



Wings

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COVER



Originally formed as The Second Squadron at Point Cook in August 1916, the squadron left Melbourne for UK on 25 October 1916 on SS Ulysses, under the command of Captain Storrer. Established at South Carlton, it underwent further training with the RFC. The squadron then became No 69 (Australian) Squadron, RFC, the 3rd in the field, and later designated No 3 Squadron

AFC. The now Third Squadron, No 69 (Australian) Squadron, RFC, went onto a war footing in July at South Carlton and left for France under command of Major David Blake, on August 24, 1917.

It went on to become a significant squadron in the RAAF in the years between the World Wars, service in World War II, Malaya, then Malaysia before returning to Australia in 1986 to convert to the F/A-18 Hornet.

Cover: Phil Crowther. Photos: RAAF

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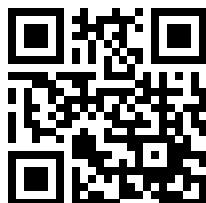
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COST ESTIMATING OR COST GUESSING?

The most common problem faced by defence industry when it comes to preparing competitive, viable tenders is how to verify the cost estimates to ensure that bids are priced to win but are also accurate and profitable for each stakeholder in a project's supply chain. On the other side of the table, Defence has an equally difficult challenge in determining the broad capital costs associated with an acquisition and the value for money proposition.

In many large defence companies, bid processes rely on expert skill sets scattered around different parts of the organization. The tool of choice for cost estimates from beginning to end is typically Excel or is Excel-based. Each component of the WBS is estimated separately and then the results are combined for an estimate of the entire project. Consequently, it is difficult to accurately define cost targets upfront to ensure that project bids will be attractive to the Defence customer yet affordable for each stakeholder in the supply chains. Estimators working within a WBS-only environment generally have no requirements for cost-target compliancy, data versioning or data archiving. There is no good method to cross-check results or take full advantage of experiences from past projects. Risks of calculation errors, underestimating and overestimating are high. Budget-conscious customers are unlikely to consider project bids that are too expensive, while every company in a supply chain with a stake in the project wants their end of the business to be profitable.

The most obvious answer to this problem is to build a Cost Estimation Framework (CEF) that uses a top-down, parametric estimating system to set cost targets and then cross-checks estimators' bottom-up estimates (probably from Excel) based on a Work Breakdown Structure. However, in most instances, the vision of the cost engineering/estimating lead is for the CEF to not disrupt bid processes that were already familiar and comfortable to estimation teams, but rather to add better direction at the early stages of a project, improving data sharing, and verifying bottom-up estimates against pre-defined top-down cost targets.

The new CEF should therefore provide the tools and methods to enhance and integrate bid processes across estimating teams spread throughout an organisation whilst improving the accuracy and credibility of estimates, data sharing, collaboration, and competitive yet profitable bid pricing. Estimators can still follow their normal WBS-oriented bid processes using Rough Order of Magnitude estimates from the costing tool (such as PRICE TruePlanning) as a guide and for comparison at the start of their nominal consolidation process of bottom-up estimating. This type of crosschecking at the project and work package levels exposes any gaps in estimates that may exist, so they can be investigated and corrected long before a formal bid (or bid/no-bid decision).

Once an enhanced Cost Estimation Framework has been implemented:

- Bid Managers will gain better insights to evaluate risks, react to issues, and make better business decisions.
- Work Package Delivery managers will operate with more confidence in estimated budget, scheduling and their ability to meet target completion dates.
- Reliable and robust bids can be priced to win and profitably delivered with stronger project control from beginning to end.
- Senior management have a way to validate estimates so that bids proposed to a customer will be more accurate, credible and verifiable

For more information on designing, implementing and updating a Cost Estimation Framework, including the powerful range of software tools available to assist this process, email RubiKon at info@rubikon.com.au or visit our website at www.rubikon.com.au.



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

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

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If you've thought about going to university and haven't studied for a while, didn't complete Year 12 or don't have an adequate ATAR, then TEP may be for you. The program gives you the opportunity to develop the skills, knowledge and confidence you will need to succeed at university, plus provides a direct pathway to most CDU undergraduate degrees.

Flexible study options

It's not always easy to balance work and family commitments while you are studying, so having flexibility to study in a way that best suits your lifestyle can be vital on your path to success. CDU's supportive, adult-friendly culture, provides options to study part time, full time, online or on campus.

You can expect full time study to take about 30 – 40 hours of your week over 14 weeks, or alternatively 10 – 20 hours if you study part time.

Meet Kylie Wilson

"I was working full time and it had been over 15 years since

I had finished high school. Although I was happy in my job, I found myself more and more wanting to upskill, or go back and study so that I could move forward in my career – I just wasn't sure if I could.

Thankfully I decided to take the first step and came across TEP at CDU. Applying was easy, and I got the support and information that I needed to balance my home and work life so that I could return to study. My husband is in the military and I have four wonderful children – so as you can imagine, I had to be organised.

As I progressed through TEP my passion to study grew, as did my confidence in my own abilities. TEP gave me the skills that I needed to move on to a degree, but more importantly prepared me for what was to come.

In 2015 I graduated from CDU with a Bachelor of Laws."

Now is the time to be part of a new world university.

CDU is a new world university – supportive, flexible, adult-friendly, and committed to making a quality university education accessible to more people. They sit among the top ten universities in Australia and the top 2% worldwide, according to Times Higher Education rankings 2015-2016. To find out more about the Tertiary Enabling Program at CDU, call 1300 186 417, email tep@cdu.edu.au or visit cdu.edu.au/tep



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Words from the National Executive

Brothers and Sisters in Arms

I am not a great fan of social media, having seen it often create more harm than good, especially through cyber bullying. Its use often struggles to rise above the banal to the trivial and good manners seem in short supply. Yet it is not there to be ignored. More and more lines of business have to use it to have a presence in the market place and indeed even to attract staff.

What I did not envisage is the powerful and positive use social media can be put to when it is married to a tried and true concept – in this case mirroring an Infantry battalion's radio net using the social media platform of Facebook.

In early 2013 a number of site-managers on the Royal Australian Regiment Buddies Facebook site saw an unfilled need to respond to calls for or indicators of the emergency need for assistance for former members of the Royal Australian Regiment, Special Air Service Regiment and 2 Commando Regiment. That need was brought about by a spate of suicides within the veteran community and other incidents of a person and or his/her family in dire straits with problems such as potential suicide, depression, financial, welfare and other pressing support needs.

This recognition spun off the Royal Australian Regiment Overwatch program – a social media based organisation with a mission to identify those at risk and act to prevent self-harm and assist them on pathways to tackle their own individual crisis. As the original focus of the program changed to encompass the three Services the name was changed to Overwatch Australia.

As at early this year Overwatch Australia has over 4000 volunteers across Australia. All are former or current serving members of the Royal Australian Navy, the Australian Army or the Royal Australian Air Force. It has the reach and capacity to provide 'boots on the ground– first response' support to most parts of Australia within two hours of confirming the location of a targeted client.

It does not seek to duplicate the capabilities of any existing Ex Service Organisation, nor seek to offer personal or professional advice in any way, shape or form. It does seek to identify relevant resources and assist the member in need to contact the relevant professionals, while offering fraternal support by its own volunteer membership to do so. In fulfilling its mission it has forged pathways with DVA as well as (second and third line) major Ex Service Organisations including RSL Care, Legacy, VVCS, Soldier On and Veterans Off The Streets Australia

From May to December last year Overwatch Australia has been alerted to over 100 potential needs and responded to 83 calls with positive outcomes. The incidence of calls is increasing as Overwatch Australia's call 24 x 7 support becomes known to the Defence Family.

At a time when the national security and defence debate is overwhelmingly focussed on platforms and networks, we need

to be aware of, and sensitive to, the clarion call of many of our distressed brothers and sisters in arms. Overwatch Australia is an excellent example of the military ethos of caring for its Family – mates helping mates.

Brent Espeland
National President

The Cloud and Your Data

When I think of the cloud I can't help but also think of hackers. Reports of hacked cloud services come out quite regularly and a few providers openly admit to that. Every company knows that customer trust is key to business success which is why most companies choose to stay tight-lipped. The rational computer developer in me says that big providers probably take better care of data protection than I do in my own systems. If your activities or business depends on your ability to protect against hackers, you'll most likely take maximum precautions. Then again, when I lose my data it's my fault, and the same will probably apply to you too. When hackers have invaded the cloud, I can do nothing but wait and see how bad the damage will be. Entrusting someone else with your data requires a leap of faith.

If you upload files to the 'cloud', it may be worth considering purchasing a backup program that encrypts your data with a strong encryption code before you upload to the cloud. This action will assist in keeping your data safe with the convenience of using the cloud services. If you don't feel like joining the cloud, pull that external hard disk out of your drawer and use that instead. Works just as well. But, if you use any of the 'social networks', including Email in the cloud, you are relying on the service providers to keep your data secure.



Click just once and everything gets saved somewhere, somehow

Lance Halvorson VP Communications and Media

The Third Australian Squadron

In July 1916, the Australian Prime Minister's Department sent a memorandum to the Governor General for despatch to the Secretary of State for the Colonies, Britain, for forwarding to the British Army Council, offering a second AFC squadron.

The 4th Course of Aviation (of eight officers), trained only to minimum standards, had only just been completed. A 5th Course of Aviation was in the initial stages of training.

The British War Office cabled their grateful acceptance of the offer on 2 September 1916 and requested that a Flying Squadron be sent to England that same month and that all training should be carried out in England. To achieve this schedule, the 5th Course was stopped and together with the 4th Course of Aviation, these barely trained men of the 5th Course, with assembled ground personnel, left Port Melbourne aboard SS Ulysses on October 25, 1916, under Captain Storrer's temporary command.



Train at Laverton Station suitably decorated with details of the Squadron about to embark for Port Melbourne for departure on A36 HMAT Ulysses. Photo: Norman Clifford

During the decisions and processes described above, another activity was underway. The Prime Minister's Department received a cable from the British Army Council on 29 August 1916:

SECRET

22096 cipher SD2, it is proposed to raise in Egypt a squadron, for Royal Flying Corps, recruited locally from Australian Unit. Do you concur? Such a proposal, if approved, will be of great assistance RFC expansion programme.

The Defence Department replied:

Commonwealth concurs with proposal to raise in Egypt a Flying Squadron from Australian unit there. Designation should be Third Flying Squadron as Second is being raised in Australia.

However, this Third Squadron from the Sinai, Egypt, arrived at Harlaxton, in England just after the Australian 2nd Squadron from Australia and, working up as a Service Squadron, it was formed as No 68 (Australian) Squadron, RFC. Later in the field, it became the '2nd Squadron', No 2 Squadron AFC. The original Australian 2nd Squadron AFC, AIF, then became No

69 (Australian) Squadron, RFC, the 3rd in the field, and later designated No 3 Squadron AFC.

The now Third Squadron, No 69 (Australian) Squadron, RFC, went onto a war footing in July at South Carlton and left for France under command of Major David Blake, on August 24, 1917, initially to Lympe, Kent. After being delayed for inspection and repair of some warped engine bearers, the Squadron arrived at Savy, France, on October 5, staging through St Omer. It then carried out bombing and reconnaissance missions in the RE-8 aircraft, two-crew aircraft with a pilot and observer.

Headquarters of No 69 (Australian) Squadron, RFC and its 'C' Flight arrived at Bailleul Aerodrome from Savy on Monday November 12, 1917 and came under the British 2nd Brigade. No 69 (Australian) Squadron, RFC, was the only Australian air unit to have the same aircraft type on strength for the whole of its 11 months in the field, the RE-8. The RE8 served with 17 squadrons in France, as well as No 3 Squadron, AFC. There were frequent accidents early in its career mainly due to a



Capt Reg Francis and his RE-8, Bouvincourt on the Somme. August 1918.

Photo: RAAF - from a painting by Norman Clifford



Savy 1918, An Australian RE8 with Copper 20 lb bombs being attached to its centre-section racks.

tendency to spin easily - unreliability of some of the RAF4A engines contributed.

On January 20 1918, Headquarters RFC informed the squadron that it was now designated No 3 Squadron AFC

Demise of the Red Baron

A major event occurred on Sunday, April 21, 1918, when No 3 Squadron crews, operating from its aerodrome at Poulainville, Lieutenants Stan Garratt, pilot, and A.V. Barrow, observer in RE8, A3661, and Lieutenants T.L. Simpson and E.C. Banks in the other, B6570, were starting a photographic reconnaissance of German lines. Flying at 7,000 feet over Hamel, they saw a flight of German triplanes approaching through the haze.

Five Fokker Triplanes had been signalled down by the leader of Jagdegeschwader Nr 1, the 22 year old Red Baron, Rittmeister Manfred von Richthofen. He sat above to form a five machine reserve. Major Roy Brown, a Canadian flying with the RAF, was leading No 209 Squadron RAF (Sopwith Camel), was attracted by the action and took his pilots towards the skirmish. Another German air unit, Jasta Nr 5, joined the five remaining Triplanes of JG Nr 1 waiting above, and Richthofen had little alternative but to commit the rest of his flight.

