IT system to match inefficient processes often results in a cascade of unintended consequences. Regardless of the inefficiency, IT systems should not be designed to emulate a manual system. The *Not Invented Here* syndrome is also often heard.

Many organisations have Excel spreadsheets or Access data bases "cobbled" together by well meaning local experts which are fraught with problems - no documentation, the person has left, bad initial planning, poor design, ignorance

of industry standards, no update or migration path and not supported by technical professionals.

There's a greater chance of success if an organisation refines its internal processes to match chosen IT systems and more logical ways of doing business. This way, new features and efficiencies can be put to best use, and the chance of a large failure is significantly reduced. It really gets back to people.

Even after a computer software application is implemented, users often expect computers to do 'everything'. Many do not realise that a computer will only do what the program instructs it to do. Identification of requirements and user input at the analysis phase is essential in determining the required functions of any application. Of course, the logic applied in the program is critical in retrieving the right information or answer.

In addition, the computer will only give the user the right answer if the right question is asked of it AND if the data entered into the data base is correct. Most computer errors occur at the data entry stage. In addition, administrators often say "Sorry, can't change it, it's in the computer", suggesting that the answer is final. Once again, a people problem. Many user designed systems purport to be data base systems, but in reality they are a collection of records, often in an Excel spreadsheet. Still a data base, but with limited functionality.

The old adage '*you get what you pay for*' is very much the case here. IT must be designed and supported by professionals; sure, it costs money - but if the organisation doesn't look professional, it probably isn't.

by Lance Halvorson



User designed software applications could end up like this – not a good outcome?



## F-35 Purchase for the RAAF

The Prime Minister, The Hon. Tony Abbott MP, held a press conference on 23 Apr 2014, at Defence Establishment Fairbairn, to announce the Government's approval for the acquisition of a further fifty eight F-35A Lightning II aircraft. The decision will bring the total acquisition to seventy two aircraft which will create three operational squadrons, two at RAAF Base Williamtown and one at RAAF Base Tindal. The Prime Minister was accompanied by the Minister for Defence, Senator The Hon. David Johnson, the Chief of Air Force, Air Marshal Geoff Brown, AO and Mr Raydon Gates, Chief Executive of Lockheed Martin Australia.



**The Prime Minister, The Hon. Tony Abbott MP, announces the purchase of an additional fifty eight F-35A Lightning II aircraft (Joint Strike Fighter). He is supported by the Minister for Defence, Senator The Hon. David Johnson, and the Chief of Air Force, Air Marshal Geoff Brown, AO.**

*Photo: FSGT Kev Berriman, 28 SQN Canberra*

## Poseidon P-8A Maritime Surveillance Aircraft

Air Force is set to receive eight P-8A Poseidon maritime surveillance aircraft and the Government has also approved an option for a further four aircraft subject to the outcomes of the Defence White Paper review. Prime Minister Tony Abbott made the announcement at Defence Establishment Fairbairn on February 21, while inspecting a visiting US Navy P-8A that had flown in for joint exercises with Air Force and Navy.

The state-of-the-art aircraft will dramatically boost Australia's ability to monitor its maritime approaches and patrol over 2.5 million square kilometres of our marine jurisdiction - an area that equates to nearly 4 per cent of the world's oceans. The first aircraft is scheduled to be delivered in 2017, with all eight aircraft fully operational by 2021.

The P-8A is built from the ground up as a military aircraft. It is based on the proven commercial designs of Boeing's 737-800 fuselage, but is substantially structurally modified to include a bomb bay, under wing and under fuselage hard points for weapons, as well as increased strengthening to allow for continued low level (down to 200ft) operations and 60° angle of bank turns.

An internal fuel capacity of almost 34 tonnes, gives the P-8A an unrefuelled range of over 4000 nautical miles (7,500 km)



**USN Poseidon P-8A, the type ordered for the RAAF**

*Photo: RAAF*

or the ability to remain on station conducting low level Anti Submarine Warfare (ASW) missions for over four hours at a range of more than 1,200 nautical miles (2,200 km) from base. The P-8A is capable of air-to-air refuelling (AAR) using the boom of tanker aircraft such as the KC-30A, increasing its endurance to over 20 hours – making it possible to patrol Australia's isolated Southern Ocean territories.

The P-8A has 11 weapon hard points (five in the bomb bay, four under the wings and two under the fuselage) and can carry over 22,000 pounds (10,000kg) of weapons. All the hard points have digital weapon interfaces. The aircraft has an extensive communications suite of over 10 separate radios and data links across the VHF, UHF, HF and SATCOM spectrums.

Like the Orion, the P-8A has advanced sensors and mission systems. These include an advanced multi-mode radar, a high definition electro-optic camera, an acoustic system (with four times the processing capacity of the current AP-3C Orion's system) and an advanced electronic support system that is a derivative of the system fitted to the EA-18G Growler.

## Specifications

<b>Manufacturer</b>	Boeing
<b>Role</b>	Maritime intelligence, surveillance, reconnaissance and response
<b>Crew</b>	Two pilots, two Air Combat Officers, six Airborne Electronics Analysts
<b>Engine</b>	Two CFM56-7 BE(27) engines each with 27000 lb thrust
<b>Airframe Length</b>	39.5 m, height: 12.8 m
<b>Wingspan</b>	37.6 m
<b>Weight</b>	85,820 kg (max)
<b>Max Speed</b>	907 km/h
<b>Range</b>	7,500 km
<b>Ceiling</b>	41,000 feet
<b>Capacity</b>	Sonobuoys and 11 weapons stations
<b>Weapons</b>	Torpedos, anti-ship missiles and self-protection measures

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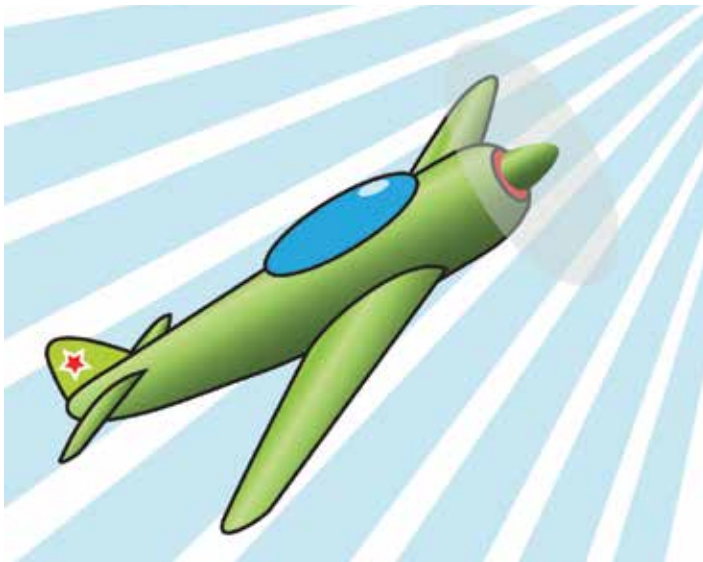
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## Young Cadets Go Out of this World!

On Friday 21<sup>st</sup> February 20 lucky cadets from South Australia achieved a first for the Australian Air League, speaking live with an astronaut on board the International Space Station.

The link-up took place at the South Australian Aviation Museum, home of Port Adelaide Squadron and was attended by over 50 cadets, parents, supporters and special VIP guests including the Governor of South Australia, His Excellency Rear Admiral Kevin Scarce, AC, CSC, RANR and his wife Mrs. Liz Scarce, and Commissioner Tom Short representing Chief Commissioner Ian Rickards of the Air League's Federal council.



**"Leading Cadet Michael Rowcroft of Parafield Squadron with The Governor of South Australia, His Excellency Rear Admiral Kevin Scarce at the South Australian Aviation Museum"**

Contact was made by Tony Hutchinson of the Amateur Radio on the International Space Station group (ARISS) at 7:08pm as the station passed over Hawaii at an altitude of 400km. Travelling at over 27,000 km/h, the cadets had just 9.5 minutes before the ISS went out of range.

Over twelve months in the making, the event was organised with the assistance of NASA and the ARISS following a detailed application process by the members and parents of Parafield Squadron. The cadets were very fortunate to be chosen, only a handful of events such as this have taken place in Australia and this was a first for the Australian Air League.

Prior to Christmas, cadets from Squadrons at Gawler, Parafield and Port Adelaide took part in a competition where they each submitted three questions that they would like to ask the astronauts.

Following a selection process, 20 cadets were chosen to ask questions of the astronauts and of these the question from 12-year-old Leading Cadet Michael Rowcroft of Parafield Squadron was judged the best. For this he would have the honour of being the first cadet to speak with an astronaut in space.

The cadets spoke to Japanese astronaut Koichi Wakata, a veteran of 4 NASA Space Shuttle missions who has spent a total of nearly 5 months in space with a space flight career spanning nearly two decades. Originally an engineer for Japan Airlines, Wakata will shortly be the first Japanese commander of the ISS.



**"Japanese astronaut Koichi Wakata, a veteran of 4 NASA Space Shuttle missions and the first Japanese commander of the ISS"**

In the lead up to the event, the cadets in South Australia Wing had been following the astronauts on board the ISS through videos and mission status updates posted by NASA online. The questions posed by the cadets were interesting and varied, on topics such as the sort of jobs the astronauts undertook each day, whether it was possible to see satellites as they passed the ISS, and how long it took astronauts to recover following their return to Earth.

"It was a great evening. Everything went so well," said Commissioner Tom Short. "I was thrilled that all the cadets were able to ask their questions. What a unique experience for them all and what a great way to start the celebration of our 80<sup>th</sup> anniversary."

The motto of the Australian Air League is *A Vinculo Terrae* – "Free from the Bonds of the Earth". Dreamt up in an age where pioneers like Sir Charles Kingsford Smith were still taking to the air in flimsy aircraft of canvas and wire, for these cadets it has certainly come true.

For further information please contact:

Australian Air League

Phone: 1800 502 175

Email: [info@airleague.com.au](mailto:info@airleague.com.au)

## Cadet 'Kangaroo Court' supports Australian War Memorial

Young people from the Australian Air Force Cadets (AAFC) have presented the Australian War Memorial with a donation of funds they raised while touring battlefield sites in France and Belgium. The money was presented to the Director of the Australian War Memorial, Dr Brendan Nelson.