In the melee that followed, one inexperienced Camel pilot, Lieutenant Wilfred May, broke out of the messy dog-fight, as previously ordered, and dived for the friendly lines. Von Richthofen saw a potentially easy victim, and pursued him to ground level - something completely out of character. The Camel, with the red Fokker Triplane in close pursuit, skidded and weaved low over line positions of Australian troops along one sloping bank of the River Somme, May trying to stay alive and the Red Baron intent on making him his 85th victim.

Dozens of Australian troops opened fire on the low flying Triplane bent on May's destruction. One bullet from an unknown marksman struck von Richthofen. The triplane reared up, heeled over and crashed. His extraordinarily successful aerial combat life was over all because of the initial skirmish with the two Australian RE8s.

Captain Roy Brown had seen May leave the fight followed by the mainly red Triplane and himself broke off to go to the rescue. In some quarters he has been credited with bringing down the Red Baron but observers on the ground don't recollect a third machine anywhere near the other two. It was certainly an Australian soldier who fired the single bullet that lodged in the German ace.

The Fokker Triplane was recovered at night and was partially demolished by souvenir hunters before signs of other bullet holes could be established. The Red Knight of Germany was dead - and the military funeral was organised and conducted by the 3rd Squadron, AFC. The cortege was led by the 3rd Squadron pilot, Lieut. Martin Sheehan, and the coffin, covered by flowers from local French people, was carried by six officers from British Squadrons in the area. The body of von Richthofen was taken from Poulainville to Bertangles for interment.

From Norman Clifford's unpublished narration 'History of the AFC in the Great War 1914-18'



The full military funeral of Captain Manfred von Richthofen, in the lines of No 3 Squadron, Poulainville, France, 21 April 1918. Photo: RAAF - from a painting by Norman Clifford

The Armistice

The Squadron War Diary recorded that on the eleventh hour of morning of November 11, the news was received from 15th Wing Headquarters that armistice proposals to the German Government had been accepted and hostilities would cease at 11 a.m. and that no squadron machines were to fly beyond the 'Balloon Line' and no flights were allowed beyond one mile of the 'Armistice Line'. Orders were given that the Squadron would remain at Premont and await further instructions. The Australian RE8 squadron was in the line for 11 months continuously and occupied nine different aerodromes up to the time of the armistice.

Together with No 2 Squadron, No 3 Squadron remained in Belgium over the 1918 winter. In February 1919, the squadrons handed their aircraft over to the RAF and made their way to Le Havre for travel to Salisbury Plain in UK. The three AFC combat squadrons in Europe and the four training squadrons in UK embarked on the SS Kaiser-i-Hind in May 1919 for the journey to Australia. The ship staged via Port Said to embark No 1 Squadron.

The AFC squadrons were disbanded when back in Australia. Many veterans reviewed their experiences and were writing opinions on how a peace time air force should be formed and equipped. However, if their views were considered, is doubtful. LTCOL Richard Williams was preparing detailed information on an Australian Air Force. However, the Army and Navy were planning to form their own air arms and bitter inter-service rivalry resulted. Both did their best to prevent a separate new air service being formed. They fought the Government decision to form the Australian Air Force in 1921, but were over-ruled by more prescient advice - or politics.

Between the Wars

Following the establishment of the Australian Air Force on 31 March 1921, No 3 Squadron was established as a Corps Reconnaissance unit with four DH-9s, to be located at Richmond NSW. However severe funding restrictions forced the disbanding of the five squadrons formed, including No 3 Squadron, formed only months before. The squadrons were then grouped at No 1 FTS as six flights.

Composite units were formed and while many aviation activities were carried out, it was not until the 1930s that Australian Governments provided the resources for the RAAF to identify the squadrons and roles necessary to develop a modern air force. No 3 Squadron was re-established as an Army Co-operation unit, with Bristol Bulldogs and then Hawker Demons, along with its sister squadron, No 1 Squadron.

World War II

Much has been written about No 3 Squadron's operations and activities in World War II. A detailed history is available on www.3squadron.org.au and other historical publications. A brief list of activities is:

- No 3 Squadron served the war in the Mediterranean Theatre as part of the Desert Air Force. The unit deployed to Egypt in 1940 and first saw action with the obsolete Gloster fighters against the Italian Air Force, which it encountered while conducting reconnaissance and ground attack sorties. It also operated Gloster Gauntlets, Hawker Hurricanes, and then the P-40 Tomahawks and Kittyhawks from 1941, often engaging in intense air battles with the Luftwaffe, and Vichy French during the Syria and Lebanon campaigns.
- The squadron took part in the Allied invasions of Sicily and Italy. It re-equipped with P-51 Mustangs in November 1944 and continued to operate in Italy and Yugoslavia until the end of the European war in May 1945. No 3 Squadron's record of 25,663 operational flight hours and 217.5 enemy aircraft destroyed made it the highest-scoring RAAF fighter squadron

Post World War II



At the end of the war, No 3 Squadron returned to Australia and disbanded at Point Cook on 30 July 1946. It was re-formed at RAAF Base Fairbairn in Canberra in early 1948 when No 4 Squadron RAAF was renumbered as No 3 Squadron. Equipped with Mustangs and Wirraways, the squadron served briefly as a tactical reconnaissance and close support squadron before disbanding again in 1953.

The squadron re-formed again on 1 March 1956 at RAAF Base Williamtown, and converted to Sabre aircraft. The unit



deployed to RAAF Base Butterworth, Malaya in 1958 as part of the Far East Air Force Strategic Reserve (FEAF).

No 3 Squadron returned to Australia and re-equipped with Mirage IIIO fighters at Williamtown in 1967. WGCDR Jake Newham (later CAS) became the CO and after training in air-to-air and air-to-ground roles, the squadron deployed to RAAF Base Butterworth, Malaysia in February 1969. During the time in Malaysia, the squadron also deployed to RAF Tengah and Paya Lebar Air Base in Singapore. After 15 years operational service in Malaysia, No 3 Squadron returned to Australia, and on 29 August 1986, converted to the F/A-18 Hornet.



The squadron continues to operate the Hornets from its home base at RAAF Base Williamtown. In February 2002, during the First Gulf War, elements of No 3 Squadron deployed to Diego Garcia, in the Indian Ocean, to provide air defence for the Coalition base. No 3 Squadron personnel also participated in Operation Falconer, No 75 Squadron's deployment to the MEAO. Part of No 81 Wing, Air Combat Group, No 3



No 3 Squadron Plaque at the RAAF Memorial Grove,
Majura Feb 2016

Squadron deployed to the Middle East in February 2016, during Operation Okra, taking over from No 77 Squadron.

No 3 Squadron has been named as the first operational RAAF squadron to receive the F-35, with the unit reaching initial operational capability (IOC) by 2021

By Lance Halvorson, with acknowledgement to:

- . AFC and the Great War 1914-18 by Norman Clifford
- . AWM
- . RAAF Museum

Corrections: Volume Numbers for previous editions

Summer Edition 2015 - should be Vol 67 No 4

Autumn Edition 2016 - should be Vol 68 No1

Let's Table This

What it means: *"Let's deal with this later."*

What it really means: *"Let's put this off until everyone forgets about it."*

Origin: This term goes all the way back to British parliamentary procedure, when a piece of legislation was placed on the speaker's table for discussion. In most of the English-speaking world, to "table" something means to immediately take up an issue. But, in America, they do things their way. Since the mid-19th century, Congress has used the phrase "table a motion" to postpone discussion. That's because, in the U.S., a table became synonymous with an archive or a storage area, such as a shelf or a desk drawer.

LinkedIn

Unmanned Aircraft - European Task Force

The European Aviation Safety Agency (EASA) announced on 4 May the creation of a task force to assess the risk of collision between drones and aircraft.

The task force will:

- Review all relevant occurrences including the occurrences collected by the European Member States,
- Analyse the existing studies on the subject of impact between drones and aircraft,
- Study the vulnerabilities of aircraft (windshields, engines, and airframe) taking into account the different categories of aircraft (large aeroplanes, general aviation, and helicopters) and their associated design and operational requirements,
- Consider the possibility to do further research and perform actual tests (for example on windshields).

EASA will chair the task force which will include representatives of aircraft and engine manufacturers. The task force will consult the European member states and other relevant stakeholders as well as foreign authorities. At the end of July, it will publish its results and will organise a workshop with stakeholders to present and discuss its findings and recommendations.

The EASA is currently developing a regulatory framework for unmanned aircraft systems (UAS) operations in Europe that includes certain anti-collision provisions, among them visual line-of-sight operations at altitudes less than 500-ft, geo-fencing features and registration. The effort comes as reports of UAS sightings by manned aircraft steadily increase, with public attention heightened by a stream of government and media reports.

The UK Air Accidents Investigation Branch launched an investigation on 17 April into a near miss between a 'drone' and a British Airways Airbus A320 on final approach to Heathrow Airport, London. Officials later said the object may have been a plastic bag, and the aircraft suffered no damage.



The EASA announcement appears to make the first large-scale scientific study of the potential impact effects of a collision, outside informal comments made last year by U.S. officials that the FAA would investigate potential effects of UAS ingestion in turbofan engines.

EASA

German Fighters Hunt British Prime Minister

by Ken Wright

Following a conference in North Africa in 1943 with the US President, Franklin D Roosevelt, the British war-time Prime Minister Winston Churchill was returning to UK by air, via Gibraltar. The Germans suspected that Churchill would be on one of three aircraft flying across the Bay of Biscay on March 23, 1943.

However, the only aircraft of the three to make it back to England was that of the crafty British Prime Minister, who had encouraged false information about his travel plans and delayed his departure. There were rumours that the German Enigma Code had been broken and the British did not wish to give the enemy cause to believe this was the case.

Sadly, ferry pilot FLGOFF Frank Stuart from Mildura was returning to the UK as a passenger in a B-24 Liberator of No 511 Squadron RAF when the aircraft was shot down over the Bay of Biscay. In addition to the crew of six, a number of passengers were onboard: nine Allied aircrew being flown back to the UK from Gibraltar- FLGOFF Stuart RAAF, FLGOFF Smith RCAF, seven RAF members, a VIP passenger, AVM Whitham, and three senior personnel, LTCOL Armstrong-MacDonnell, COL Marin (Free French) and LT Skelton (RN). All personnel onboard were lost.



FLGOFF Frank Stuart

A B-17 Flying Fortress of Coastal Command was also lost on the same day. Both the aircraft were shot down by JU 88's of Germany's only Long Range Maritime Fighter Unit, many miles out from their base at Bordeaux, in France. In a determined effort to bring down Churchill's aircraft, they were operating well beyond their normal radius of action.



A Luftwaffe JU-88

A thorough inquiry was held into the disappearance of the Liberator, lost after just one SOS radio call, in the vicinity of 40 degrees North and 10 degrees West. A Liberator of No 511 Squadron carried out a four hour search the next day, but nothing was found. The only Royal Navy vessel in the vicinity was a submarine. The RAF inquiry found that the aircraft was most likely shot down by enemy fighters; the Germans had claimed shooting down two four engine RAF aircraft in the vicinity on the same day. The weather had been atrocious on the day and the inquiry found there was little chance of any survivors in the sea.

Frank Stuart, the son of the original partner of Holden dealers Stuart and Harrison of Mildura, was the accountant at Mildura City Council, with 14 years of service. The Council named Stuart Avenue in Mildura in his honour. He enlisted early in the RAAF, topped his elementary flying course at Western Junction, Tasmania, and completed his training in Canada at Macleod.

Frank was a keen fisherman, and in his search for the elusive Murray Cod was accompanied by his faithful retriever "Duke". Local identity Dr Seeley used to borrow "Duke" for shooting, and was given to the doctor when his master did not return. Frank was married to the late Muriel "Pom" Risbey, a descendant of the oldest and largest hardware store family in Mildura, and their son, Brian Risbey Stuart, now resides in Golden Grove, SA.

The Bordeaux squadron of JU88's continued their patrols over the Bay of Biscay throughout 1943 and were responsible for a further two significant events. The first of these involved,

arguably, Britain's most popular actor Leslie Howard, who was one of thirteen BOAC passengers and four crew in a DC3 scheduled to depart Lisbon on June 1 1943, bound for Bristol, UK. The airline had been operating on this route through 1941-42 and on two previous occasions the pilots had evaded the attacking German JU88's.

According to the commander of the JU 88 squadron, First Oberleutnant Herbert Hintz, his pilots were extremely sorry that they had shot down the British actor. However, the German leaders were hunting Howard because he was active in anti-Nazi propaganda, lecturing in Portugal and Spain, both neutral countries, and building up support for Britain and the Allies. Also, he had ridiculed top Nazi Joseph Goebbels, Minister of Propaganda in the German Government, in one of his films.

Leslie Howard (born Steiner of Hungarian and British parents) was an officer in the Northamptonshire Yeomanry during WWI, but he suffered shell-shock in 1916 and relinquished his commission. He was a star, director, and producer of stage and screen, and was best known for his roles in "The Scarlet Pimpernel" and "Gone with the Wind". His son Ronald and brother Arthur were also noted actors.

The second event involved Mildura veteran of No 461 Squadron Coastal Command, FLTLT Dudley Marrows DSO DFC, who frequently traversed the Bay of Biscay on submarine patrol. In an action of significance in July 1943, he and his crew destroyed German U-boat U461, remarkably with the same designation as his own aircraft! Three U boats were circling in tight formation when they were attacked; the two others were sunk by FLTLT Marrows and other aircraft that had joined the fray.



FLTLT Dudley Marrows

Two months later also in the Bay of Biscay, Marrow's Sunderland was attacked by six JU 88s of the same Maritime Squadron based in Bordeaux that had shot down the two aircraft carrying FLGOFF Frank Stuart and Leslie Howard. In a ferocious encounter raging for an hour they shot down one of their attackers and damaged three others. However, their aircraft was forced down onto the sea; as he was a strong swimmer, Marrow collected his crew on the only remaining life raft. Not surprisingly, for that achievement and his earlier sinking of U-461, he was awarded the DSO and DFC. Several of his crew of ten were also decorated.

At 96, former leading citrus grower Dudley Marrows is living in retirement in Mildura and is still writing challenging letters on world affairs to our local newspaper.

.....The Hon. Ken Wright OAM was an RAAF pilot 1943-45, Mayor of Mildura, local MP and is Chairman/ Historian of the Mildura RSL RAAF Museum and Memorial. It is open from 9.30 am to 12.30 pm on Tuesday, Friday and Sunday of each week.



Actor, Leslie Howard



Josef Stalin, Franklin D. Roosevelt, Winston Churchill following leaders' conference, North Africa. 1943

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Shangri-La Dialogue

WASHINGTON, May 30, 2015 — A strong and inclusive security architecture is key to ensuring the opportunity for the Asia-Pacific region to continue to rise, Defense Secretary Ash Carter said today at the Shangri-La Dialogue in Singapore.

Delivering a speech at the event's first plenary session, Carter stressed the importance of safeguarding the freedom of the seas for all nations, deterring conflict and coercion in the region and adherence to international rules.

Shared Future

"The United States wants a shared regional architecture that is strong enough, capable enough, and connected enough to ensure that all Asia-Pacific peoples and nations have the opportunity to rise and continue to rise in the future," he said.

America wants a future, Carter said, in which an Indonesian fisherman, an energy executive from Malaysia, an entrepreneur from Singapore, a small business owner in California, and a Chinese businesswoman have the security and opportunity to rise and prosper. The Defense Secretary said the U.S. seeks to protect the rights of all countries -- large or small -- to help them rise, prosper and be able to determine their own destiny.

Collective Effort

In order to realize this future, Carter said the Asia-Pacific's security architecture must be inclusive, open, and transparent. "It must respect rights, and not just might," he said. "It cannot shy away from the hard issues; it must provide a forum to openly discuss the challenges we face, so that we can tackle them collectively. "This architecture must be action-oriented," Carter said, "to help manage today's challenges and prevent tomorrow's crises while rewarding cooperation -- not coercion."

"That's an audacious idea," he said, "but we meet today in a country that demonstrates what determination, consistency, and persistence can do, though we do so with heavy hearts." Carter quoted Lee Kuan Yew, Singapore's first prime minister, whose leadership style served as an example of determination.

"Here men and women of goodwill come together to think critically about the region's future, he said, "and we owe it to all those we represent -- citizens, organizations, governments and businesses -- to work together until we succeed; until every nation can rise and everybody wins."

70 Years of Success

Over the past 70 years, Carter said the Asia-Pacific has grown and prospered in many ways. "Miracle after miracle has occurred," he said. "First Japan, then Taiwan, South Korea, Southeast Asia, including Singapore, rose and prospered, and now, China and India are rising and prospering."

And the region is not done yet, Carter added. "Today, over 60 percent of the world's population lives in the Asia-Pacific. It's the fulcrum of the global economy; one of the fastest

growing regions of the world. Sustained growth, supported by increased regional and international trade has lifted millions out of poverty and into the middle class", he said. "Even though there's still room for improvement," Carter said, "democracy and freedom have spread throughout the region."

America's Resilience

The Defense Secretary noted the U.S. is also "doing well" following its worst recession since the Great Depression, and the economy has since "made great gains. Progress will continue", Carter said, "because of America's dynamic and innovative businesses, strong commitment to the rule of law, world-class universities, and the domestic energy revolution now underway."

"The U.S. military," he said, "long the finest fighting force the world has ever known, has improved its readiness while maintaining its unmatched operational edge and unrivaled capabilities."

U.S. Commitment to the Region

Carter explained the purpose of America's rebalance to the Asia-Pacific is about sustaining the progress occurring all around the region and helping it continue to fulfill its promise.

The Defense Secretary said he is "personally committed" to the next phase of the rebalance where DoD will deepen "long-standing alliances and partnerships," while diversifying America's force posture, and making new investments in key capabilities and platforms.

According to Carter, this includes investing in technologies most relevant to the complexity of the security environment there, such as new unmanned systems for the air and sea, a new long-range bomber, and other technologies like the electromagnetic railgun, lasers, and new systems for space and cyberspace.

As new systems are developed, he said, "DoD will continue to bring the best platforms and people forward to the Asia-Pacific."

This includes, Carter said, the latest Virginia-class submarines, the Navy's P-8 Poseidon surveillance aircraft, the newest stealth destroyer, the Zumwalt, and brand-new carrier-based E-2D Hawkeye early-warning-and-control aircraft.

Economic and Diplomatic Engagement

Carter said the rebalance's next phase is about more than just security; it includes increasing economic and diplomatic engagement.

The Trans-Pacific Partnership trade agreement, he noted, once complete, will "unlock tremendous economic opportunities," for the U.S. and countries across the Pacific Rim.

It will create a diverse network of trade and investment relations, Carter said, driven by TPP's high standards, reducing reliance on any one network.

The Defense Secretary also lauded other U.S. leaders' devotion to standing with its allies and partners to help maintain peace and stability in the Asia-Pacific.

Rebalance Strategy Inclusive

"It's important to remember that America's rebalance," Carter said, "and our overall and long-standing strategy to promote an Asia-Pacific regional security architecture where everyone rises, has never aimed to hold any nation back or push any country down. The United States wants every nation to have an opportunity to rise and prosper," he said, "and win, because it's good for the region and good for all our countries."

As nations develop, military spending increases, and economies thrive, Carter said there's an expectation of changes in how countries define and pursue their interests and ambitions. "In addition to those changes," he said, "we've seen the region's complex security environment become more fraught."

Carter cited North Korea's provocations, disputes over international water and airspace, climate change challenges, natural disasters terrorism, foreign fighters, cyber attacks, and trafficking in both people and narcotics that plague the region like any other.

"These challenges risk upsetting the positive trajectory we've all been on," he said, "and the rise of so many in the Asia-Pacific. That can make it hard to remember our common interests, but the progress we've made, and must continue, demands that we do so," Carter said.

Security a Shared Responsibility

The Defense Secretary said the Asia-Pacific has never had a region-wide alliance like NATO in Europe, and encouraged partnership in promoting regional peace, stability, and security. "We must continue to come together," Carter said. "Today and in the years ahead, security must be the shared responsibility of ... of all our nations."

The foundation for a stronger architecture is there, he said, but it's incumbent on collective effort to make it better. Carter laid out several points in achieving this collective security effort:

- Reaffirming guiding principles and rules to resolve disputes peacefully
- Strengthen regional institutions such as Association of Southeast Asian Nations, and continue to seek new, innovative ways to pool resources for regional security.
- Modernizing alliances to address the evolving threat environment as America has done with partners in the region.
- Enhance the capacities of the regional security architecture, particularly on maritime security such as DoD's new Southeast Asia Maritime Security Initiative.
- Better communication and cooperation habits to ensure institutions, alliances, partnerships, and capacity-building efforts meet their potential.

"That's how we reach the future a stronger security architecture affords," Carter said, "... where everyone continues to rise and everyone continues to win."

South China Sea Dispute

In order to realize this future, Carter said the "urgent" issue of security and stability in the South China Sea must be addressed. "Yesterday, I took an aerial transit of the Strait of Malacca," he said. "And when viewed from the air, it is even clearer how critical this region's waterways are to international trade and energy resources. We've all benefitted from free and open access to the South China Sea and the Strait of Malacca," Carter said. "We all have a fundamental stake in the security of the South China Sea."

The Defense Secretary noted there are many claims to the area, but one country has "gone much further and much faster" than any other -- China. "China has reclaimed over 2,000 acres, more than all other claimants combined," Carter said, "and more than in the entire history of the region." This has occurred in only the last 18 months, he said, and it is unclear how much farther China will go which why the stretch of water has become a source of tension in the region.

Renewed Diplomacy

The U.S. and other nations across the region are concerned about China constructing massive outposts, Carter said, before clarifying the U.S. position on the issue. "We want a peaceful resolution of all disputes," he said. "To that end, there should be an immediate and lasting halt to land reclamation by all claimants. We also oppose any further militarization of disputed features," Carter said. "We all know there is no military solution to the South China Sea disputes."

Carter called for renewed diplomacy to find a "lasting solution," and encouraged ASEAN and China to conclude a Code of Conduct this year.

Secondly, he said, the U.S. will continue to protect freedom of navigation and overflight principles that have ensured security and prosperity in this region for decades. "There should be no mistake," Carter said. "The United States will fly, sail and operate wherever international law allows, as U.S. forces do all over the world. America," he said, "alongside its allies and partners in the regional architecture, will not be deterred from exercising these rights the rights of all nations."

Turning an underwater rock into an airfield, Carter said, simply does not afford the rights of sovereignty or permit restrictions on international air or maritime transit.

Call For Stability

Carter said with its actions in the critical body of water, China is "out of step" with both the international rules and norms that underscore the Asia-Pacific's security architecture, and the regional consensus that favours diplomacy and opposes coercion. "These actions", he said, "are spurring nations to respond together speaking up for the importance of stability in the area".

The U.S. will always stand with its allies and partners, Carter said. "It's important for the region to understand that America is [going to] remain engaged ... and help provide security and stability in the Asia-Pacific for decades to come."

More Work to be Done

Carter said the South China Sea is just one issue and, while nations can't predict future challenges, they can work together to ensure peace and prosperity.

The region needs an architecture "where everyone rises and everybody wins," he said, and that is happening right now, but there is more work to do.

By taking steps now, Carter said, "we can ensure our successors at the Shangri-La Dialogue, in 20 years, will be the challenges and opportunities presented by the rise of yet other Asia-Pacific nations." Carter said he hopes by then discussions are about tripartite multilateral maritime engagements, and an ASEAN-wide security network.

"If those are the conversations at Shangri-La 2035, we will have succeeded," he said. "We will still face challenges and crises, but we will face them together, with a regional security architecture where everyone rises and everybody wins."

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The Military Significance of the Paracels

An island in the Paracels, North Reef, was a position reporting point on the civil air route from Vietnam and Bangkok to Hong Kong, and may still be. When 2SQN Canberra crews flight planned, and flew via North Reef on the civil air route system, enroute Butterworth to Hong Kong in the mid 1960s; the editor flew this route on four or five occasions. However, no spurious activities were evident then.

Disputed territories

Contested claims for islands in the South China Sea



AFP

Even if not a designated position reporting point now, the route/s are active with civil aircraft which fly over the Paracels to and from Hong Kong and China. One would expect that the SAM crews are better trained in aircraft identification than those in Ukraine. The Chinese HQ-9 (a derivative of the Russian S-300, known as the SA-10) surface to air missile system is a capable high altitude system.

Read/view: <http://www.nytimes.com/1992/03/20/opinion> on possible technology transfer.

Read more on Center for Security & International Studies and the Heritage Foundation web sites

Lance Halvorson

Low Cost Counter- UAS

Many US federal agencies are releasing requests for information or proposals for systems to counter the perceived threat by the proliferating numbers of small unmanned aerial systems (UAS). It is the tip of an iceberg of a growing world problem, that of deciding if a UAS, or drone, poses a threat.

In addition to Government authorities seeking counter-UAS systems that can be delivered quickly and commercially, many commercial entities are seeking ways to protect their facilities from illicit surveillance and the possibility of physical threats from small consumer UAS.

There is an emerging market for low cost, easy-to-use counter-UAS systems. One US company says it already has sold many of its point-and-shoot counter-UAS jamming systems to the Defense and Homeland Security departments.

Expect military systems to be more sophisticated, not only in the employment of 'counter-UAS' capabilities, but in the anti-jamming system/s that a 'friendly' UAS incorporates. If you buy consumer 'drones' for your grandson (or yourself), be prepared to lose them if your CONOPS and operating area are not properly defined.

Presentation of Bereavement Pins

The RAAF presented a Bereavement Pin to Dana Stewart-Thompson recently to give to her mother, in memory of her father who was killed in a Lancaster crash in World War II. Dana and her sisters also received pins to remember their grandfather.

WGCDR Robyne Green, the Bereaved Family Liaison Officer and WGCDR Pete Gibb, the Deputy Director Corporate and Community Relations - Air Force, made the presentations to Dana at her business office in West Queanbeyan, NSW.



WGCDR Peter Gibb and WGCDR Robyne Green present Dana Stewart-Thompson with a Bereavement Pin.

Dana's grandfather, PLTOFF (then WOFF) Jack Newton, RAAF, was the pilot of a Avro Lancaster Mk1 bomber that took off from RAF Mildenhall at 1055, 22 March 1945, to attack 'enemy transport' near the Belgian and Dutch borders. It was the aircraft's 22nd mission, and the third sortie for the NCO crew on board. Soon after take-off, the aircraft's port inner engine caught fire, which started a desperate struggle to try and avert disaster. However, the wing's second engine cut-out and the Lancaster plunged to the ground. The aircraft was carrying a 4,000lb 'Blockbuster' bomb, which exploded on impact, killing all seven of the crew, and scattering wreckage up to a quarter of a mile from the crater it caused.