**Cadet Aaron Chown, Leading Cadet Anav Deo, presenting funds raised to Dr Brendan Nelson. Photo: AAFC**

In November of last year, 33 cadets and adult staff from across NSW and the ACT embarked on the trip of a lifetime. They visited a number of important sites including Normandy, the Western Battlefield of France, and Ploegsteert Wood in Flanders, Belgium. In addition they participated in a Remembrance Day service at the Commonwealth War Graves Cemetery at Bayeux.



**AAFC tour group with buglers, Menin Gate, Ypres, France, November 2013 Photo: AAFC**

At the end of each day, the cadets would discuss the day's events. This soon developed into a light-hearted 'kangaroo court', where cultural and language *faux pas* were 'tried' and penance paid into a communal kitty. What started out as a

joke soon turned into a significant sum of money, which the group unanimously decided to donate to a worthy cause when they returned to Australia.

Trip organiser Squadron Leader (AAFC) Sharon O'Donnell, said that visiting sites of such significance to Australian's military history made the group keenly aware of the importance of commemorating this important heritage. "I'm extremely proud that the cadets decided to donate the money they raised to the War Memorial," Squadron Leader (AAFC) O'Donnell said.

The AAFC is a voluntary youth organisation that is administered and actively supported by the Royal Australian Air Force. For more information, visit [www.aafc.org.au](http://www.aafc.org.au).

### Media and Public Affairs Contact:

Flight Sergeant (AAFC) Emma Williams  
3 Wing Australian Air Force Cadets  
Contact 0477 323 749 or [pacio.3wg@aafc.org.au](mailto:pacio.3wg@aafc.org.au)

## New Facebook page

This is a new dedicated Facebook page that is designed to allow former members of the ATC/AIRTC/AAFC to recount stories from their cadet years or from where they are now and what value the AAFC was to them in their lives and careers today. It will also be an excellent 'historical' reference/resource and it is hoped there will be hundreds of responses, by the time of the 75th Anniversary in 2016.

How to make a submission:

If you are a former AAFC/AIRTC/ATC member please submit any details and a photo via email to [paco2.csd@aafc.org.au](mailto:paco2.csd@aafc.org.au)

If you are a current AAFC member please submit any details and a photo via email to the PACIO in your WG.

<https://www.facebook.com/AAFCWherearetheynow>

## Bomber Command Commemorative Service

A Commemorative was held at RAAF Amberley, Sunday 1 Jun. 2WG cadets alongside Queensland Governor Her Excellency Ms Penelope Wensley AC and from RAAF Amberley, the Commander of Combat Support Group, Air Commodore Tim Innes.





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## Tasmania Division Annual General Meeting - March 2014

The Tasmania Division held its Annual General Meeting on 29 March 2014 in Hobart. GPCAPT Rex Bean (Retd) was elected President of the Division, replacing WGCDCR Charles Hill (AFAR). Charles has provided great support not only to the Division, but to the National Council Membership Working Group and continues as the National council's representative on DVA's national Younger Veterans' Forum.

The Vice President Communications and Media National Executive, WGCDCR Lance Halvorson MBE (Retd), represented the National President at the AGM and the Division dinner that evening. During the dinner he presented Mrs Marjorie Quinn MBE the National President's Commendation, for outstanding commitment and contribution to the Tasmania Division WAAAF Branch and Ex-service Groups and Community Welfare over a period of 55 years.



Lance Halvorson presenting Marjorie Quinn with the National President's Commendation, Hobart 29 March 2014  
Photo: Alan Robertson



A Past President, Peter Scully, with CO WGCDCR Deborah Phillips 29 Squadron, Alan Robertson, State Secretary.  
Photo: Alan Robertson

## RAAF Association South Australia

On the 2nd April 2014, The RAAF Association (South Australian Division) presented Flight Lieutenant Narelle Mason with two checks totaling \$3,000.00 to assist in her son Joshua's ongoing medical costs. Joshua, born with Cerebral Palsy, requires ongoing treatment at the Neurological and Physical Ability Centre in Melbourne and Sydney. The 3 week program costing \$12, 000.00 per session consists of 4 hours of treatment, five days a week, assists Joshua in building strength in his legs, improving his balance with ultimate goal to have him walking independently.



State President of the RAAF Association (SA Divn), Mr Dave Helman, presents Flight Lieutenant Narelle Mason with a cheque for \$2,000.00 at the RAAF Association Centre, Torrens Parade Ground, Adelaide. Photo: Dept of Defence

## RAAF Association

*come and join us*

### PROUD TRADITION FUTURE FOCUS

*For many years the Association has proudly provided support, advice on entitlements, commemoration, heritage and social events for serving and retired Air Force members, their families and aviation enthusiasts - Branches in all States*

To join: call the National Secretary on 02 62590865, send an email to [raafa.hq@bigpond.net.au](mailto:raafa.hq@bigpond.net.au) or contact the State HQ on the web [www.raafa.org.au](http://www.raafa.org.au)

Advice
-
Help
-
Friendship



# Defence Relocations and Housing Managers are there to assist you during your relocation

**By Ken Parks, Acting Assistant Director Operations, Directorate of Relocations and Housing**

Defence Support and Reform Group (DSRG) has a dedicated Defence Relocations and Housing Manager based in each region. At the local level the Defence Relocations and Housing Manager (DRHM) is the primary Defence representative with Defence Housing Australia (DHA) and Toll Transitions. DRHMs are employed to assist Defence personnel and their families by liaising with DHA, Toll Transitions and the Defence Community Organisation (DCO) in each region to make their relocation easier for them and their families. The DRHMs have considerable experience in all aspects of relocations and housing.

The ultimate aim of the DRHM is to ensure that you and your family experience high quality customer service as you undergo a removal or change to your housing situation.

The DRHM network seeks feedback from members on the complete

relocation service. This feedback is used to provide management in Defence and the service providers with information on how members feel about their removal experience but more importantly, the feedback is used to ensure that all removals and future removals are as stress-free as possible. A DRHM may visit you during an uplift or delivery to discuss and assess the standard of service being provided. In some instances the DRHM will contact you after a relocation to discuss whether the relocation met your expectations. In the past, these discussions have revealed region-wide trends or issues which have been addressed with contractors.

If you have an inquiry regarding your housing maintenance/allocation or relocation services, do not hesitate to contact your local DRHM. If you are dissatisfied with the service provided or decision made by DHA or Toll Transitions your local DRHM will assist you to address and resolve your concerns.

DRHM Location	First Name	Surname	Phone	Mobile
Adelaide	Bill	Griggs	(08) 7389 3225	0407 211 389
	Leo	Pope	(08) 7389 3226	0418 801 981
Bandiana	Lea	Gayfer	(02) 6055 2187	0439 452 291
Brisbane	Brian	Grear	(07) 3332 6975	0402 824 035
	Phyllis	Gore	(07) 3332 6992	
Cairns	Merv	Dicton	(07) 4411 7922	0408 457 468
Canberra	Anton	Pecovnic	(02) 6265 8808	0404 823 765
	Treena	Stone	(02) 6265 8809	0404 823 765
Darwin	Alan	Purude	(08) 8935 4346	0408 970 557
	James	Muir	(08) 8935 4224	0458 241 867
Hobart	Tracey	Pannell	(03) 6237 7277	0418 651 744
Hunter	Roger	Lamothe	(02) 4034 6964	0413 728 512
	Neysha	Johnston	(02) 4034 9565	0429 127 082
Liverpool	Carey	Byrne	(02) 8782 4100	0409 125 687
Nowra	Steve	Daley	(02) 4421 3855	0428 441 808
Perth	Allan	Purdue	(08) 9311 2376	0408 970 557
	Cam	Druitt	(08) 9311 2076	0408 978 979
Richmond	Sara	Sullivan	(02) 4587 2314	0408 481 880
Southern Victoria	John	Gaffney	(03) 9282 3667	0407 462 437
	Greg	Richardson	(02) 9393 2146	0420 308 387
Sydney	Carmen	Azzopardi	(02) 9377 2148	0408 972 933
	Kylie	Henderson	(08) 8973 6594	0429 780 211
Toowoomba/Ipswich	Chris	Gordon	(07) 4631 4414	0419 103 415
Townsville	Merv	Dickson	(07) 4411 7922	0408 457 468
Wagga	Lea	Gayfer	(02) 6055 2187	0439 452 291

## Change to Relocation Model

Defence and Toll have developed, and will implement a new model for the sourcing of removals and associated dates for Uplift of a member's furniture and effects.

The new model is called the Whole of Relocation Cost model (WORC)

The WORC model is based on the premise that substantial savings in relocation costs can be achieved under the following circumstances:

- taking advantage of cost differences in services arising from the day the service is supplied (e.g. generally midweek hotel rates are less than a Friday);

- Sourcing quotes for services within a date range as opposed to a specific date (e.g. a relocation price for an uplift for each individual day in the date range of Monday to Friday);
- Considering all relocation costs across each day of the requested uplift week when making the procurement decision (e.g. removal, accommodation, flights and allowances); and
- Choosing the day of the week which provides the most cost effective combination of costs, unless operational considerations or extenuating personal circumstances dictate otherwise.

The WORC model was successfully trialled in South Queensland from 30 July 2013 -30 Oct 2013.

## Former RAAF Beaufort aircraft crew members 69<sup>th</sup> Commemoration

Former Beaufort bomber crew including pilots, wireless/ air gunners, navigators and ground crew and their families are preparing to celebrate and commemorate their RAAF service during WWII at the Bentleigh RSL on September 19<sup>th</sup> 2014.

Reunion spokesperson, Tony Clark, said "Beaufort aircraft and their crews were immensely important to the defence of Australia and the veterans attending are representative of those who played a critical role in the defence of Australia during WWII. These former crew members provide a unique insight into the Beaufort's contribution to Australia's wartime aviation history".

During the World War II, the Department of Aircraft Production (DAP) built 700 Beaufort aircraft at the Beaufort Division final assembly plant at Fisherman's Bend, Victoria and at Mascot, N.S.W. The construction of these aircraft was a huge undertaking employing 30,000 people, of whom 30% were women.

Beaufort aircraft served in ground and coastal reconnaissance, as anti-shipping torpedo bombers, transport aircraft and in close support to ground troops in New Guinea. These aircraft were operated by the RAAF in Nos. 1, 2, 6, 7, 8, 13, 14, 15, 32 and 100 Squadrons and a number of Operational Training Units (OTU) and Communication Units (CU).

505 personnel lost their lives serving in Beauforts during WWII and the last resting place of 53 of these deceased RAAF crew is not known.

- What:** Reunion of WWII RAAF Beaufort aircraft air and ground crew celebrating and commemorating their service.
- Where:** Bentleigh RSL, 538-540 Centre Rd, Bentleigh. 3204
- When:** Friday 19<sup>th</sup> September 2014 11.30am to 2.30pm
- Interviews:** Former World War II Beaufort pilots, wireless air gunners, navigators, wartime factory personal and current RAAF officers.
- Media Pack:** Containing background information, photographs and video available.

Anyone with a connection to Beauforts is welcome to attend.

### For more information contact

**Tony Clark on 03 9817 5773 or 0417 98 0000**

**BEAUFORT SQUADRONS ORGANISING COMMITTEE**

**C/o Pam & Tony Clark 31 Belmont Ave Kew VIC 3101**

## Coles Pledge to Raise \$5 million

To mark its Centenary as an Australian company on 9 April 2014, Coles has pledged to raise \$5 million for the Australian Defence Force Assistance Trust to assist current and former members of the armed services and their families who are in need of the nation's help.

In addition to this fundraising, Coles will also provide "Digger Discounts" in all of its supermarkets on selected days over the next 12 months, to give all serving, returned, or retired members of the Armed Services and their families a 10% discount on their groceries – and is based on the presentation of a valid DVA card, Defence Personnel Card or any other military service identifier.

## "Our Country's Call"

At a Remembrance Day concert given by our band in November 2013 for Legacy Sunshine Coast, a song, "Our Country's Call", written by myself, received a standing ovation at its inaugural performance. Many of those in attendance enquired after the concert if the song was going to be recorded for ongoing sale. Intended for performance as a poem or song, the work is dedicated to the memory and sacrifice of Australians of both genders and from the many social and ethnic backgrounds who have served our country in times of conflict, both past and present.

Thanks to the encouragement received from those at the concert and the financial support of the Sunshine Coast Regional Council, the band have completed recording the sound track of "Our Country's Call". This sound track will form the basis for a DVD to be released at this year's concert for Legacy Sunshine Coast which will take place on Saturday the 8<sup>th</sup> November at Maroochydore, Queensland. Funding for the photography required for the DVD and replication of stocks is expected to be obtained through Federal and State grants, supporting community projects over the centenary celebrations of WW1. Both Federal and State MPs are keen to support the project. It is envisaged that on release many of the copies of the DVD will be gifted to various organisations and members of the public. The band is hopeful that Legacy Australia will take over ownership of copyright of the DVD after release to benefit from ongoing sales. Any royalties coming to myself as songwriter will be gifted to Legacy Sunshine Coast.

We are at the stage of sourcing photography and film footage to supplement the sound track. Whilst we have the Australian War Memorial's superb collection to call upon we do find that many websites and associations such as yours have either a photo gallery or members who would be prepared to donate photographs that may be appropriate in support of the DVD's sound track. I am finding that many of these photographs have a more personal feeling than those available through AWM. Might we therefore ask that you either publish the poem (for which you have my express permission) on your website, or in a regular newsletter that you send to members, along with the invitation to submit photographs that we may have permission to use on the DVD. These photo's would be required to be received by us by mid March and in digital format addressed to [ahwinter@optusnet.com.au](mailto:ahwinter@optusnet.com.au)

Many of the aspects of the song can be complemented by photography. Perhaps you have the perfect shot of "the black kid from the Alice" or "the carpenter from Bondi" (who becomes an airman). A picture being worth a thousand words we have need for around 43 still shots and just over a minute of movie or video footage required in order to complete the DVD.

The response to the song has been such that we hope it will become a work of national significance at Anzac Day and Remembrance Day celebrations in the years to come. Any assistance you might be able to provide in showcasing the RAAF's part in our military background would be sincerely appreciated. Please feel free to phone for any additional information required. 07 5477 1037

Alan Winter  
19 Barnes Drive, BUDERIM, QLD 4556



## Gallipoli Anzac Day 2015 Ballot Complete

The outcome of the Anzac Day Dawn Service ballot for Gallipoli in 2015 will be known from 3 April 2014, the Minister Assisting the Prime Minister for the Centenary of ANZAC, Senator the Hon Michael Ronaldson, has announced.

The former Australian Government and the New Zealand Government decided to initiate a ballot process for the Anzac Day Dawn Service at Gallipoli in 2015, following advice from the Turkish Government that they had capped attendance at 10,500 people.

"I want to thank all 42,273 applicants confirmed to run in the ballot for their patience throughout this process. Applicants will receive initial email advice from today, followed by formal letters in the coming weeks, with all being notified before Anzac Day this year," Senator Ronaldson said.

Senator Ronaldson said the ballot and ticketing provider Ticketek had carefully verified applicants' details including claims to the direct descendant and veteran categories, with the whole process being overseen by KPMG.

All applicants who are successful in the ballot will receive two tickets – one for themselves and one for a guest. Successful applicants are now able to make and pay for all travel arrangements with certainty. Those who have not received a ticket in the ballot, but have elected to be on the waitlist, will be notified of any tickets that may become available up until 31 March 2015.

Senator Ronaldson said that the Centenary of Anzac will be the most significant period of commemoration in our nation's history and the Government is committed to providing opportunities for all Australians to participate

"Those without tickets for Anzac Day 2015 may consider visiting Gallipoli on 6 August 2015 for the Battle of Lone Pine Centenary commemoration service. The Battle at Lone Pine saw some of the fiercest fighting of the Gallipoli campaign. Over four days, Australia suffered more than 2,000 casualties and seven Australians were awarded the Victoria Cross," he said.

"Australians may also consider attending another Dawn Service in Australia or overseas or watch the television broadcast of the Gallipoli and Villers-Bretonneux services on the ABC. Another option is to visit Gallipoli at another time during the Centenary year."

The Turkish Government established the maximum carrying capacity of the Anzac Commemorative Site at Gallipoli is 10,500 people - this arrangement applies every year. In 2015, there will be places for 8,000 Australians and 2,000 New Zealanders. The remaining 500 places are for official guests of nations involved in the Gallipoli campaign including 250 places for Turkey, the host nation.

The ballot draw is automated and comprises four cascades, providing some preference for direct descendants and veterans with qualifying or overseas service. Outside the ballot, there are places for Australian First World War widows who will be included as part of Australia's official representative group and 400 places for secondary school children and their chaperones.

Only those who receive attendance passes in the ballot can gain access to official Anzac Day commemorations at Gallipoli in 2015. Australians attending the commemorations are encouraged to visit the DVA website for more information on what to expect and how to prepare at [www.dva.gov.au/gallipoli](http://www.dva.gov.au/gallipoli).

Senator Ronaldson said a full program of activities would be rolled out over the Anzac Centenary period 2014-2018 to mark the 100<sup>th</sup> anniversary of Australia's involvement in the First World War. He encouraged communities across Australia to get involved by applying to their local federal Member of Parliament for funding under the Anzac Centenary Local Grants Program. There is funding of up to \$125,000 per electorate which needs to be applied for before 30 May 2014.

For more information on Gallipoli 2015 visit [www.gallipoli2015.dva.gov.au](http://www.gallipoli2015.dva.gov.au) or the Anzac Centenary visit [www.anzaccentenary.gov.au](http://www.anzaccentenary.gov.au)



## D-Day Veterans in Normandy

A small contingent of soldiers, sailors and airmen from Australia's Federation Guard has participated in ceremonies marking the 70th anniversary of the D-Day landings in Normandy France. The ceremonies involved a host of international militaries and heads of state, including US President Barack Obama, Russian President Vladimir Putin and Prime Minister Tony Abbott. Accompanying the Guardsmen to France, seven Australian World War II RAAF veterans, all pilots or aircrew who flew combat missions in direct support of the D-Day landings and Normandy campaign, which commenced on June 6th 1944.



**A French serviceman holds the Australian National Flag during a service commemorating the 70th anniversary of the D-Day landings on Sword Beach in Ouistreham, France.**

An Australian World War II Veteran has returned to the French countryside, the site of a former WW II airstrip, where he flew fighter aircraft missions in support of the allied advance into occupied Europe. Bill 'Snow' Davis along with 6 other veterans and a contingent of Australian Defence Force personnel from the Federation Guard visited France as part of 70th anniversary activities commemorating the D-Day landings on June 6th, 1944. In Ellon, the site of an Australian National Memorial, the Federation Guard conducted a small ceremony before retiring to the local mayor's house where a band entertained the honoured guests during a backyard luncheon.



## 70<sup>th</sup> Commemoration Of D-Day Landings

The Minister for Veterans' Affairs, Senator the Hon. Michael Ronaldson, announced on 15 April 2014 that eight veterans of the D-Day and Normandy campaign during the Second World War will travel to France in early June to mark the 70<sup>th</sup> anniversary of the landings, which were so crucial in bringing the Second World War to an end.

"On 6 June 1944, a day commonly known as D-Day, Australians aided the Allied attempts to overpower German resilience and gain aerial dominance of the skies and secure the vital Atlantic shipping lanes. Australian efforts mainly came in the form of aerial support, with some 2,000 to 2,500 Australian airmen serving in the Royal Air Force and Royal Australian Air Force Squadrons which took part in operations associated with the invasion. Around 500 Australian sailors also served aboard Royal Navy Vessels, while around a dozen Australian soldiers were attached to British Army formations," Senator Ronaldson said.

The veterans from across Australia who were members of the Royal Australian Air Force, will travel back to France and join their Allied comrades from the UK, USA, New Zealand and Canada on Friday 6 June for an international commemorative service to mark the special occasion.

"Operation Overlord, the name given to the invasion of France, was ambitious to say the least, a logistical and military challenge that to this day remains the largest amphibious operation in the history of warfare. Australians, as they always have done, served with great courage and valour, playing a crucial role, flying with precision and serving on land and at sea to support Allied efforts," Senator Ronaldson said. "The opportunity to travel back to France and re-connect with their mates and former comrades will bring back memories for these men. It also serves as a chance to remember and pay tribute to those who are no longer with us, including the 14 Australians who are known to have been killed on D-Day."

Many Australians also lost their lives in operations directly related to the invasion of France, in the days leading up to and directly following 6 June 1944 as fighting in Normandy was underway.