John Newton (left rear) and his crew at RAF Mildenhall, 1945.

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The White House
Office of the Press Secretary
For Immediate Release

Joint Statement of the U.S.-ASEAN Special Leaders' Summit: Sunnylands Declaration

Sunnylands, California February 15-16, 2016

We the Heads of State/Government of the Member States of the Association of Southeast Asian Nations (ASEAN) and the United States of America gathered in Sunnylands, California, on February 15-16, 2016, for a Special Leaders Summit. This Special U.S.-ASEAN Leaders Summit was the first ever to be held in the United States and the very first Summit following the establishment of the ASEAN Community.

The Summit marked a watershed year for both ASEAN and for the increasingly close U.S.-ASEAN strategic partnership. In 2015, ASEAN Member States celebrated the establishment of the ASEAN Community, working together toward an ASEAN that better serves the people of Southeast Asia.

At our Summit in Kuala Lumpur in November 2015, we elevated the U.S.-ASEAN relationship to a strategic partnership, recognizing the transformation of our relationship over the past several years. On the occasion of this Special Summit, we the Heads of State/Government of the Member States of ASEAN and the United States of America take this opportunity to reaffirm the key principles that will guide our cooperation going forward:

1. Mutual respect for the sovereignty, territorial integrity, equality and political independence of all nations by firmly upholding the principles and purposes of the Charter of the United Nations, the ASEAN Charter and international law;
2. The importance of shared prosperity, sustainable, inclusive economic growth and development, and the nurturing of our young people to sustain continued peace, development, and stability for mutual benefit;
3. Mutual recognition of the importance of pursuing policies that lead to dynamic, open, and competitive economies that foster economic growth, job creation, innovation, entrepreneurship and connectivity, and that support SMEs and narrow the development gap;
4. Our commitment to ensure opportunities for all of our peoples, through strengthening democracy, enhancing good governance and adherence to the rule of law, promoting and protecting human rights and fundamental freedoms, encouraging the promotion of tolerance and moderation, and protecting the environment;
5. Respect and support for ASEAN Centrality and ASEAN-led mechanisms in the evolving regional architecture of the Asia-Pacific;
6. Firm adherence to a rules-based regional and international order that upholds and protects the rights and privileges of all states;
7. Shared commitment to peaceful resolution of disputes, including full respect for legal and diplomatic processes, without resorting to the threat or use of force in accordance with universally recognized principles of international law and the 1982 United Nations Convention of the Law of the Sea (UNCLOS);
8. Shared commitment to maintain peace, security and stability in the region, ensuring maritime security and safety, including the rights of freedom of navigation and overflight and other lawful uses of the seas, and unimpeded lawful maritime commerce as described in the 1982 UN Convention on the Law of the Sea (UNCLOS) as well as non-militarization and self-restraint in the conduct of activities;
9. Shared commitment to promote cooperation to address common challenges in the maritime domain;
10. Strong resolve to lead on global issues such as terrorism and violent extremism, trafficking in persons, drug trafficking, and illegal, unreported, and unregulated fishing, as well as illicit trafficking of wildlife and timber;
11. Shared commitment to addressing climate change and developing a climate-resilient, environmentally sustainable ASEAN, as well as to implement individual countries' nationally determined contributions made under the Paris Climate Agreement;
12. Shared commitment to promote security and stability in cyberspace consistent with norms of responsible state behaviour;
13. Support for the advancement of a strong, stable, politically cohesive, economically integrated, socially responsible, people-oriented, people-centered and rules-based ASEAN Community;
14. Shared commitment to strengthen people-to-people connectivity through programs that engage ASEAN and American citizens, particularly young people, and that promote opportunities for all our peoples, particularly the most vulnerable, to fulfil the vision of the ASEAN Community;
15. Shared commitment to promote a global partnership for sustainable development through the implementation of the 2030 Agenda for Sustainable Development and the Addis Ababa Action Agenda, to ensure a sustainable, equitable and inclusive society where no one is left behind;
16. Shared commitment to enhance collaboration at international and regional fora, especially at existing ASEAN-led mechanisms; and
17. Shared commitment to continue political dialogue at the Head of State/Government level through our Leaders' attendance at the annual U.S.-ASEAN Summit and the East Asia Summit.



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Eclectic University Studies influenced by varied RNZAF roles and career transition.

Squadron Leader Warren Dale MBE, BAvManHons, psc, graduated from Massey University in 2011 with a first class honours degree in aviation management. He completed his studies, extramurally, over a number of years when serving in the Royal New Zealand Air Force.

Extensive military service saw Warren serve two tours with the RNZAF's No. 40 (long-range transport) Squadron followed by service in a variety of air terminal, airport operations, headquarters planning and management roles. He was seconded to the United States Navy, for air cargo operations in support of the US/NZ Antarctic Programmes, and has served overseas both in Singapore and as a UN peacekeeper on the Golan Heights.

Warren subsequently transitioned out of uniformed service and took up a role as a civilian employee with the RNZAF in their central Office of Strategy Management.

The eclectic range of subjects in his academic record reflects how his day-to-day work and future interests, and those of his employer, influenced the direction of his studies. What he learned was invariably applied immediately in his work, examples being:

- a paper on the **environmental impacts of aviation** gave him the background knowledge to guide his participation in airport noise management committees;
- papers in **airport planning** and **heavy aircraft performance** helped advance knowledge in his specialist branch;
- papers in **managing culture** and **cross-cultural communications** fostered his understanding and communication with other organisations, both within New Zealand and overseas.
- a **statistics** paper helped to understand and develop complex reports

- **business law papers** facilitated understanding of contract law and the implications of the Privacy and Official Information Acts

Warrens attributes his postgraduate research project on **knowledge management** to helping him develop and understand the character and issues inherent within this new business opportunity and coupled with a further paper on **strategic management** facilitated his subsequent move to civilian employment.

Warren says his studies, coupled with his NZDF specialist trade and leadership courses have been crucial over the years enabling him to expand and update his knowledge as he progressed from flying, through to 'hands-on' ground operations and airport terminal positions into headquarters planning and management roles, both as a serving officer and latterly in his civilian role.

Importantly, it broadened Warren's thinking and facilitated acceptance of other points of view, and different ways of understanding which proved advantageous. It enabled him to follow the career-long pattern of additional learning fundamental to the NZ Government's aspiration to build an advanced knowledge society within New Zealand.

Having come this far, Warren admits to still reading and collecting study material on a range of subjects and he is being encouraged to go on to a Master of Aviation degree, with an emphasis on research for resolving issues and identifying new advances in the field of aviation management.



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Air Task Group Wedgetail Achieves 100% Mission Success Rate in the Middle East

The Australian Air Task Group E-7A Wedgetail command and control aircraft of No2 Squadron has achieved a record 100% mission success rate in Coalition operations against Daesh in the Middle East. The record is attributed to the current rotation, Rotation 5, of aircrew and maintenance personnel that operated the aircraft over the last four months.

Commander of the Air Task Group, Air Commodore Antony Martin, said that the men and women of the E-7A detachment should all be immensely proud of their efforts. "They've all set the bar exceptionally high, especially achieving 100% mission completion – a fantastic effort," he said. "Such success speaks volumes about what the whole team has achieved in the past few months. The take-away for Rotation 5 is that their role and that of the E-7A Wedgetail in facilitating combat airpower capability in the Middle East is first class."

Rotation 5 Detachment Commander, Squadron Leader David, explained that the record was the first time that an E-7A Rotation in the Middle East had successfully conducted every single mission they were assigned over the period of their deployment - in this case all 36 missions.

"I'm very proud of what our rotation has achieved over the four months that we've been deployed to the Middle East," said Squadron Leader David. "While 36 missions may not sound like a lot, when you consider that each mission lasts upwards of 12 hours, and we only have one aircraft, that's nearly 500 hours of flying and a lot of maintenance."



The current rotation (Rotation Five) of E-7A maintenance personnel in front of a RAAF E-7A Wedgetail. Photo RAAF

"The Wedgetail is a very technically advanced and complicated aircraft, so under normal circumstances we expect to have to cancel the occasional mission due to a maintenance requirement or perhaps crewing issue. While luck might play a small role, it's above all a credit to the Rotation 5 maintenance team that has dedicated themselves to making sure the aircraft is always ready, and that they are prepared for all practical contingencies."

Senior Engineering Officer and head of Rotation 5 maintenance, Flight Sergeant Barry Damsma, said that he was really proud



Royal Australian Air Force aircraft maintainers await a E-7A Wedgetail. Photo RAAF

of his workforce for achieving the record. "It doesn't sound like much, but it's really hard to get a 100% mission success rate," said Flight Sergeant Damsma. "It's the first time I've seen it achieved in 23 years and I've worked on a number of different aircraft."

Flight Sergeant Damsma attributed the team's success to three key factors: logistics arrangements, maintenance practices, and personnel management. "We've been proactive, rather than re-active; looking forward into the future," he said. "From a logistics point of view, we've focused on establishing a more long-term supply of spares and more solid supply chain management."

Continuing, he said "While the earlier focus was more on critical items, we've looked ahead at what might become critical in the future, and tried to make sure it never reaches that stage. As for maintenance practices, we've developed policy that is more sustainable and we've tried to mirror the practices we do back home. That means for example moving from working with toolboxes, to putting everything on tool-boards. When it comes to people, it's important that they are happy, motivated and have the resources to achieve what they want. If people are motivated they will come into the workshop during their spare time and try to fix problems that they've been working on." Aviation Technician, Sergeant Andrew Green, acknowledges that luck played a bit of a role, but he notes that luck and hard work seem to often go hand-in-hand.

Air Force Lead-In Fighter reaches milestone flying hours

The RAAF Hawk 127 Lead-In Fighter has achieved a significant milestone, reaching 100,000 flying hours.

Defence Head of Aerospace Systems Division, AVM Catherine Roberts, said this achievement is the result of combined dedication from Defence crews (both flying and technical), along with the enduring partnership with BAE Systems Australia and BAE Systems UK.

"This milestone highlights the ongoing success for the Hawk 127 Lead-In Fighter fleet as an effective and reliable training platform in preparing RAAF pilots and aircrew to operate jet

fighters in the protection of Australia's national security," AVM Roberts said.

"The partnership with Defence's Capability Acquisition and Sustainment Group, RAAF, and BAE Systems Australia is an excellent example of Defence and industry working together to provide capability for our Australian Defence Force", the AVM said. "The partnership will continue to grow with BAE Systems Australia taking over operational maintenance from the Air Force from 1 July 2016."

The Hawk 127 Lead-In Fighter is a tandem, two-seat jet aircraft primarily used to prepare the RAAF's fast jet aircrew for operational conversions to the F/A-18 Hornet, F/A-18 Super Hornet and, ultimately, the F-35 Joint Strike Fighter.

BAE Systems' current in-service support contract for the fleet was initially awarded in July 2013 for five years, with potential extensions out to 2026.



OC 78 Wing, GPCAPT Terry van Haren DSM. Photo: RAAF

The Next USAF Fighter

The first thing to do about the sixth-generation fighter is to stop calling it a sixth-generation fighter. Ever since Lockheed Martin borrowed the "fifth-generation" brand from the Russians a decade ago, it has muddled the debate. It is at best an example of begging the question—that is, assuming as fact ("high-band stealth is worth the money and everything else is obsolete") what needs to be demonstrated.

Labels aside, it is becoming popular to talk about what comes after the F-35 Joint Strike Fighter (JSF). This is a pressing issue for the U.S. Navy because the F-35C nominally replaces the F/A-18A-D Classic Hornet, not the Super Hornet. The Air Force's program-of-record, 1,763-jet F-35 buy stretches into the 2040s, but long before that the service must perform a midlife update (MLU) of the F-22 Raptor or replace it.

It's tempting to start drawing supersonic-cruising, long-range, agile aircraft with all-aspect, wideband stealth, powered by variable-cycle engines. That's what major airplane contractors do, because it is a high-margin business with formidable barriers to entry for new competitors. The problem is building that wonder-plane for less money than the Long-Range Strike Bomber (LRS-B).



Breaking Defense Credit: Boeing

The timing of a new start in the 2020s—when the Pentagon is thinking of funding next-generation fighter demonstrations—will be unique: nearly 30 years behind JSF, which was only 10 years behind the Advanced Tactical Fighter/Advanced Tactical Aircraft projects that led to the F-22 and the canceled A-12 Avenger II. But at the same time, the so-called fourth-generation fighters should be alive and well, with the Saab JAS 39E entering service and Rafale and Typhoon entering MLU territory.

Any new development has to learn from past mistakes. The demand for agility, as well as stealth and supersonic cruise, left the F-22 with big tails, heavy thrust-vectoring nozzles and disappointing range. In 1995, optimistic numbers made it look as if the constraints of a short-takeoff-and-vertical-landing JSF would not cause difficulties for the other two versions, but they did.