"I wish our veterans well on their travels, on what will no doubt be a moving journey back to place they once so fiercely fought alongside Allied formations," Senator Ronaldson said.

**Seven Australian World War II veterans, senior Australian Defence Officials and residents from the village of Ellon, France, immediately following the memorial service at the Australian National Monument .**

*Photos: CPL Oliver Carter 1<sup>st</sup> Joint Public Affairs Unit, Dept of Defence*



## Official Farewell Dinner for D-Day Veterans

The Secretary of Department of Veterans Affairs, Simon Lewis, and the Repatriation Commissioner, MAJGEN Mark Kelly (Retd), hosted an official dinner for the Australian veterans before they left for D-Day commemorations in France on 3 June 2014. VP Communications and Media, Lance Halvorson, represented the National President RAAF Association National Council at the dinner.

Before the veterans left for France, a wreath laying ceremony was held at Hyde Park, Sydney. The RAAF Association

National Council was not represented at this ceremony or at ceremonies in France.

VP Communications sat at the same table as Phil Elger, his daughter Tina and granddaughter Rebecca. During the dinner, Tina showed a sketch book she had written for her father's 70th D-Day Commemoration and the journey to France. She included a moving poem in the book of her father's wartime experiences. Thanks to Phil and Tina for allowing it to be re-produced.

The veterans were all RAAF:

SQNLDR Robert Cowper DFC and Bar (Retd)

Mr Stuart Davis

Mr Phillip Elger

Mr Francis (Bill) Evans

Dr Ronald Houghton DFC

Mr Thomas Lofthouse

Mr Bill Purdy DFC

Mr Fred Riley

No 456 Squadron RAAF

Nos 16 and 122 Squadrons RAF

No 15 Squadron RAF

No 625 Squadron RAF

No 102 Squadron RAF

Nos 466 Squadron RAAF and 77 Squadron RAF

No 463 Squadron RAAF

No 130 Squadron RAF



Australian D-Day and Normandy Campaign veterans with Mr Eric Berti, French Consul General (centre rear), Major General Mark Kelly (rear, second from right), DVA Secretary Simon Lewis (far left) and Senator Concetta Firrervanti-Wells (right) during a dinner held at the Park Royal Hotel, Sydney, 31 May 2014 *Photo: DVA*



Phillip Elger *Photo: DVA*

## Mateship

Years ago, boyhood bonds became more manly mateship the stuff that glued goodwill and teamwork and enduring friendship

In a time of confusion and conflict  
not completely understood  
Camaraderie persisted through thick and thin,  
as long as my mates were good

Young love and family bonds disrupted  
an idealistic call to arms existed  
to put the world right with all my mates might

New adventures were now in store  
both exciting and frightening and raw  
But as long as mates were safe and secure  
the minute by minute adventures endure

New routines and transport  
new countries and climate  
cross the world in a tiny old ship  
as long as mates were OK ,no fuss about it

Arrival in England, more training, more briefing  
A squadron of heroes and friendship worth keeping  
Crew members selected  
the mateship cemented

Some fun at last....thinking  
What good times, some drinking  
High spirits, some stories quite striking  
Fan feathers and prancing  
new fangled dancing  
Time for more fun rapidly shrinking

Back to work, serious now  
But sometimes the weather was a bit of a cow  
Briefing over, secret missions revealed  
More maps and reports no longer concealed

Up high in this beautiful vessel of flight  
Task understood, we set off - hold tight  
Bloody cold up here though!  
Never mind, we're OK, just go

Cones of bright light  
cut through the night  
our aircraft revealing  
God help us we're pleading  
Bombs away...what a sight  
Please check my crew is alright

Some hits and some misses  
What kind of a war this is?  
Some losses they say  
How many lost in the fray  
Back we go, reload...pray

War over, job done  
The song for our heroes is yet to be sung  
Go home and recover  
Resume normal life  
Go home and get married to your beautiful wife

Time heals all wounds some people say  
But something has changed all of us to this day  
Some memories are good  
some very sad  
But I'll always remember the mates that I've had  
I'll never forget the question most poignant to this day  
That was and still is "are my mates all OK"

Respect and amen  
Please bless all of them

*by Phil's daughter, Tina*

## D-DAY Landings 70<sup>th</sup> Anniversary

Seven RAAF World War II veterans, pilots and aircrew who flew combat missions in direct support of the D-Day landings, visited Normandy in June 2014 for the 70<sup>th</sup> anniversary of landings on June 6th 1944. Members of Australia's Federation Guard accompanied them and participated in ceremonies marking the landings and the start of the Normandy campaign. The ceremonies involved a number of international military chiefs and heads of state, including US President Barack Obama, Russian President Vladimir Putin, British Prime Minister David Cameron and Prime Minister Tony Abbott.

During their visit, the veterans were presented with the French Legion of Honour by the French Minister of Veterans' Affairs, Kaer Arif.

**Editor's note:** Follow the veterans on Facebook at DVA Aus, Twitter at @dvaus and Flickr at DVA Aus. Veteran biographies, images, historical background and other resources are available at [www.dva.gov.au/media](http://www.dva.gov.au/media).



French Legion of Honour medals before presentation to RAAF veterans at a ceremony in Caen, France, June 2014

*Photo: CPL Oliver Carter Dept of Defence*



RAAF D-Day veteran Bill Purdy meets Her Majesty Queen Elizabeth during a service commemorating the 70th anniversary of the D-Day landings, Bayeux War Cemetery, France. *Photo: CPL Oliver Carter, Dept of Defence*



## New Board to Oversee ANZAC Centenary Public Fund

Minister Assisting the Prime Minister for the Centenary of ANZAC, Senator the Hon. Michael Ronaldson, announced on 7 March 2014 the appointment of a new five member Board to oversee the operation of the Anzac Centenary Public Fund.

Senator Ronaldson said the role of the Board would be to assess projects and make recommendations to the Government for project funding from the Anzac Centenary Public Fund. "Today I am delighted to announce the appointment of Gary Humphries as Chair of the Anzac Centenary Public Fund Board and the Hon Con Sciacca AO as Deputy Chair. Air Chief Marshal Angus Houston, AC, AFC (Retd), David Tune, Secretary of Finance and Simon Lewis, Secretary of Veterans' Affairs will also serve as members of the Board," Senator Ronaldson said.

"Gary Humphries is a former senator and Chief Minister of the Australian Capital Territory. He brings enormous experience to this role. The Hon Con Sciacca is a former Minister for Veterans' Affairs who was responsible for delivering the highly-successful Australia Remembers programme in 1995 to commemorate the 50<sup>th</sup> anniversary of the end of the Second World War.

"I want to thank Air Chief Marshal Angus Houston and the Anzac Centenary Advisory Board for their work to date advising government about the Centenary of Anzac programme. I am pleased the Air Chief Marshal Houston has accepted my invitation to serve in this new capacity."

"The Anzac Centenary Advisory Board's work is now complete and I will be writing to every outgoing Board member to personally thank them for their contribution, time, ideas and effort in ensuring Australia is well set up to commemorate the Centenary." Senator Ronaldson again thanked Lindsay Fox AC for his work raising funds for the Anzac Centenary Public Fund.

"The Australian Government again thanks Lindsay Fox for his work to raise funds from corporate Australia to support the Centenary of Anzac. Funds raised through the Fund will support the Centenary of Anzac Travelling Exhibition and major commemorative projects in each of the States and territories. I look forward to working with the Board to deliver the Government's programme for the Centenary of Anzac," Senator Ronaldson said.

## Case Formulation E- Learning Programme

The Minister for Veterans' Affairs, Senator the Hon. Michael Ronaldson, launched a new Case Formulation e-learning programme on 5 May 2014 to assist clinicians prioritise multiple conditions and adopt a case formulation and treatment planning approach with their clients.

The Minister showcased some of the other resources that the Department of Veterans' Affairs (DVA) has developed to support the mental health and well-being of the new generation of Australian veterans and their families. DVA offers a range of free online training programmes to increase the knowledge and skills of mental health providers who treat serving and ex-serving personnel. The e-learning programmes are available to all mental health providers, and deliver insight into the unique veteran experience and the specific mental health issues veterans face.

"The mental health of veterans is a key priority for the Coalition

Government and part of this is ensuring that mental health practitioners are able to respond to the needs of contemporary veterans," Senator Ronaldson said. "Veterans commonly present with comorbid disorders and complex needs that require careful treatment planning. Military personnel have a unique occupational experience."

"Addressing the mental health needs of veterans is a challenge not only for DVA, but for all governments as well as for veterans and their families. It is clear to me that early intervention is undoubtedly the surest way to minimise the risk of escalating symptoms which in the worst cases can lead to tragic loss of life." "I am pleased that we have been able to partner with tertiary institutions, like the Australian Centre for Posttraumatic Mental Health, in developing these evidence-based resources." "The ongoing development of new resources and professional tools means that mental health providers are much better prepared to recognise mental health problems, intervene early and provide effective treatments," Senator Ronaldson concluded.

For further information on *Online Case Formulation Training Programme* and other veteran mental health related education programmes, please go to the At Ease website.

## Grants Promote Independence and Quality of Life For Veterans

Bowling green upgrades, kitchen refurbishments and bus trips to reduce social isolation are some of the projects to receive \$974,255 in funding as part of the Veteran and Community Grants program, Minister for Veterans' Affairs Senator the Hon. Michael Ronaldson announced today.

"It is a pleasure to announce funding for 32 community projects, across the country. These are projects which directly benefit the defence and veteran community. I congratulate each of the successful organisations on their valuable work," Senator Ronaldson said.

Ex-service and community organisations, veteran representative groups, private organisations and projects that promote improved independence and quality of life for veterans are eligible for funding through the Veteran and Community Grants program.

Senator Ronaldson said RSL clubs and sub-branches, Men's Sheds and many other veteran, defence and community organisations provide a central hub of support, recreation and comradeship for so many of our current and former servicemen and women.

"Since 1999, the Veteran and Community Grants program has helped ex-service organisations continue to provide high quality services and support to the veteran and defence community and their families," Senator Ronaldson said.

"The Australian community is justly proud of the service and sacrifice of our veterans and those currently serving in the Australian Defence Force. Each of these grants is a show of our appreciation and gratitude to our sailors, soldiers, airmen and nurses, past and present."

"The Veteran and Community Grants program will continue to provide funding in future rounds. I encourage any eligible local veteran or defence groups to consider how a grant could help deliver care and support to their community."

For further information on how to apply visit [www.dva.gov.au/grants](http://www.dva.gov.au/grants) or contact your nearest DVA office on 133 254 or 1800 555 254 from regional Australia.

## Veterans and Community Grants 2013-14 Funding Round Three

AUSTRALIAN CAPITAL TERRITORY			
Recipient	Location	Funding description	Amount \$
Vietnam Veterans and Veterans Federation ACT Incorporated	Page	To upgrade a photocopier to enhance the production of a newsletter.	\$7,429
<b>Total Grants - ACT - 1</b>		<b>Total \$</b>	<b>7,429</b>

NEW SOUTH WALES			
Recipient	Location	Funding description	Amount \$
East Maitland RSL Sub-branch	East Maitland	To purchase new communication equipment including a PA system, computing equipment and a new storage cabinet.	\$20,820
National Service & Combined Forces Association of Australia Incorporated Newcastle Branch	Mayfield	To undertake a series of bus trips to reduce social isolation.	\$15,420
Vietnam Veterans Peacekeepers and Peacemakers Association of Australia Incorporated - Wentworth and Coomealla Districts Sub-branch	Dareton	To install new appliances into the kitchen and recreation room to enhance activities provided to the veteran community.	\$7,502
<b>Total Grants - NSW - 3</b>		<b>Total \$</b>	<b>43,742</b>

NORTHERN TERRITORY			
Recipient	Location	Funding description	Amount \$
The Returned and Services League of Australia (SA Branch) Incorporated	Alice Springs	To upgrade toilet facilities in the Alice Springs RSL Club for the benefit of the veteran community.	\$135,314
<b>Total Grants - NT - 1</b>		<b>Total \$</b>	<b>135,314</b>

QUEENSLAND			
Recipient	Location	Funding description	Amount \$
Extremely Disabled War Veterans of Australia – Central and North Queensland Association Incorporated	Port Vernon	To undertake a series of bus trips to reduce social isolation.	\$6,600
Hervey Bay & District Veterans Association	Pialba	To replace a power generator and purchase electrical equipment for the Association's veteran retreat to enhance activities provided to the veteran community.	\$11,782
National Servicemen's Association of Australia (Qld) Incorporated Bundaberg	Bundaberg	To purchase computer equipment and software for the production of a newsletter.	\$1,371
Returned & Services League of Australia (Queensland Branch) Runaway Bay Sub-branch Incorporated	Runaway Bay	To undertake a series of bus trips to reduce social isolation.	\$1,755
Sapper Association Queensland Incorporated North Queensland Sub-branch	Kelso	To undertake a series of bus tours to reduce social isolation.	\$5,600
Totally and Permanently Disabled Ex-Servicepersons Association (Townsville) Incorporated	South Townsville	To undertake a series of bus trips to reduce social isolation.	\$28,295
<b>Total Grants - QLD - 6</b>		<b>Total \$</b>	<b>55,403</b>

SOUTH AUSTRALIA			
Recipient	Location	Funding description	Amount \$
Port Clinton Progress Association Incorporated	Port Broughton	To refurbish the kitchen facilities to enhance activities provided to the veteran community.	\$31,000
<b>Total Grants - SA - 1</b>		<b>Total \$</b>	<b>31,000</b>



TASMANIA			
Recipient	Location	Funding description	Amount \$
Cygnnet Returned & Services League Sub-branch Incorporated	Cygnnet	To upgrade the roof, ceiling, fittings and floor coverings for the benefit of the veteran community.	\$84,124
Royal Australian Air Force Association Tasmania Division	Hobart	To refurbish flooring in the member's lounge of the RAAF Memorial Centre for the benefit of the veteran community.	\$12,030
<b>Total Grants - TAS - 2</b>		<b>Total \$</b>	<b>96,154</b>

VICTORIA			
Recipient	Location	Funding description	Amount \$
Balmoral RSL Sub-branch	Balmoral	To refurbish the roof, kitchen and toilet facilities to enhance activities provided to the veteran community.	\$76,992
Bentleigh RSL Sub-branch Incorporated	Bentleigh	To undertake a series of bus trips to reduce social isolation.	\$3,707
Coburg RSL Sub-branch	Coburg	To refurbish the floor in the clubrooms and purchase equipment to enhance activities provided to the veteran community.	\$12,818
Cohuna-Leitchville RSL Sub-branch Incorporated	Cohuna	To upgrade the clubroom facilities to enhance activities provided to the veteran community.	\$10,317
Corryong Men's Shed Incorporated	Corryong	To purchase a dust extractor to facilitate activities provided by the Men's Shed.	\$2,690
Emerald RSL Sub-branch	Emerald	To recreate a 1921 Avenue of Honour and to construct a War Memorial known as ANZAC Place.	\$47,245
Geelong RSL Sub-branch Incorporated	Belmont	To contribute to the refurbishment of a bowling green and construct a toilet for the benefit of the veteran community.	\$100,000
Hastings R&SL of Australia Sub-branch Building Patriotic Fund No 2800	Hastings	To refurbish the kitchen facilities to enhance activities provided to the veteran community.	\$70,160
Kooweerup Bowling Club Incorporated	Kooweerup	To purchase new equipment to enhance the programs provided by the Bowling Club.	\$7,790
Mildura TPI/EDA Social Club	Mildura	To upgrade a photocopier to enhance the production of a newsletter.	\$2,564
Stawell RSL Sub-branch	Stawell	To upgrade the roof, guttering and windows of the clubrooms to sustain activities provided to the veteran community.	\$29,093
Sunrise Day Club	Mitcham	To purchase new equipment to enhance the programs provided by the Day Club.	\$4,871
Sunshine RSL Memorial Bowling Club	Sunshine	To contribute to the upgrade of the Club's bowling greens to enhance activities provided to the veteran community.	\$100,000
Vietnam Veterans Association of Australia Victorian Branch	Trawool, Vic	To purchase items including a Bicycle Support Trailer to support VetRide 2014.	\$25,087
Whirly Bird Day Club	Dandenong	To undertake a series of bus trips to reduce social isolation.	\$7,407
<b>Total Grants - VIC - 15</b>		<b>Total \$</b>	<b>500,741</b>

WESTERN AUSTRALIA			
Recipient	Location	Funding description	Amount \$
Legacy Fund of Fremantle Incorporated	Fremantle	To undertake a series of bus trips to reduce social isolation.	\$2,700
Mundijong Community Association Incorporated	Mundijong	To develop an ANZAC commemorative walk in the township of Mundijong. This will include an upgrade of the existing memorial and environs, the installation of 20 First World War plaques and the construction of shelters featuring commemorative panels.	98,199
Vietnam Veterans Association of Australia Western Australian Branch Incorporated	Mount Hawthorn	To upgrade computer equipment to produce a newsletter and to improve electronic communication with members.	\$3,573
<b>Total Grants - WA - 3</b>		<b>Total \$</b>	<b>104,472</b>
<b>National Total: 32</b>		<b>National Total \$</b>	<b>974,255</b>

## Grants Boost Quality of Life For Veteran Community

Nineteen projects enriching the quality of lives of veterans across the country have received funding worth \$236,294 as part of the Veteran and Community Grants program, Minister for Veterans' Affairs Senator the Hon. Michael Ronaldson announced today.

Senator Ronaldson said some of the projects included: the purchase of computer equipment and the establishment of websites to help members of ex-service organisations stay connected; cooking classes to enable veterans to prepare healthy meals at home; and bus trips to reduce social isolation.

"The Australian Government is pleased to support projects that directly benefit the defence and veteran community. I congratulate each of the successful organisations on their ongoing dedication to these invaluable initiatives," Senator Ronaldson said.

Ex-service and community organisations, veteran representative groups, private organisations and projects that promote improved independence and quality of life for veterans are eligible for funding through the Veteran and Community Grants program.

Senator Ronaldson said RSLs and many other veteran and defence community organisations provide a central hub of support, recreation and comradeship for so many current and former servicemen and women and their families.

"Since 1999, the Veteran and Community Grants program has helped ex-service organisations continue to provide high quality services and support to the veteran and defence community, as well as assisting in attracting the next generation of members," Senator Ronaldson said.

"The Australian community is justly proud of the service and sacrifice of our veterans and those currently serving in the Australian Defence Force. Each of these grants is a show of our appreciation and gratitude to our sailors, soldiers, airmen and nurses, past and present.

"The Veteran and Community Grants program will continue to provide funding in future rounds. I encourage any eligible local veteran or defence groups to consider how a grant could help deliver care and support to their community."

For further information on how to apply visit [www.dva.gov.au/grants](http://www.dva.gov.au/grants) or contact your nearest DVA

office on 133 254 or 1800 555 254 from regional Australia.