A new manned fighter will be defined in an era when unmanned air vehicles (UAV) are ubiquitous and unmanned combat air vehicles (UCAV) are a reality. UCAVs will not replace manned aircraft but will influence the design of the next fighters by relieving them of some missions, such as suppression/destruction of enemy air defenses or stand-in electronic attack. One argument for the Navy's RAQ-25 carrier-based air refueling system is that it can extend both the range and life of the strike-fighter force.

Directed-energy weapons will be a real factor. Technological breakthroughs, like the Missile Defense Agency's projects, lie within the realm of the possible. More likely, the development of a practical weapon—such as a laser capable of defending a large aircraft against missile attack—will trigger a cascade of new applications, higher production rates and engineering improvements, analogous to the rapid development of targeting pods since the late 1990s.

Small precision-guided bombs, largely autonomous after launch, are a reality: A future fighter will be designed around many small weapons rather than a pair of 2,000-lb. heavyweights. There is a case for reshaping weapons: The JSF's bomb bays are tailored to fit the Mk. 84 bomb, which was designed in 1946 for low-drag external carriage on the long (and deservedly) forgotten Douglas A2D Skyshark. Guided cannon shells could give the fighter's oldest weapon a new lease on life.

Breaking Defense

Globemaster Airlifts Abrams Tank

On 11 May 2012, the RAAF's Airlift Group demonstrated its strategic capability when a No 36 Squadron C-17 Globemaster airlifted an Australian Army M1A1 Abrams tank from RAAF



An Abrams tank being loaded on a 36SQN Globemaster at RAAF Base Darwin Photo: RAAF

Base Darwin to Williamson Airfield in the Shoalwater Bay Field Training Area, central Queensland.

Weighing in at 61 tonnes, the Abrams came close to the total C-17 payload capacity of 70 tonnes—making the tank one of the heaviest single loads that could be carried on board the aircraft. The Army's heavy armoured vehicles had previously been moved by rail or sea, with transit times measured in days, not hours.

The move was a major milestone, as it marked the first time that an Australian Army main battle tank had been deployed by a Royal Australian Air Force aircraft. It was also a matter-of-fact display of the RAAF's ability to project force and sustain expeditionary operations in conflicts and other crises.



The Abrams tank in the C-17. Photo RAAF

Testing Air-Land Integration

The RAAF and the Australian Army, with support from Northrop Grumman, have successfully conducted a firepower demonstration and a combat team quick attack demonstration at Puckapunyal Military Area in Victoria as part of Exercise Jericho Dawn to display the powerful effects of integrated air and land operations.

The live fire exercise allowed RAAF and Army operators, together with Defence and industry representatives, to observe the combined air and land capabilities in two scenarios. The operators demonstrated the current capabilities, before trialling new ways to improve air-land integration, including the way that aircraft and vehicles connect and translate information through different communication networks.

Chief of Air Force AIRMSHL Leo Davies AO, CSC, said that the demonstration showcased existing air-land operations technologies and processes, and the operational gains that have already been achieved through better integration of systems and information. "Through today's demonstration we were able to provide a visualisation of the effects of some of the Australian Defence Force's capabilities," AIRMSHL Davies said. "The lessons identified from the activity will help shape Defence's future capability decisions and improve existing training activities.

Continuing, he said "Demonstrations such as today are an important means of testing and displaying joint effects. We are building on the Air Force's international reputation for being good at what we currently do, and asking important questions about taking Air Force's contribution to joint operations even further. If this kind of training exercise shows us something we can do that would help Air Force, Army and Navy fight better as a team, then that's what we will pursue."

The Australian Army's Head Modernisation and Strategic Planning, MAJGEN Gus McLachlan, AM, said that greater air-land integration is an important step towards the Army and the ADF working in a joint, combined and interoperable environment. "Our Army is focussed on two key areas to ensure improved air-land integration. The first is to deliver better communication systems to ensure an agile, efficient and timely response to an intelligent, well-armed and motivated adversary," said MAJGEN McLachlan.

He said, "The second is to advance how we plan and conduct air-land operations to deliver the right effect, at the right place, at the right time. The demonstration highlights how we can better harness the strengths of our team by digitally connecting air and land platforms. This increased connectivity



Royal Australian Air Force officers Flight Lieutenant Mark Spencer (left), Flight Lieutenant David Doyle (centre left) and Squadron Leader Paul Murphy coordinating air and land assets in the Joint Fires Effect Coordination Centre with Australian Army officer Major Khalid El Khaligi during Exercise Jericho Dawn held at Puckapunyal, Victoria.



Army and Air Force Chiefs arrive for Exercise Jericho Dawn 2016 firepower demonstration

enhances awareness and communication. It gives a common operating picture, so we are better able to plan and execute joint operations into the future.”

Chief Executive Australia, Ian Irving, said Northrop Grumman has unparalleled expertise developing and deploying airborne gateways that ensure resilient communications of disparate networks and enable a fully networked battlespace. “We’ve applied this key capability for more than a decade in numerous operational programs, exercises and demonstrations and have seen how effective and transformational networking a diverse force of assets can be,” said Mr Irving.

“Northrop Grumman congratulates Air Force and Army on their initiative in undertaking this technology demonstration and we look forward to continuing to support the ADF as it builds interoperability in its current and fifth-generation force. As demonstrated during the Jericho Dawn exercise, the ability to share information and situational awareness from various sources across diverse platforms and domains is critically important in facilitating joint and coalition operations.”

Capabilities involved include RAAF’s C-17A, AP-3C, KC-30A, E-7A Wedgetail and FA-18 Hornet aircraft, as well as the Army’s air-land enablers from the 16th Air Land Regiment, Tiger armed reconnaissance helicopters from 1st Aviation Regiment, and vehicles and equipment from the Combined Arms Training Centre.

Air-to-Air Refuelling for RAAF KC-30A and C-17A

5 May 2016 | Media Release

The RAAF achieved a significant increase in airlift capability when air refuelling trials were carried out successfully with KC-30A Multi Role Tanker Transport (MRTT) and a C-17A Globemaster III cargo aircraft during a two-hour sortie off the Queensland coast. The aircraft made a number of contacts with the KC-30A’s Aerial Refuelling Boom System and a refuelling receptacle on the Globemaster.

The Globemaster flew in close formation to the tanker aircraft, in an air-to-air refuelling contact position, requiring a high degree of skill from the pilots and the boom operator. Air-to-

air refuelling increases the aircraft’s range and capability to carry heavy payloads further.

Both the KC-30A and C-17A fleets are based at RAAF Base Amberley, Queensland. They are operated by No 33 Squadron and No 36 Squadron, respectively. The KC-30A is currently cleared to conduct boom refuelling with the E-7A Wedgetail Airborne Early Warning & Control aircraft, as well as other KC-30As.

CO of the Aircraft Research and Development Unit (ARDU), WGCdr Daniel Rich, said that working closely with No 33 and 36 Squadrons during the ongoing testing and clearance program is integral to success. “Our testing uses a team of ARDU flight test aircrew (test pilots, flight test engineers and flight test system specialists) along with pilots and aerial refuelling operators from the operational squadrons working together on the program. The testing program is not just of benefit to the RAAF but, through close cooperation with the United States Air Force flight test system, this clearance activity will also provide a meaningful contribution across allied test and evaluation activities,” WGCdr Rich said.

The trials are being conducted by the RAAF’s Air Warfare Centre (AWC), which is responsible for enhancing Air Force’s capability and interoperability in the 21st century. Commander of the AWC, AIRCDRE Stephen Meredith, said these trials demonstrate our future operating intent.

“The AWC’s Test and Evaluation Directorate is driving the innovation through our integrated approach. This is a great example of how Air Force, through Project Jericho, is positioning itself for the future,” AIRCDRE Meredith said.



A C-17A Globemaster closing, positioning to take on fuel from a KC-30A tanker. Photo: SGT Rodney Welch, 28SQN Flight Test Photographer

bright futures start here.



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2016 Air League Cadets of the Year

Over the weekend of the 20th and 21st February the annual selection of the Air League's **Cadet of the Year** took place at the NSW Boys' Group Air Activities Centre at Camden, NSW.

The candidates for this year's consideration were:

- L/Cdt Katerina Bikoff (Beverly Hills NSW)
- L/Cdt Caitlyn Duncombe (Gold Coast Queensland)
- Cpl Catherine Nguyen (Parafield South Australia)
- SqnSgt Brandon Beckers (Gold Coast Queensland)
- Cpl Johnny Mikhael (Riverwood NSW)
- Sgt Daniel Oliver (Port Adelaide South Australia)
- Cpl Christopher Robert (Cranbourne Victoria)

Whilst the Council of the League met on Saturday, the candidates enjoyed a day visiting the sights of Sydney including the Powerhouse Museum, a ferry trip on Sydney Harbour, a visit to the Sydney Opera Capt Kyle Laing, assistant to the Federal Training Commissioner and himself a former Cadet of the Year - 2006.



Australian Air League candidates gather at Camden Airport for selection of the 2016 Cadet of the Year

After their return from the day's outing, the 'cream' of the Australian Air League's youth membership were joined by senior Air League staff including the Council of the Australian Air League, Federal Staff and the NSW Executive Commissioners for networking and dinner.

After dinner, and as part of the Cadet of the Year evaluation process, all candidates were required to make a 15-minute presentation to the assembled staff. This year the topic of their presentation was "The 2016 Air League Review: How to make the event memorable and fun" and their ideas and presentations were of the highest calibre.

Sunday activities commenced at 0730 with a return to the Camden Airport and included flying conducted in the League's owned Piper Warrior aircraft VH-UNL operated by the NSW

Boys' Group Air Activities pilot, Keon Little.

Around the flying schedule the cadets undertook uniform inspections, knowledge assessments and individual panel interviews, the results from which are entered in to a weighted analysis matrix to ascertain the successful candidates.

Any of the nominated candidates would be able to represent our Organisation with pride and should be very proud of their performance. Their families, Squadrons and Groups who assisted them with their preparation should also be very proud of their involvement and performance. All were, and are, winners and will now form part of the **Cadet of the Year Advisory Group**.

After lunch the results were announced in front of the League's senior Officers. The winners were:

- Corporal Catherine Nguyen, South Australia Wing and
- Squadron Sergeant Brandon Beckers, Queensland Group

On behalf of the Australian Air League, may we extend hearty congratulations to the winners and commiserations to their colleagues who were not successful.



2016 Cadets of the Year Cpl Catherine Nguyen and SqnSgt Brandon Beckers with Chief Commissioner Ian Rickards

To miss out on selection in such company is no disgrace, as those selected to represent their Groups, were truly outstanding in all aspects and their parents, officers and colleagues can be very proud of them.

The League's thanks go to the NSW Boys' Group for making the venue available, the NSW Boys' Group Air Activities staff that assisted throughout the weekend and to the Debbie and Mark Perinich who provided the assembled group with a fabulous BBQ lunch on the Sunday.

All who attended the weekend should be proud of their individual contribution in making the weekend a success, and for providing our candidates with a weekend that they will not forget quickly.

For further information please contact

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Phone: 1800 502 175

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Bomber Command Commemoration - Melbourne 2016

Veterans, family, friends and interested members of the general public were invited to attend a ceremony which was to be held at the Shrine of Remembrance, Melbourne, on Sunday 5 June 2016 to honour the service of some 10,000 Australians who served with RAF Bomber Command during the Second World War.

Now in its fifth year, the ceremony was organised by the Bomber Command Commemorative Association (Victoria) and complemented similar ceremonies taking place around Australia on the same day.

Air Commodore Geoffrey Harland, Commander Air Force Training Group was the Guest Speaker on the day, representing the Royal Australian Air Force.

A commemorative flypast was also scheduled to take place following the ceremony. Aircraft from the Royal Australian Air Force Museum's Historic Trainers Flight, based at Point Cook, were to lead the flypast, supported by members of the Royal Victorian Aero Club who would fly from Moorabbin.

Some 125,000 airmen from the United Kingdom, British Commonwealth and other Allied nations served from Bomber Command, which was the strategic bombing arm of the Royal Air Force during the Second World War. 3,486 Australians were among more than 55,000 airmen who lost their lives in the course of that service. It is in their memory that the Commemorative Ceremony took place.



Beaufort Reunion



Former RAAF Beaufort aircraft crew members celebrate and recall their service for the 71st consecutive time since the end of WWII

Former Beaufort bomber crew including pilots, wireless/air gunners, navigators, ground crew and their families are preparing to celebrate and commemorate their RAAF service during WWII at the Bentleigh RSL on Friday September 16th 2016.

This event is believed to be the longest running, continuous reunion of RAAF personnel who served in Australia's armed forces during WWII.

Reunion spokesperson, Tony Clark, said "Beaufort aircraft and their crews were critical to the defence of Australia. The veterans attending are representative of thousands of RAAF personnel who risked their lives defending the Australia that we enjoy today. Former crew members provide a unique insight into the Beaufort's contribution to Australia's wartime aviation history. The reunion will be an opportunity to commemorate the efforts of men and women who did their duty, in a time of great need. This will be the 71st consecutive reunion of 7 Squadron members.

Supporting those attending this reunion will be former and serving RAAF senior officers and a complete cockpit of a WWII Beaufort bomber will be on display offering great photographic opportunities.

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 16th September 2016
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.

For more information contact Tony Clark on 03 9817 5773 or 0417 980 000

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As an Advisor at the Chamber of Commerce and Industry of Western Australia, Ben McGinty spends his time helping university students become ready for the workplace.