## Veterans and Community Grants 2013-14 Funding Round Four

AUSTRALIAN CAPITAL TERRITORY			
Recipient	Location	Funding description	Amount \$
Vietnam Veterans and Veterans Federation ACT Incorporated	Page	To deliver two cooking classes to enable veterans to prepare healthy meals at home.	\$1,880
<b>Total Grants - ACT - 1</b>		<b>Total \$</b>	<b>1,880</b>

NEW SOUTH WALES			
Recipient	Location	Funding description	Amount \$
AFC and RAAF Association (Port Macquarie Sub-branch)	Port Macquarie	To undertake a series of bus trips to reduce social isolation.	\$9,750
Air Dispatch Association of Australia Incorporated	Mt Kuring-gai	To undertake a series of bus trips to reduce social isolation.	\$28,000
City of Penrith RSL Sub-branch	Penrith	To purchase new equipment to enhance the programs provided by the Day Club.	\$10,130
Iraq Afghanistan and Middle East Veterans Association of Australia	Nowra	To develop and establish an internet website and purchase promotional merchandise to establish and expand activities provided to the local veteran community.	\$5,010
Nowra Greenwell Point RSL Sub-branch	Nowra	To purchase audio-visual and outdoor equipment to enhance the activities provided to the veteran community.	\$15,719
Picton-Thirlmere-Bargo RSL Sub-branch	Thirlmere	To upgrade the roof of the Sub-branch to enhance activities provided to the veteran community.	\$60,750
<b>Total Grants - NSW - 6</b>		<b>Total \$</b>	<b>129,359</b>



QUEENSLAND			
Recipient	Location	Funding description	Amount \$
2nd Battalion The Royal Australian Regiment Association Incorporated	Cotton Tree	To develop a new internet website to enhance the activities provided to veteran community members.	\$6,930
Returned and Services League of Australia (Qld Branch) Beenleigh and District Sub-branch Incorporated	Mount Warren Park	To undertake a series of bus trips to reduce social isolation.	\$3,000
<b>Total Grants - QLD - 2</b>		<b>Total \$</b>	<b>9,930</b>

SOUTH AUSTRALIA			
Recipient	Location	Funding description	Amount \$
Barmera RSL Sub-branch	Barmera	To purchase computer equipment for the production of a monthly newsletter.	\$5,117
McLaren Vale & District RSL Sub-branch Incorporated	McLaren Vale	To purchase computer equipment for the production of a newsletter.	\$3,088
Returned & Services League (Meningie Sub-branch) Incorporated	Meningie	To install new toilet facilities for the benefit of the veteran community.	\$41,652
Returned and Services League Unley Sub-branch Incorporated	Unley	To upgrade audio visual equipment to enhance activities provided for the veteran community.	\$6,770
Returned Services League Willunga and District Sub-branch Incorporated	Willunga	To purchase computer equipment for the production of a newsletter	\$5,334
<b>Total Grants - SA - 5</b>		<b>Total \$</b>	<b>61,961</b>

VICTORIA			
Recipient	Location	Funding description	Amount \$
Dingley Legacy Widows Club	Cheltenham	To undertake a series of bus trips to reduce social isolation.	\$3,421
Moe RSL Sub-branch Incorporated	Moe	To undertake a series of bus trips to reduce social isolation.	\$18,700
Returned Service League Ballan Sub-branch Incorporated	Ballan	To install air-conditioning in the Sub-branch for the wellbeing of the local veteran community.	\$4,900
Royal Australian Electrical Mechanical Engineers Association (Vic) Incorporated	Berwick	To purchase computer equipment for the production of a newsletter.	\$3,702
RSL Orbost Sub-branch General	Orbost	To refurbish the kitchen facilities to enhance activities provided to the veteran community.	\$2,441
<b>Total Grants - VIC - 5</b>		<b>Total \$</b>	<b>33,164</b>

<b>Other States and Territories : NIL</b>		
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<b>National Total: 19</b>	<b>National Total \$</b>	<b>236,294</b>
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## Changes to DVA Cards for the 2014 Reissue

The changes to the new cards are:

- the title on all of the cards is now, 'DVA Health Card';
- the front of the card has the 100 years centenary of the ANZAC logo on a background of a field of poppies;
- the DVA security hologram has moved to the front of the card providing greater visibility of this security feature;
- the signature stripe on the back of the card is longer, allowing more room for a signature;
- the magnetic stripe for a Gold Card is now gold, on the White Card this is now blue, while the Orange Card retains a black stripe; and
- the cards are valid for six years now, instead of the previous four years.

### Sample cards



### When will I receive a new card?

New cards will be distributed to all current card holders during the month of June 2014. Please contact DVA if you have not received your new card by mid July 2014. DVA providers will continue to accept old cards until the expiry date shown on the card.

### What are the benefits of DVA Health Cards?

The DVA Health Cards identify you as being eligible for DVA funded health care services through registered health care providers.

### Why do I get a new card before my current card is due to expire?

You are receiving a new card because the new card incorporates some improvements to the cards' design and appearance.

### Does my entitlement change when I receive a new card?

No, your entitlement to DVA funded health care services does not change.

### Will my TPI Gold Card still have TPI imprinted on the front of the card?

TPI will still be imprinted on the front of the Gold Card and 'Totally and Permanently Incapacitated' will also appear on the front of the card immediately below the DVA Health Card heading.

### What if my health care provider does not recognise my new card?

Your health care provider can confirm the look of the new DVA Health Cards on the DVA website.

### What will happen to my old card?

Please cut up your old card and destroy it securely and start using your new card.

### Do I have to sign my new DVA Health Card?

Yes, by signing your new card you add extra security to your card.

### Why does my new card expire in 2020?

The new DVA Health Cards have had their life extended to 6 years, rather than the previous four years. Should you lose or damage your card before the expiry on your card, DVA will provide you with a replacement card.

### How do I obtain the new card images to use in my organisations publication?

Send an email with your completed application form to [providerengagement@dva.gov.au](mailto:providerengagement@dva.gov.au)

### Where can I find the application form ?

Please visit the Reproduction of DVA Entitlement Card images page on the DVA website. This page provides a link to the application form D9208 Application for Licence to Reproduce Repatriation Health Card Images. Alternatively, the form can be located by visiting the DVA home page and selecting forms on the right hand side.

### Do I need to provide a mock up of my organisations proposed publication?

Yes. Provider Engagement require a mock up of your proposed publication to be submitted along with your application form.

### How long does it take to have the application processed?

Your application will be processed within 5 to 10 working days.

New card details from Department of Veterans Affairs - June 2014





## Pension Increase For Veteran Community

More than 272,000 veterans, their partners, war widows and widowers across Australia received a pension increase on 20 March 2014, announced the Minister for Veterans' Affairs Senator the Hon. Michael Ronaldson.

As pension rates are calculated on a daily basis, the next pension paid after the 20 March increase (on payday 3 April 2014) will be paid partly at the old rate and partly at the new rate. The first full payment at the new rates of pension will be payday 17 April 2014.

Pensions are indexed twice a year in March and September taking account of changes in the Consumer Price Index (CPI), the Pensioner and Beneficiary Living Cost Index (PBLCI) and Male Total Average Weekly Earnings (MTAWE).

A full list of pension rates are available on [www.dva.gov.au](http://www.dva.gov.au) or by calling 133 254 or 1800 555 254 from regional Australia.

The table below highlights the key changes to fortnightly rates.

Pension	Old Rate <sup>1</sup> (per fortnight)	New Rate <sup>1</sup> (per fortnight)	Increase
Service Pension—single	\$827.10	<b>\$842.80</b>	\$15.70
Service Pension—couples	\$1,246.80	<b>\$1,270.60</b>	\$23.80
	couple \$623.40 each	<b>\$635.30</b> couple each	\$11.90
War Widow(er)'s Pension	\$840.20	<b>\$856.20</b>	\$16.00
Income Support Supplement	\$247.60	<b>\$252.40</b>	\$4.80
Special Rate (TPI) of Disability Pension	\$1,269.00	<b>\$1,293.20</b>	\$24.20
Intermediate Rate of Disability Pension	\$861.30	<b>\$877.80</b>	\$16.50
Extreme Disablement Adjustment	\$700.70	<b>\$714.20</b>	\$13.50
100 per cent General Rate of Disability Pension	\$451.00	<b>\$459.60</b>	\$8.60

<sup>1</sup> – These are the maximum rates of payment and include any clean energy supplement payable.

## Local Grants Salute Australia's Veterans

Commemorative projects saluting Australia's servicemen and women, past and present, have received funding under the Saluting Their Service grants program, Minister for Veterans' Affairs Senator the Hon. Michael Ronaldson announced today.

Senator Ronaldson said the latest round of the Saluting Their Service grants program provided 103 veteran and Defence community organisations across the country with \$233,724 in Government funding.

The Saluting Their Service grants program helps the Australian community contribute to the commemoration of those who have served, and those who continue to serve our nation.

"These funds support local, community-based projects such as the restoration of wartime memorabilia, establishing new memorials and flag poles, and refurbishing existing memorials and local rolls of honour," Senator Ronaldson said.

"It is through these community projects that we can ensure the service and sacrifice of Australian service personnel is remembered, and continue to demonstrate our respect for the

current generation of soldiers, sailors, airmen and women serving us today, and their families."

Senator Ronaldson encouraged any organisation across Australia seeking support for a project commemorating Australia's military history to apply for the next round of Saluting Their Service grants.

"Not only do these commemorative projects mean so much to the veteran and defence communities of today, they are also ensuring the next generation of Australians continue to honour our proud military history," Senator Ronaldson said.

Local community and ex-service organisations interested in applying for future grant funding rounds should visit [www.dva.gov.au/grants](http://www.dva.gov.au/grants) or call 133 254 or 1800 555 254 from regional Australia.

Funding for projects commemorating the 100th anniversary of the First World War, 2014-2018, is currently available under the Anzac Centenary Local Grants Programme. More information and application forms be found at [www.anzaccentenary.gov.au](http://www.anzaccentenary.gov.au)



## COMPARE THE PAIR



This young ADF soldier is a member of the current military super scheme (MSBS).

- ♦ He has to contribute to the fund. He has no choice and a minimum contribution of 5% is deducted from his pre-tax salary.
- ♦ If he leaves the ADF, the Government keeps most of his super until he retires from the workforce. His account is adjusted at the annual CPI rate only, potentially losing many hundreds of thousands of dollars by the time he has access to it.
- ♦ Any super pension he (or his widow receives) will only be indexed at CPI and will fail to keep up with the cost of living, as promised.
- ♦ If he stays in the ADF for the long haul, the Government imposes a maximum benefit limit which prevents any further contributions being made by the member or the Government.
- ♦ Any super pension received from MSBS in retirement is taxable.



This young Australian is a member of an industry super fund.

- ♦ He can choose which fund to belong to and whether or not to contribute to the fund from his salary.
- ♦ His accumulation super fund has averaged long term growth of about twice the CPI rate, and he can change funds at any time of his choosing.
- ♦ He has complete flexibility in structuring his retirement income for his maximum benefit.
- ♦ There are no maximum benefit restrictions in civilian funds and the longer the member works the greater the retirement benefit will accumulate.
- ♦ His retirement income is tax free.

And the Commission of Audit and other "*informed*" commentators have the GALL to suggest the Military Superannuation Scheme is among the most "*generous*" in the Country. What a Crock!

The **ONLY** reason MSBS is projected as being expensive is because the Government refuses to contribute real *pay as you go* dollars to the scheme—something it requires of every other employer in the nation. Until the member retires, his MSBS account is largely a paper fiction, as are the dollars associated with it.

**There are major disadvantages with the current MSBS Scheme and ADSO will continue the fight to have them fixed.**

Find out more at [www.standto.org](http://www.standto.org)



## New Military Superannuation Scheme

The Abbott Government is introducing new modern military superannuation arrangements for people joining the Australian Defence Force (ADF). The new arrangements will allow ADF members to choose which superannuation fund they belong to and, for the first time, give those members the ability to transfer their accumulated benefits to a new fund if they leave the ADF.

As part of these changes, the Government will establish *ADF Super* on 1 July 2016.

These new arrangements form an important part of the Government's plan to provide flexible working conditions for all ADF members under Project Suakin, the ADF's future workforce model. *ADF Super* will apply to:

- those joining the ADF from 1 July 2016; and
- serving and returning members of the Military Superannuation and Benefits Scheme who choose to join the new scheme.

Importantly, current members of the Military Superannuation and Benefits Scheme who are serving or who rejoin the ADF from 1 July 2016 can choose to stay in that scheme, or to join *ADF Super*. There will be no compulsion to transfer to the new arrangements.

The current Military Superannuation and Benefits Scheme will be closed to new members from 1 July 2016. Under the new arrangements, the employer contribution rate will be 15.4 per cent, increasing to 18 per cent during periods of warlike service in recognition of the unique nature of military service.

There will be no requirement for ADF members to contribute to their superannuation under the new arrangements. This will provide greater flexibility for individuals in how they manage their finances at various stages of their working life.

The Government recognises that military service can be a dangerous undertaking and will ensure ADF members continue to receive statutory cover for death and invalidity. Importantly, benefits under the new arrangements for these members will be the same as what exists under the current scheme.

*ADF Super* will be established and managed by the Commonwealth Superannuation Corporation, which is currently the trustee for the major Commonwealth schemes, including the current and past military superannuation schemes.

The introduction of modern superannuation arrangements for ADF members, combined with the delivery of new indexation for Defence Forces Retirement Benefits (DFRB) and Defence Force Retirement and Death Benefits (DFRDB) members, demonstrates the Government's commitment to ensuring appropriate superannuation arrangements are available to current and former ADF members.

The Government will work with ex-service organisations such as the RSL, Defence Force Welfare Association and Alliance of Defence Service Organisations to ensure the successful introduction of the new superannuation arrangements. This initiative is part of the Government's Action Strategy to build a strong, prosperous economy and a safe and secure Australia.

## Vietnam Veterans and Agent Orange War History

Vietnam veterans have won a significant breakthrough in their battle for acknowledgment of the health impacts of war-time exposure to chemicals, including Agent Orange, with the Australian War Memorial agreeing the official history must be rewritten.

Memorial director Brendan Nelson has written to Tim McCombe, president of the Vietnam Veterans Federation of Australia, informing him that the memorial's council is laying the groundwork for "commissioning an independent single volume history of the post-war medical and health issues affecting Vietnam veterans", in particular with "relation to the impact on veterans' health of exposure to herbicides".

Mr McCombe said veterans were "delighted and grateful". "A group of Vietnam veterans in the early 1980s campaigned to have their exposure to Agent Orange during the Vietnam War recognised as potentially harmful," he said. "History has proved them right."

Australian troops fighting in Vietnam were exposed to a cocktail of chemicals, including herbicides, especially the popularly known Agent Orange used to defoliate jungle, which was seen as providing tactical advantages for their enemy. Pesticides, including highly toxic dieldrin, were also apparently misused in aerial spraying of Australian bases. Veterans in Australia and the US claim they have suffered increased rates of throat cancer, acute and chronic leukaemia, Hodgkin's lymphoma and non-Hodgkin's lymphoma, prostate cancer, lung cancer, colon cancer, soft tissue sarcoma and liver cancer, as well as nerve, digestive, skin and respiratory disorders.

In 1994, the war memorial published its official history, *Medical Aspects of Australia's Involvement in Southeast Asian Conflicts, 1950-72*, with the Australian National University's now emeritus professor in history, Barry Smith, writing the chapters in this book on the Agent Orange and related controversies. The book supported the 1985 "not guilty" ruling of Justice Phillip Evatt's royal commission into the use of chemical agents in Vietnam, finding that under the normal civil standard of proof no link existed between exposure to Agent Orange and health effects.

Authoritative scientific acceptance of a link between exposure to Agent Orange and ill-health effects, including various cancers, was established by the US National Academy of Sciences in 1993, the year before the book was published.

The memorial's decision last month comes after many representations by the veterans federation expressing dissatisfaction with the account in the official history. McCombe says: "We have been trying for 20 years to have the history rewritten." Apart from the development of the scientific evidence since the book was published, more recent conflicts in Iraq and Afghanistan have deepened understanding of and sympathy for the largely unanticipated medical and health issues arising from combat service.

Dr Nelson's letter said the new volume would "of course be informed with the knowledge gained about this important and complex issue over the last twenty years". A memorial spokesman declined further comment, promising further details at a later date.

Official war memorial histories have previously been successfully challenged. Lord Novar, Australia's governor-general during World War I, later demanded and obtained changes to one of the published volumes because he did not like what it said of him. This time the challenge has come from the "trenches".

Peter Edwards, editor of the original war memorial historical series, although unaware of the memorial's decision, welcomed the move. "Many important scientific, legal and political inquiries have reported their findings in the 20 years since the [original] publication," he said. "Matters raised by the president of the VVFA (veterans' federation) should be assessed as part of a comprehensive study by an independent historian with access to all the evidence now available."

Veterans are angry the official history did not mention that the royal commission had accepted that Agent Orange had affected veterans' health under Australia's repatriation law, a position that effectively gave the benefit of the doubt to veterans.

Graham Walker, an infantry company commander in Vietnam, said: "Veterans feel the Smith history disparaged them as well as rejecting or omitting their original main argument and which the royal commission did accept: that under repatriation law standard of proof, as opposed to that normal civil law, the link between exposure to these chemicals and health defects was established."

Professor Smith was unavailable when asked for a comment on the memorial's decision.

The main author of the volume, Brendan O'Keefe, greeted the memorial's decision as "an opportunity for a broader account of the postwar health, both physical and psychological, of veterans".

*DISCLOSURE: Gregory Pemberton worked on another part of the official history not related to the medical volume in the 1980s. He worked on this separate volume before work on the Agent Orange chapters started.*

## Mental Health Support goes Mobile and Social

With evidence emerging that younger veterans are accessing mental health information online via mobile devices, the Minister for Veterans' Affairs, Senator the Hon Michael Ronaldson launched on 27 May 2014 a new mobile version of the highly-regarded *At Ease* mental health online portal.

A mobile version of the Department of Veterans' Affairs' (DVA) *At Ease* portal has been developed to give users easier access to mental health information and support on their smart phones. Senator Ronaldson said that one of the four pillars of the Abbott Government's plans for Veterans' Affairs was to tackle mental health challenges facing veterans and their families, especially following the draw down of troops from Afghanistan.

"The *At Ease* website helps veterans and their families to recognise the signs of poor mental health, access self-help advice and tools, learn when and where to find professional support and learn from the stories of other veterans," Senator Ronaldson said. "With more than 50 per cent of

visitors accessing the *At Ease* portal via a mobile device, DVA identified the need to provide a mobile version to deliver quick information to people on the go."

DVA is adapting its programmes to better meet the needs of contemporary veterans. The aim is to help contemporary veterans to manage mental health concerns and, by encouraging them to seek help and treatment early, to support recovery. DVA recently conducted a social media campaign using Facebook to focus attention on veteran mental health. The first two Facebook posts on 5 May 2014 received more than one million views, with over 13,000 clicking through to the *At Ease* website.

"This social media campaign highlights the personal mental health journey of several serving and ex-serving veterans featured on *At Ease* website," the Minister said. "The campaign has prompted a high level of online conversation. This is important. We want the defence and ex-service community to be talking openly about mental health issues so we can reduce stigma and encourage individuals to take steps to recovery. The Government is determined to prioritise the mental health care of veterans and their families now and into the future."

To visit the *At Ease* portal, go to [www.at-ease.dva.gov.au](http://www.at-ease.dva.gov.au)

## Earlier Wings issues

The photo shows some of the earlier *Wings* issues. *Wings* was the official RAAF Magazine until early 1946 when the AFC and RAAF Association assumed its quarterly publication.

It cost members sixpence ( five cents).

*Wings* will publish more *Wings* history in future issues.

Editor





# Air Chief Marshal Sir Neville Patrick McNamara, KBE, AO, AFC, AE

17 April 1923 – 7 May 2014



Sir Neville McNamara, a former Chief of Defence Force Staff (CDFS), passed away on 7 May 2014 and was farewelled by his family, ex-RAAF friends and current Defence members at a full military funeral in Canberra on 15 May. Sir Neville's RAAF career spanned 42 years and all ranks from Sergeant to Air Chief Marshal. He fought in three wars, held important training and operational posts, represented the RAAF in the UK and USA,

served as the Chief of Air Staff and - as only the second RAAF officer to hold the rank of Air Chief Marshal - was Chief of the Defence Force Staff from 1982 until 1984.

Sir Nev, as he was almost always called in his later years, was born on 17 April 1923 in Toogoolawah, Queensland and educated at the local state school, the Christian Brothers in Warwick and St Joseph's Nudgee College. He joined the RAAF on 15 October 1941 and graduated as a sergeant pilot on 15 October 1942.

His WWII experience began with a short spell as a B-25 Mitchell bomber co-pilot with a USAAF squadron in PNG followed by work as a flying instructor at 8 EFTS, Narrandera, NSW during 1943-44. Commissioned in late 1944, he joined 75 Squadron in mid April 1945, flying Kittyhawks at Moratai and Tarakan.

At war's end he volunteered to serve in the occupation forces in Japan, aiming 'to stay with the RAAF at all costs'. The immediate post-war RAAF was shrinking fast, with no settled plans for the future organisation or most of those still in it. Having heard nothing during three years in Japan he returned to Australia, expecting discharge. Instead, he was granted a permanent commission.

Despite a tour as an Air Traffic Controller at Archerfield, near Brisbane, his wish to 'only keep flying on squadrons' was largely fulfilled, beginning with a flying instructors course at Central Flying School where he flew Tiger Moths, Wirraways, DC3 Dakotas, Lincoln bombers and Mustang fighters - an experience he later called 'interesting and very rewarding'.