But last year, McGinty also became a university student, returning to the classroom to embark on his Graduate Certificate in Business (leading into a Master of Business Administration), studying part-time at The University of Western Australia.

What McGinty noticed – apart from the diversity of students – was a common drive for achievement.

"Some, and I would argue most, of my fellow students were motivated by a desire to further their career into management and executive levels, or to make a career change into a new field. Some just wanted to stay relevant and a few were doing it for the academic challenge. But the one theme that was universal was an appetite to learn and better ourselves," McGinty said.

UWA Business School MBA Director Dr Michele Roberts agrees with McGinty's assessment.

"While UWA MBA students are often managers or executives, there is no typical MBA student – we have defence personnel, doctors, lawyers, sports people, engineers, consultants, artists, teachers... the list goes on. But what everyone has in common is a drive to achieve at the highest levels in their personal and professional lives," Dr Roberts said.

"We recognise that our students come from a range of backgrounds, and so we offer classes in evening, online and intensive modes – as well as having international study opportunities.

"The MBA is really about giving students a broad understanding of business, so that they can walk into a meeting with the accounting, finance, marketing or human resources teams, and understand what questions to ask – and what the answers mean.

"Throughout the academic year, students can take part in professional development workshops on topics such as strategy and public speaking. These workshops are designed to complement the academic subjects taught in class, and also hold the students in good stead for networking, job interviews, or even promotions," Dr Roberts said.

McGinty doesn't expect to complete his MBA until 2018. But already, he's seen the change in his thinking.

"I am really learning to look at problems from a broader perspective. The MBA is about teaching you to think like an executive. It's not about minutia and details – the accounting unit won't teach you how to balance a ledger – it is about broader perspectives," McGinty said.

"Chaos theory says a butterfly fluttering its wings over Beijing causes a tornado in New York. The MBA teaches you to look for the butterfly when you are in the tornado ... and maybe even ask why the butterfly fluttered its wings in the first place!"

For more information on the UWA MBA, call (08) 6488 4999 or visit www.mba.uwa.edu.au

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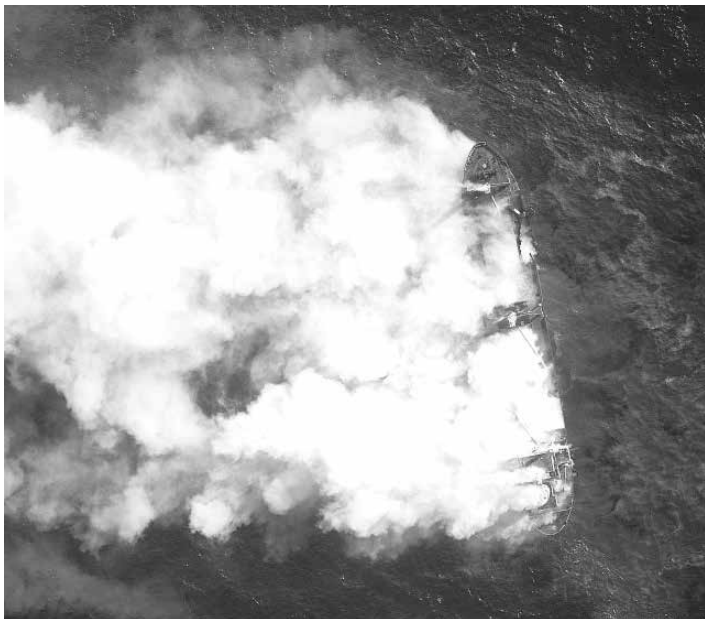
Pursue impossible



Pong Su Destroyed by F-111

On 23 March 2006, the 3743-tonne seized North Korean freighter Pong Su was sunk about 140 kilometres off Jervis Bay, on the NSW south coast, by two 2000lb HE laser-guided bombs (LGB) released by an F-111 strike aircraft. The ship had been at the centre of a drug-smuggling incident three years earlier, in which Australian Federal Police seized nearly 150 kilograms of heroin worth an estimated \$240 million that had been illegally landed at Lorne, Victoria.

RAAF P-3 Orions from RAAF Base Edinburgh, South Australia, and a C-130 Hercules from No 36 Squadron at Richmond, NSW, assisted Coastwatch aircraft in tracking the vessel as it fled east through Bass Strait then along the Australian coast, before it was stopped off Port Stephens, NSW, where the crew was arrested at gunpoint on 20 April 2003. During the disposal exercise this day, a RAAF AP-3C Orion performed range clearance and safety duties.



Press reporting here: <http://www.smh.com.au/news/national/drug-freighter-meets-spectacular-end/2006/03/23/1143083893144.html> and some airborne AP-3C imagery of the sinking is here: <http://www.youtube.com/watch?v=2HVRfjGKFIE>

Sir Ross Smith KBE DFC AFC

On 13 April 1922, Captain Sir Ross Smith KBE, MC, DFC, AFC was killed in an aircraft accident in the UK. Following distinguished WW I service -- by the end of the war he had been twice been decorated with the Military Cross and three times with the Distinguished Flying Cross; later he was awarded the Air Force Cross for non-operational flying -- in 1919 he and his brother, Sir Keith, and their two crew members, won the £10,000 prize offered by the Australian government for the first successful flight to Australia from Great Britain in a machine manned by Australians.



Sir Ross (left) and Keith Smith

Following this pioneering flight the next proposal -- to fly round the world in a Vickers Viking amphibian -- ended in disaster. Both brothers travelled to England to prepare for the trip and, on this day, while Ross and his long-serving crew member Bennett were test-flying the aircraft at Weybridge near London, it spun into the ground from 1000 feet (305 m), killing both.



The Vicker Vimy amphibian.

Keith, who arrived late for the test flight, witnessed the accident. Ross had not flown at all for many months and had never flown this type of aircraft. The investigating committee concluded that the accident had been the result of pilot error. The flight was abandoned. The bodies of Sir Ross Smith and Lieutenant Bennett were brought home to Australia and -- after a state funeral -- Smith was buried in Adelaide on 15 June.

Biographies of the brothers are here: <http://adb.anu.edu.au/biography/smith-sir-ross-macpherson-8529> and more here: http://www.slsa.sa.gov.au/archivaldocs/prg/PRG18_RAndKSmith_history.pdf

5SQN and Malaysian Operations



5SQN Iroquois, possibly at Terendak, Malaysia, 1964

No 5 Squadron was reformed at RAAF Fairbairn on 4 May 1964, equipped with Iroquois helicopters transferred from No 9 Squadron. On 11 June 1964, the unit moved to RAAF Base Butterworth, Malaysia as part of the Commonwealth Forces engaged in Konfrontasi operations. Units supported included Australian Army battalions, Senio Praak troops, Malaysian Rangers, the Special Branch of Malayan Police Force and the Aborigine Welfare Department.

The squadron flew reconnaissance, troop insertions and extractions, communication flights, medical evacuations and general transport operations. On 17 January 1966, the unit was presented with the Gloucester Cup by HRH The Duke of Gloucester. When flying operations ceased in May 1966, the squadron had moved 21,638 passengers, 760,653 lbs of freight and carried out 727 medical evacuations.

On 12 April 1966, No 5 Squadron became No 5 Squadron Detachment 'C' and No 9 Squadron at RAAF Fairbairn was renumbered No 5 Squadron. Having been disbanded for less than a day, No 9 Squadron was reformed on 13 April, with eight Iroquois from No 5 Squadron. This allowed No 9 Squadron to be sent to Vietnam, while No 5 Squadron was based at Fairbairn. The two squadrons were closely associated for the rest of the war, both in training and service in Vietnam.

No 467 Squadron Lancaster Achieves 100 Operational Missions

No 467 Squadron flew one of the most famous bombers, R5868, a Lancaster Mk 1, on its 100th mission on 11 May 1944, when it attacked a target at Bourg Leopold, Belgium. During its life, the aircraft flew 137 operational sorties, more than any other RAF heavy bomber, with the exception of RAF No 103 Squadron Lancaster ED888, "Mike-Squared".

Originally "Q-Queenie" of RAF No 83 Squadron, R5868 logged 79 sorties (the first against Wilhelmshaven on 8th/9th July 1942 and the 79th against Milan on 12/13 August 1943) before joining No 467 Squadron in November 1943, when it became "S-Sugar". It resumed operations on 26/27 November with a sortie against Berlin, before logging its 100th operation to Belgium in May 1944.

The squadron's Unit History sardonically noted that 'Photographers and Press men appeared from everywhere

and I think the BBC even asked the aircraft to say a few words' The aircraft's last operational sortie - to Flensburg on 23 April 1945 - was disappointingly anticlimactic; because of 10/10 cloud cover, no bombs were dropped. After the war "S-Sugar" was selected by the Air Ministry for preservation; today it can be seen in the Bomber Command Hall at the RAF Museum, Hendon.



S for Sugar, RAF Museum Hendon, Dec 03. Photo: RAAF

Postscript: In a bittersweet day for No 467 Squadron, the Commanding Officer, Wing Commander John (Sam) Balmer, was killed in action the same evening. It was the worst day for the squadron thus far with three aircraft not returning. The Unit History recorded: "We lost our Squadron Commander and included in the crew the Gunnery Leader, both on their last trips. It is understood that the Squadron Commander went missing as a Group Captain and this was to be his last trip before assuming his new position. Unfortunately, this fact was not known to us before he took off. The Gunnery Leader had been with the Squadron since formation and this was to have been his final trip on his first tour. Also included in this crew was F/O P.J. HAMMOND the now Flight Commander's 2nd tour Navigator. The loss of such a capable crew and of such a dynamic C.O. shook the squadron considerable.

Office of Air Force History, RAAF.

No 18 (NEI) Squadron Formed at Canberra

Dutch airmen who escaped to Australia after the Japanese invasion of the Netherlands East Indies (NEI) were brought together to form Dutch squadrons under RAAF command. One of the RAAF's most unusual units -- No 18 Squadron -- formed at Fairbairn, ACT, on 4 April 1942. The commanding officer was a Dutch national, while the remainder of the squadron's complement was a mix of NEI citizens and Australians.

Allocated a bomber role, most of the Mitchell bombers were captained by Dutch pilots, with Australians and Dutch nationals making up the remaining aircrew. The RAAF component of No 18 Squadron was disbanded on 25 November 1945 and on 15 January 1946, the squadron passed from RAAF to Dutch control and in March relocated to Tjililitan near Bandoeng in

Java, flying in support of Dutch troops against the Indonesian uprising.

The fighting against the Indonesians went on until July 1949 when a ceasefire was arranged. With the establishment of the independent Republic of Indonesia in December 1949, No 18 Squadron was no longer needed and it became the last Dutch squadron to be handed over to the Indonesians and finally disbanded on 26 July 1950.



18SQN Mitchells, Canberra, c 1942 *Photo: RAAF*

SE-5a Crash - Canberra

On 9 May 1927, during a fly-past above a mass military review that followed the opening of Parliament House at Canberra, a single-seater SE-5a fighter (A2-24) was seen to peel away from one of the formations passing overhead at 500 feet before entering a dive and crashing on Rottenbury Rise (the site of St Marks Church in Blackall Street, Barton).

The aircraft ploughed into the ground 600 metres from the legislative building, landing on its nose and port wing before turning over amid a cloud of dust which rose 15 metres high. The pilot, Flying Officer Francis Charles Ewen, 28, died from his injuries that evening without recovering consciousness. He was buried two days later in St Johns churchyard. No explanation could be found for what caused the accident, which was the worst of a series of mishaps which befell the RAAF contingent during the week leading up to the Parliament House opening.



Spitfire Pilot Found in France

On their return flight after escorting a bombing mission to Bruges, Belgium on 9 May 1942, 12 Spitfires from No 457 Squadron engaged 20-25 FW-190 enemy fighters. One of the squadron's aircraft, flown by Sergeant William James Smith, was last seen engaged dog-fighting with the German aircraft at 20,000'.

The Spitfire's wreckage was not discovered until October 2011 by a film crew working on a WW II documentary in Hardifort, France. The remains of Sergeant Smith, a 24-year-old pilot born in Kalgoorlie, were recovered and interred in the Cassel Cemetery, France, on 19 April 2012.



SGT Smith, 457 SQN, date unknown *Photo: RAAF*



457SQN pilots at RAF Redhill, Mar-May 42 *Photo: RAAF*

Office of Air Force History

Sud Alouette Helicopters in the RAAF

In 1961 the Weapons Research Establishment (WRE) of the Department of Supply raised a requirement for a high-performance utility helicopter suitable for a number of roles at the Woomera Rocket Range. No 1 Air Trials Unit (ATU) RAAF had been operating two Bristol Sycamore helicopters (A91-1 and A91-2) in support of WRE at Woomera since the 1950s, but with the withdrawal of A91-2 in 1960, several new types were considered as replacements.

The Bell UH-1B Iroquois, already ordered by the RAAF, was considered, but on the grounds of cost and ready availability, the Alouette III was selected and three were ordered in October 1963.

The three Alouettes were shipped direct from Sud Aviation, Marseilles, France, to Adelaide and transported by road to Woomera in a knocked-down crated condition. The first two aircraft, A5-166 and A5-167, were received at Woomera on 7 February 1964, followed by the third, A5-165, on 19 February. The aircraft were assembled before being handed over to No 1ATU on 10 April 1964. The first test flight was made at Woomera on 16 April by Squadron Leader D.C. White in A5-167.