After two years at CFS, and now a Squadron Leader, in 1953 he was posted to 77 Squadron in Korea, where he flew 10 missions in Gloster Meteors before the cease-fire agreement was signed on 27 July 1953 and he stayed on as squadron Executive Officer.

After Korea, two staff jobs and Staff College training, he was posted to Pearce, WA, as CO No 25 Squadron flying Wirraways, Vampires and Dakotas and training reservist pilots and ground crew. This post probably cemented his growing reputation as a quiet achiever, as it was followed by selection for the operationally focused RAF Flying College course in the UK.

The course was excellent preparation for his next appointment, in July 1959, as CO of No. 2 Operational Conversion Unit, Williamstown, flying Sabres.

The OCU prepared pilots and fighter combat instructors to man the RAAF's fighter force, recently reorganized to eliminate deficiencies exposed by Korea. Sir Neville proved to be an excellent choice and was awarded an Air Force Cross for his time in command.

More important appointments followed - senior air staff officer at RAAF Overseas headquarters, London; Director of Personnel (Officers) and in 1966 command of RAAF base Ubon, now almost forgotten but then home to 79 Squadron Sabres.

After Ubon he was Air Staff Officer at Richmond and Director General Organisation before promotion to Air Commodore and appointment as the last Commander RAAF Forces Vietnam and Deputy Commander Australian Force Vietnam. Based in Saigon, he spent two days most weeks at Vung Tau logging 96 hours on helicopters and 104 on Caribous, on which he also gained a captaincy. Near the end of his Vietnam tour he was tasked with oversight of the RAAF's withdrawal in 1972 and was later awarded a CBE for his 'wise and patient counsel, devotion to duty and firm control'.

In 1973 he was posted as the Air Attaché in Washington DC, and when promoted to Air Vice-Marshal, he became Deputy Chief of Air Staff on return to Australia in 1975. In June 1976, he was appointed an Officer of the Order of Australia, (AO).

He was promoted to Air Marshal and appointed Chief of the Air Staff in March 1979, and in December 1980 he was appointed a KBE, the last CAS to be knighted.

In 1982 he was appointed Chief of the Defence Force Staff (CDFS) and became only the second RAAF officer to hold Air Chief Marshal rank. Finding relations between the Defence Department's military and civilian components strained, he set out to repair things, patiently and courteously working with both elements to establish better work processes and create mutual respect.

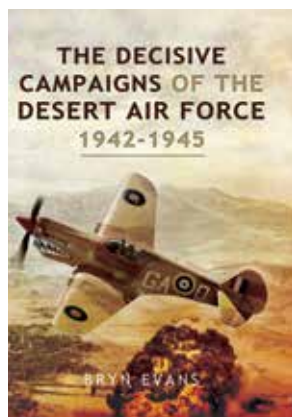
He retired on 12 April 1984. In retirement he maintained many friendships made in the RAAF with people of all ranks and almost invariably introduced himself as 'Nev McNamara' and answered his phone the same way. Many new acquaintances had no idea who he was or what he had done. Not only did this not bother him, he seemed to prefer it that way.

He died on 7 May 2014 and was buried in Canberra with full military honours on 15 May 2014, survived by his wife Joan and daughters Shelley and Julie.

*By Doug Hurst*

## Editor's Note.

Sir Neville's last two CDFS Staff Officers (Admin) were WGDR John Miller MBE (Retd), from 1982 until Dec 1983 and WGCDR Lance Halvorson MBE (Retd) until Sir Neville's retirement in April 1984. Both officers agree that he was modest, a pleasure to work for, a quiet achiever and a gentleman.



## Special book offer –for RAAFA members:

### The Decisive Campaigns of the Desert Air Force 1942-45

Australian author Bryn Evans, an RAAFA member, has donated to RAAFA ten copies of his most recent book published in March 2014 - *The Decisive Campaigns of the Desert Air Force 1942 – 1945* (Pen & Sword Books Ltd, UK, March 2014).

Australian airmen and squadrons in the Desert Air Force are strongly featured in the book, and articles drawn from Bryn's research have been published over the last three years in the Wings journal.

These first editions personally signed by Bryn, are now available for sale to members of RAAFA at \$28.00, by mail (postage charges will apply). Those members interested should contact Bryn direct at:

8 Nicholson Street, Wollstonecraft, Sydney, NSW 2065, Australia

Tel 612 94381939

Mob 61 (0)428 108 081

Email: [bryn.evans@ozemail.com.au](mailto:bryn.evans@ozemail.com.au)

The full sale proceeds will go to RAAFA.

A brief summary of the book is given below:

#### Brief summary: The Decisive Campaigns of the Desert Air Force 1942 - 1945

The North African and Italian campaigns are shown from the perspective of Allied air power, particularly the Desert Air Force, in which Australian airmen and squadrons made a significant contribution. The winning of air superiority and the ensuing air - ground support for Allied armies, made the crucial difference to bring the Allies victory, acknowledged by commanders of both sides.

Compared with the RAF's Fighter and Bomber Commands, the Desert Air Force (DAF) is far less well known, yet its achievements are spectacular. By first winning the air war, DAF then led the way in North Africa and Italy in pioneering new tactics in close Army-Air Force co-operation on the battlefield. DAF and Allied air forces gave Allied armies in North Africa and Italy a decisive cutting edge.

While the Axis forces used the many rivers and mountains of Tunisia and Italy to slow the Allies' advance, DAF was there to provide that extra mobile firepower – the artillery from the sky. They were the first multi-national air force, and the first to introduce air controllers in the front lines of the battlefield.

With first-hand accounts by veteran airmen from Britain, Australia, Canada, New Zealand, South Africa and the USA, this book reveals the decisive victories with which DAF won the air war over North Africa, the Mediterranean and Italy in 1942-45.

#### Author's Note:

I am now researching the Burma campaign of the Second World War, and would be delighted to speak with veterans of the Burma air campaign, and/or their friends and families.

Bryn Evans

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### Hostage to Fate

Author: Laddie Hindley and Doug Hurst

Soft cover: 137 pages, with colour B&W photos

Publisher: Digiwerk

Contact: [digiwerk@inet.net.au](mailto:digiwerk@inet.net.au)

0438 697008 or

Doug Hurst: [dhurst5@bigpond.com](mailto:dhurst5@bigpond.com) Tel 02 6288 6195

Cost: \$28.00 incl P&P (Aus) -

Ebook available September 2014

As the book cover states, The Air Adventures of Laddie Hindley in War and Peace, and they truly are air adventures, the envy of many, even Bigglesworth. Ably assisted by Doug, Laddie has compiled his aviation stories over a lifetime of flying. From flying training at Uranquinty to operations in Papua New Guinea during World War II, to post war flying in Malaya, Vietnam, Australia and again in New Guinea, it is a fascinating story that one reads and aspires to or wished to have experienced themselves.

From Nadzab to Tadjil to Hollandia to Noemfoor, Laddie and Doug tell of the operations, often tragic, of the Fighter Wing's airfield advances in the World War II. Flying Kittyhawks (and all other Allied aircraft) in New Guinea was exciting, especially in the poor weather often encountered. Pilots had to learn instrument flying quickly, especially with no artificial horizon or directional gyro, just a basic instrument fit of the turn and balance indicators and a basic magnetic compass. Many didn't learn quick enough. Such a situation in today's flying would be unacceptable.

Following the war and five years as a civilian, Laddie re-joined the RAAF and flew some excellent piston engine aircraft before he was selected to be one of the first pilots to train on the new jet turbine powered helicopters, the Iroquois UH-1B, C & D, made famous in Vietnam, and being procured for the RAAF.

Laddie then became a specialist helicopter pilot in Australia, Vietnam and Papua New Guinea, both in the RAAF and as a commercial pilot. His flying career in hazardous conditions in Vietnam and 'challenging' situations in Papua New Guinea and the many close shaves, are compelling reading. A worthwhile and enjoyable read.

Lance Halvorson



# Thinking of leaving the military?

Defence has launched a new manual that brings together all you need to know about leaving Defence, including planning and preparation, administration requirements, and support services for you and your family.

Eventually there comes a time when you start to think about life out of uniform, whether it be a permanent separation or a shift to Reserve service. Either way, planning makes the move smoother and simpler for both you and your family.

The ADF Transition Manual is a single document that describes all the policy and administrative requirements associated with your transition to civilian life or the Reserves.

Tracie Stevens, who runs Defence Community Organisation's transition support services, says it's important to start planning your transition early.

"Policies associated with separating from Defence are contained in a range of instructions, manuals and documents," she explains. "The ADF Transition Manual brings all this information into one place, effectively streamlining the process for transitioning members."

"We're pleased to launch this new manual, as it means members and their families can now plan their transition early, know their administration responsibilities, and find out what support services they can access."

Developed in close collaboration with the three Services,

Month	Date	Location
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	12 - 13	Sydney
April	8 - 9	Brisbane
	29 - 30	Adelaide
May	6 - 7	Townsville
	13 - 14	Darwin
	21 - 22	Melbourne
June	4 - 5	Perth
	11 - 12	Wagga
	18 - 19	Newcastle
July	1 - 2	Brisbane
	16 - 17	Sydney
	22 - 23	Cairns
August	5 - 6	Shoalhaven
	12 - 13	Hobart
September	17 - 18	Adelaide
	24 - 25	Darwin
October	1 - 2	Canberra
	14 - 15	Melbourne
	21 - 22	Townsville
	28 - 29	Brisbane
November	12 - 13	Liverpool
	18 - 19	Perth



the Manual provides an easy to follow process to help you access entitlements and conduct administration processes correctly.

You and your family can also talk to advisory staff at our ADF Transition Centres or attend an ADF Transition Seminar at any stage in your career, not only when planning an imminent separation.

ADF Transition Centres are located on or near military establishments and staff can provide referrals, help you with administration, and can provide information about training and employment.

ADF Transition Seminars are held throughout the year and are for military personnel and their families to get information, advice, and resources to help them plan their transition to civilian life.

"To start planning your transition, get your hands on the new ADF Transition Manual. Then, speak to your unit staff early and request an appointment with your local ADF Transition Centre," says Tracie.

"The Manual is available for download from the defence intranet. You can also visit the transitions website, call the Defence Family Helpline anytime, contact your local ADF Transition Centre, or talk to your unit staff about the pros and cons of leaving Defence and the support available if you do."

Transitions intranet site (DRN only)  
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 1800 624 608 Defence Family Helpline

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