Alouette helicopters A5-167, -166 and -165, Woomera, Oct 64.
Photo: RAAF

Battle of Berlin - The Conclusion



467SQN crew preparing for a raid on Berlin,
Sep 43 Berlin, Photo: AWM

On the evening of 24 March 1944, RAF Bomber Command's bombing of the German capital, Berlin, ended. The Battle of Berlin was waged in two parts: the first, between late August and early September 1943, and the second – and most intense – between mid-November 1943 and March 1944. It

was the longest, most sustained and most costly campaign against a single German city in the war. But although battered beyond recognition, Berlin was not destroyed.

Bomber Command lost 2,690 men over Berlin, and nearly 1,000 more became prisoners of war. Of Bomber Command's total losses for the war, around seven per cent were incurred during the Berlin raids. The RAAF's Nos 460, 463, 466 and 467 Squadrons participated; statistics for all squadrons are in the Official History link below.

Of the RAAF squadrons, 460SQN bore the brunt of these operations flying 316 of the total 785 sorties or 40 per cent of the direct Australia effort; they incurred 18 of the 41 losses through enemy action. The three-flight squadron flew 131 sorties during November, 114 in December, 158 in January and 98 in February, an unprecedented and record total of winter flying for any heavy-bomber squadron.

More in the Official History here (pp 635-648): <https://www.awm.gov.au/images/collection/pdf/RCDIG1070696--1-.pdf>

More on the Battle of Berlin in the AWM's Wartime Issue No 25 available here: <https://www.awm.gov.au/wartime/25/battle-of-berlin/>

No 77 Squadron Re-equipped with Meteors

No 77 Squadron Mustang aircraft were withdrawn from Korea to Iwakuni, Japan, on 7 April 1951 to upgrade to the Gloster Meteor Mk VIII twin-engine, straight-wing jet interceptors. Fifteen single-seat Meteor Mk VIIIs and two dual-controlled Mk VIIIs had reached Japan on the Royal Navy aircraft carrier HMS *Warrior* on 24 February, followed by 22 more Mk VIIIs on 23 March.

The squadron was to convert to the Meteor in preparation for the change in role to air-to-air combat. However, none of the RAF instructors who provided transition training had any experience flying against the MiG-15 fighters in service with the Communist forces in Korea. In addition, no RAAF fighter instructors were sent from Australia to provide training in tactics and weapons employment, an unusual situation. Not until mid-July was the squadron judged ready to re-enter the air war over Korea.



Meteors arriving on HMS *Warrior*, February 1951 Photo: RAAF

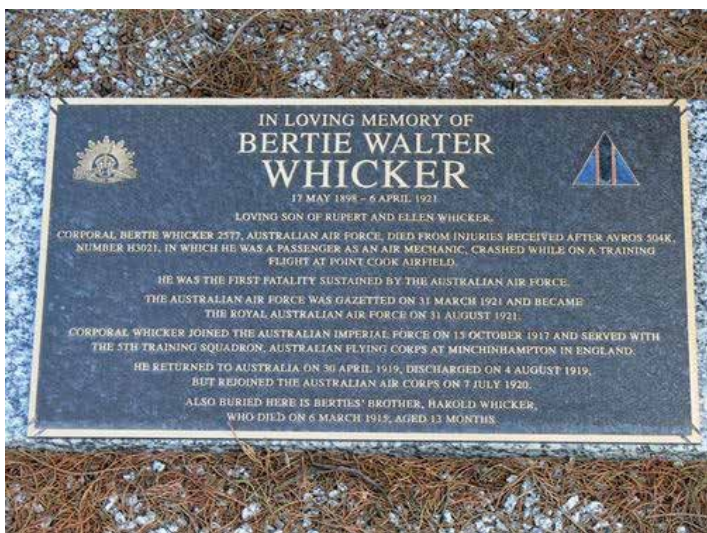
First Australian Air Force Casualty



On 6 April 1921, just a week after the Australian Air Force was formed, the new Service suffered its first loss of life in a flying accident. An Avro 504K (H3021) stalled on an afternoon training flight at Point Cook and spun 500 feet nose-first into the ground about a half-mile north of the airfield hangars.

The mechanic being carried as passenger, 23-year-old Corporal Bertie Whicker, suffered injuries from which he died in Caulfield Military Hospital that same evening. He was an experienced airman, having served in the Australian Flying Corps in England from 1917 and gained probationary rank of Second Lieutenant before being discharged in 1919. The pilot, Flying Officer (Honorary Flight Lieutenant) James Fryer-Smith, received a fracture to the base of the skull and severe cuts to the face and body. He recovered from these injuries but was classed as medically unfit for further flying.

To compound the family grief, Bertie's father, SPR Rupert Gilchrist Whicker, also served in WW I and died of illness in the UK, aged 45, in Sep 18.



Mercy flight crashed on Queensland Peak

On 8 April 1955 (Good Friday), a Lincoln Mk 31 of No 10 Squadron (A73-64) undertook a mercy flight to transport a newborn baby requiring an urgent blood transfusion from

Townsville to Brisbane. The Commanding Officer, Wing Commander John Costello, had volunteered, with a reduced crew, for the mission with an accompanying nursing sister to care for the baby. The weather deteriorated during the flight, which was conducted at low altitude to ensure the warmth and comfort of the infant being transported.

As the aircraft reported its approach to Brisbane, it was cleared to descend to 4000 feet before communications were abruptly lost. Five hours later, a searching RAAF Canberra sighted the smoking wreckage of the Lincoln near the town of Bell (SW of Kingaroy) Warwick, on the western slope of Mount Superbus about 200 feet below its 4200-foot summit. All six people on board had been killed. A navigation error was suspected as the most likely cause of the tragedy.

More unofficial history is here: <http://www.adf-serials.com.au/dfs/LincolnA73-64.pdf> and here: <http://www.ozatwar.com/ozcrashes/superbus.htm>

New RAAF March Music

On 23 March 1983, the RAAF officially adopted new march music specially composed by the Director of Music—Air Force, Squadron Leader Ron Mitchell, to replace the RAF march formerly used. The music was printed, a recording made by the RAAF Central Band and copies sent to all RAAF bases and units.

Subsequently, the Chief of the Air Staff, Air Marshal David Evans, invited Canberra journalist Frank Cranston to put words to the march and produce an official RAAF song. Cranston took up the idea, and produced a draft with the title 'Eagles of Australia'.

The song was later modified by a member of the Central Band to make it more suitable to the music, before a studio quality version was recorded for distribution and use at all RAAF establishments during parades and appropriate functions. A souvenir musical score of the song was included with RAAF News in September 1984.



Air Shows at Flemington and Richmond - 1938

An event hailed in the press as 'the largest and most spectacular aerial demonstration yet witnessed in Australia' was conducted by the RAAF at Melbourne's Flemington



Racecourse on 9 April 1938. For four hours from 1300, an impressive program of events involving 87 aircraft was carried out in front of a crowd estimated at 170,000.

As well as displays of precision flying, mock air combat and ground attack, there was a massed fly-past which, according to one newspaper, 'gave the pageant the atmosphere of an air review by one of the world's leading air Powers'.

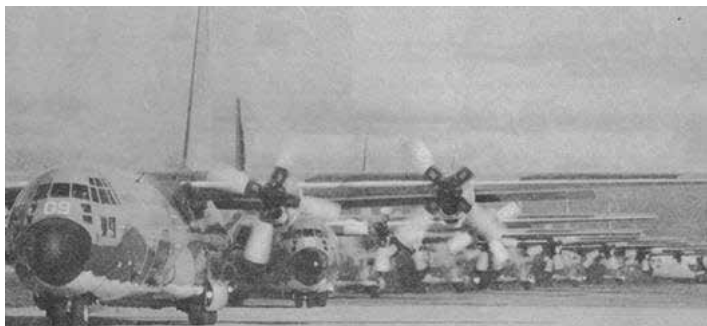
Also on display were the NA-33 and NA-16 prototypes acquired for production of the Wirraway. The entire show was repeated at Richmond on 23 April. Again the program was executed without serious mishap, although during rehearsal the day before there was a crash in which the Adjutant of No 2 Squadron was killed.



21 Hawker Demons flying in formation over Flemington Racecourse. Photo: RAAF

Maximum Effort by C-130s

On 5 April 1983, the two Richmond-based squadrons operating C-130 Hercules transports (Nos 36 and 37) joined in a maximum effort to put all 24 of their aircraft in the air at



the one time. This rare spectacle was made possible by the fact that, for once, none of the aircraft was receiving a major overhaul and all would be on base.

After a final briefing, crews proceeded to take-off in groups of four and formed up for a mass fly-past. The aircraft flew across Sydney's western suburbs and straight down the Harbour, before turning north over the sea and to the mouth of the Hawkesbury where they turned west to return to base. Unfortunately, at the last minute, one Hercules from No 37 Squadron, captained by Flight Lieutenant Andy Maitland, broke off to undertake an emergency search for a yacht missing east of the Victoria-NSW border (which they duly found).

Franklin Dam 'Spy Mission'

On 7 April 1983, a Mirage from No 77 Squadron carried out a photo reconnaissance mission over the Franklin River in western Tasmania. The pilot landed at Avalon, near Melbourne, to refuel both before and after crossing Bass Strait to carry out the mission. Within days, the episode became a cause célèbre, after it became public knowledge that the mission had been ordered by Gareth Evans, the Attorney-General in the newly-elected Hawke Labor Government in Canberra.

State Government plans to dam the Franklin for hydro-electricity generation had attracted widespread and vocal opposition across Australia. The new Federal Government directed a cessation of work at the site, and A3-57's sortie was to ensure that Tasmanian authorities were complying. The affair was a key moment in the history of constitutional relations and environmental protection in Australia.

More here: <http://www.gevans.org/speeches/speech529.html>
Excerpt: 'Well I guess our aerial photographs were not a very good idea, although if the enterprise had been conducted in precisely the way it had been conceived and authorised, I think there's a pretty fair chance that I wouldn't have been accumulating goggled and helmeted teddy bears (from well-intentioned gift givers at functions for the next decade, each of whom thought he or she was being hilariously original, and each of whom I could cheerfully have strangled).'

Comment: Gareth Evans was subsequently grilled at the National Press Club in Canberra about this 'operation' and the ensuing F-111 mission on 8 April. His response - 'I can best summarise all of this complicated saga by uttering what is known in the profession - or if it isn't known in the profession it ought to be - as the 'streaker's defence'. And it goes something like this: "It seemed, your worship, like a good idea at the time" - entered the political lexicon for some years. Senator Evans also attracted the less-than-flattering sobriquet of 'Biggles'.



Studying Conflict Management and Resolution

The program

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

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- Conflict Coaching, 25-28 August, 9am to 5pm, Townsville City Campus
- Conflict Analysis, 2-4 September, 9am to 5pm, Townsville City Campus
- Conflict, Reconciliation and Peace, 9-11 September, 9am to 5pm, JCU Campus, Cairns
- Workplace Conflict Management, 7-9 October, 9am to 5pm, Townsville City Campus

Information Session in Townsville

In a special information session for Defence staff in Townsville at our JCU City Campus you can find out more about our program, including our offerings and pathways into the program.

Location: JCU City Campus, City Arcade,
373-385 Flinders Street Mall, Townsville

Date: Wednesday, 15th June 2016

Time: 5pm

For more information or to sign up please contact:

Judith Herrmann

Director, Conflict Management and Resolution Program
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THE HON DAN TEHAN MP
MINISTER FOR VETERANS' AFFAIRS
MINISTER ASSISTING THE PRIME MINISTER FOR THE
CENTENARY OF ANZAC
MINISTER FOR DEFENCE MATERIEL

10 April 2016

Remembering the RATS of Tobruk 75 Years on

Veterans and the wider community paused on 10 April 2016 to remember the courage and ingenuity of the famous 'Rats of Tobruk' on the 75th anniversary of the Siege of Tobruk.

The Minister for Veterans' Affairs and Minister Assisting the Prime Minister for the Centenary of Anzac, Dan Tehan, attended a commemorative service at the Rats of Tobruk Memorial in Canberra to acknowledge the courage and endurance of the men who took such enormous risks to defend Tobruk.

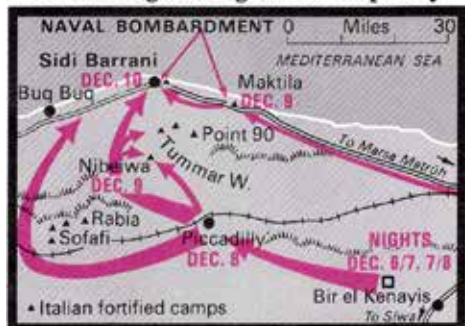
"Today is a very special commemoration, with 25 'Rats' of Tobruk travelled to Canberra to commemorate together on the 75th anniversary of the Siege of Tobruk," Mr Tehan said. "The eight month-long siege of Tobruk is one of the Second World War's best known events. Allied forces, two thirds of whom were Australian, held out in the scorching heat of the Libyan Desert against the German Afrika Korps." The bravery of these men and the sailors who supported them stalled the enemy's advance on Egypt and denied the Germans the use of Tobruk's harbour.

"These men carried the name 'Rats of Tobruk' with honour and with humour, representing those traits with which Australian service personnel have long been associated – dedication, determination and a larrikin wit."

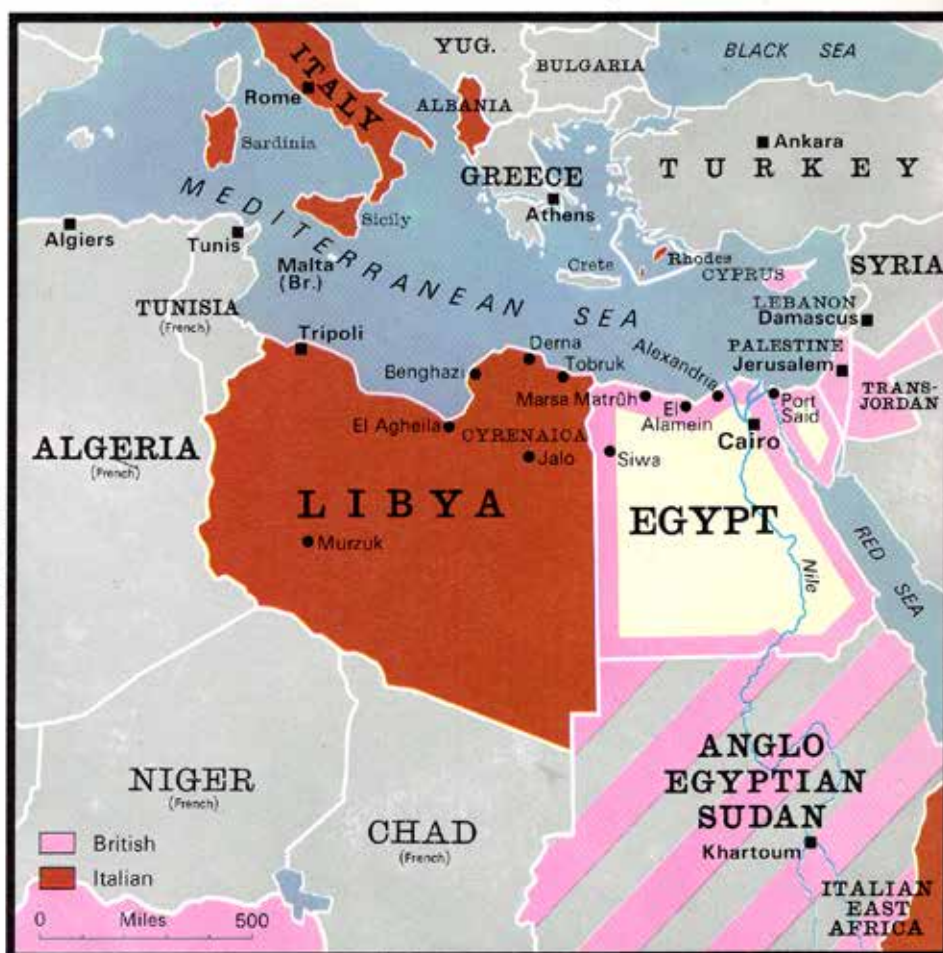
Between April and December 1941, more than fifteen thousand Australians from the 7th and 9th Divisions fought as part of an Allied force to defend Tobruk and its harbour, while Australian sailors braved enemy aircraft, mines and submarines to carry supplies into, and the wounded out of Tobruk.



General Bergonzoli goes into captivity



First objective: the Sidi Barrani forts



The threat: in June 1940, Italian Libya menaced Egypt and the Suez Canal

Libya- Egypt Area of Operations



Horizons widen: Bardia/Tobruk/Derna



The final achievement: Wavell's original attack became a landslide conquest

Photos and maps from History
of Second World War,
Purnell 1968.

Siege of Tobruk



Me-110 El Daba, Egypt 1942



Tobruk Hospital, June 1941



Admiralty House, Tobruk June 1941



Burning oil tank, Tobruk Harbour, June 1941



Leaving Benghazi HQ, quickly. 1941



Burning oil tanker, Tobruk Harbour, June 1941

Photos: Lance Halvorson Family Collection

Media Release

The Hon Dan Tehan MP
Minister For Veterans' Affairs
Minister Assisting The Prime Minister For The Centenary Of Anzac
Minister For Defence Materiel
7 May 2016

Military Rehabilitation and Compensation Commission Appointments

Minister for Veterans' Affairs and Minister Assisting the Prime Minister for the Centenary of ANZAC, Dan Tehan, today announced two appointments to the Military Rehabilitation and Compensation Commission (MRCC).

Air Vice-Marshal Tracy Smart AM and Rear Admiral Brett Wolski AM have been appointed to the MRCC.

"Under the *Military Rehabilitation and Compensation Act 2004*, two members of the MRCC, nominated by the Minister for Defence, must come from the Department of Defence or be permanent members of the Australian Defence Force (ADF)," Mr Tehan said.

"It has been practice to appoint people occupying the roles of Head People Capability and Commander Joint Health and Surgeon General ADF to the MRCC Permanent Forces positions because the roles and responsibilities of these positions complement the MRCC.

"Air Vice-Marshal Smart joined the Air Force in 1985, and has held roles responsible for major reform in health services in the ADF.

"In December 2015, she was promoted to Air Vice-Marshal, assuming the positions of Commander Joint Health and Surgeon General ADF, as well as being a member of the Prime Minister's Advisory Council for Veterans' Mental Health.

"Rear Admiral Wolski has 30 years' experience serving in the Royal Australian Navy and was promoted to his current rank and assumed the appointment of Head People Capability in December 2015."

Mr Tehan thanked the outgoing members, Rear Admiral Robyn Walker and Air Vice-Marshal Anthony Needham for their service on the MRCC and wished them all the best for the future.

Battles of Greece and Crete

The Cretan Association of Canberra and Districts Inc, in conjunction with the Department of Veterans Affairs, held a Commemorative Service on 14 April 2016 to commemorate the 75th Anniversary of the Greek Campaign and the Battle for Crete. Held at the Hellenic Memorial on Anzac Parade, Canberra, the commemoration honoured the enduring friendship between Australia and Greece and remembered the courage and sacrifice of the Allied troops and the Greek civilians during the battle in 1941.

More than 17,000 Australians served in Greece and Crete. Almost 600 lost their lives, some 750 were wounded and more than 5,100 were taken prisoner. The heaviest price was paid by the Greek people of whom more than half a million are estimated to have lost their lives.

Six Australian veterans of the Crete Campaign, and their families and DVA carers, attended the ceremony in Canberra. The Ambassador of Greece, Her Excellency Ekaterini Xagorari, addressed the veterans and guests, followed by MAJGEN Dave Chalmers, First Assistant Secretary Commemorations and War Graves, DVA. LTGEN Konstantinos Gkatzogiannis, Chief of Staff of the Hellenic National Defence General Staff gave the final address. Vice-President Communications and Media, RAAF Association National Council, Lance Halvorson, laid a wreath of behalf of the National President.



The German attacks were held at Rétimo and Heráklion, but the Máleme attack won through after desperate fighting. It had been close

Anzac Aged Care Wreathlaying Ceremony

Residents and carers of twelve aged care facilities in Canberra and Queanbeyan attended a wreathlaying ceremony at the Australian War Memorial, Canberra, on 6 April 2016. A number of residents laid wreaths at the Stone of Remembrance in the Captain Reg Saunders Courtyard, on the western side of the Memorial. Following the ceremony, the Department of Veterans Affairs hosted light refreshments in the adjacent gallery.

The Annual Aged Care Anzac Wreathlaying Ceremony was developed by the Department of Veterans' Affairs in association with the Australian War Memorial to provide aged veterans, widows and aged care residents, whom otherwise may not be able to attend the Anzac Day services, an opportunity to commemorate the significant anniversary.

Dr Brendan Nelson, Director Australian War Memorial welcomed attendees and the Honourable Jane Prentice MP, representing the Minister of Veterans' Affairs, gave the Commemorative Address. The National President of the RSL, RADM Ken Doolan AO RAN (Retd) recited The Ode and Lance Halvorson, VP National Council, represented the National President of the Air Force Association.



The Hon Jane Prentice MP, giving the Commemorative Address. Photo: AWM



Jack Sealey, an ex-WAG in Sunderland aircraft of No 10 Squadron, at the ceremony. Photo: AWM



Aged Care residents laying wreaths. Photo: AWM



Aged Care residents at the ceremony. Photo: AWM

New Online DVA Noticeboard

Vetaffairs is introducing an online noticeboard now available at <http://goo.gl/E25rMk>

This new portal will allow you to electronically view reunions, lost and found medals and general notices at any time on your PC, smartphone or tablet.

You can also compose your own notices and submit them directly online instead of posting or emailing them. The online noticeboard also has an easy to use 'search' function to help you find what you are looking for.

The online noticeboard means that notices can be published shortly after submission and you won't have to wait for the quarterly issue for people to view them. Notices will be archived upon expiry or after six months.

If you would like to submit a notice please visit <http://goo.gl/E25rMk> and complete the online form. If you have any feedback on the online noticeboard please contact vetaffairs@dva.gov.au

The latest edition of Vetaffairs in a new interactive format - go to <http://vetaffairs.rvrapid.com>



Advocacy, Entitlements and Support (AES) Spot¹

Introduction

In my last article I introduced the Advocacy Training and Development Program (ATDP). In the last quarter an extraordinary volume of work has been done to ensure the Program will meet its objectives. How ATDP will help ESOs accept, train and develop their claims and welfare practitioners has been defined. The initial training and development pathways are ready for roll-out.

As the Program commences operations on 01 July 2016, a reasonably detailed overview of its key features is therefore timely and possible.

Of course, much further work is to be done before ATDP covers the complete range and level of advocacy services RAAFA and other ESOs provide. Some of the information below may change as further work is done. However, the broad framework is not likely to change significantly.

This article outlines (as at mid-May 2016) the pathways being developed. It focuses on the key features that will affect RAAFA (and other ESOs) at the Branch (or Sub-Branch) level.

Background

You'll remember that ATDP is the end result of a number of reviews undertaken by the late Brigadier Bill Rolfe, AO, (Retd) and other technical consultants over almost a decade. These reviews fed into a working group of ESO Representatives which developed the ATDP Blueprint in mid-2015. RAAFA was represented on that working group.

To remind, a copy of the Blueprint and, importantly, up-to-date FAQs are available on: <http://www.dva.gov.au/consultation-and-grants/reviews> (left click on your choice of the blue hyperlinks at the bottom of the ATDP summary).

Implementation began in October 2015 when the ESO Round Table (comprising ESO National Presidents and including the RAAFA National President) accepted the Blueprint. In September 2015 the (then) Minister for Veterans' Affairs endorsed the Blueprint and nominated the ESO Representatives that will drive implementation.

Historical Situation

The ATDP's predecessor, the Training and Information Program (TIP), was funded by DVA. TIP training was conducted by ex-ADF, experienced Pension and Welfare Officers and VRB and AAT-qualified Advocates. When TIP training started in 1992, the information and communications technology (ICT) that is now accessed routinely was simply not available. Classroom training was the only way of imparting information in a limited timeframe.

TIP Presenters tackled the complexity of the VEA, SRCA and MRCA needed by Pension Officers (claims practitioners),

and range of Acts and number of service providers accessed by Welfare Officers (welfare practitioners) with skill and enthusiasm. Their dedication ensured that the knowledge practitioners required was communicated effectively. Key learnings were reinforced by quizzes and exercises. Learning was greatly facilitated around five years ago by a major innovation – the adoption of e-Learning.

TIP's charter did not, however, extend to ensuring trainees were competent to practice on completion of a TIP course. ESOs were expected to help trainees apply the knowledge conferred by TIP until they were competent to practice. However, very few ESOs were able to provide the mentoring and on-the-job training (OJT) required to build competency. As a result, many (sub)-branches authorised their Pension or Welfare officers before they were competent.

Far too many claims and far too much welfare support was therefore inadequate. As a result, the claims determination and welfare support processes were clogged up and slow to respond. All too often, veterans and their families did not receive the entitlements and services that were legislated or available. Practitioners who had volunteered to help their 'mates' were frustrated by being unable to do so.

Too many felt let down. Too many blamed others. Something had to change.

Key Differences

The first and major difference between TIP and ATDP is the creation of partnerships throughout the ATDP community. Whereas TIP, ESOs and DVA existed in siloes at the national-organisation level, the partnership will bridge and, in time, close the gaps between them. Also, to ensure the needs of separating servicemen and women are attended to, the Department of Defence has joined the partnership. At the state level, the Training Consultative Groups that linked state-level ESO representatives with state-level TIP representatives will transition into multi-State Regional Administration Bodies to ensure ATDP is nationally-consistent. Regular interaction will enable practitioners in small, rural or remote ESO (sub)-branches to access mentoring and OJT, help practitioners consolidate and expand their understanding of veterans' and welfare legislation and policy, and assist them with difficult or complex cases.

The second (and third) difference involves formal integration of the various forms of learning into a single training pathway for each type of practice (eg. Claims and Appeals, and Welfare). The following diagram illustrates the division of a learning process into its three components.

Note that the formal learning component is only 10% of the total learning process. Note also that this 10% includes online as well as face-to-face courses. The other 90% of the learning process is conducted by the RAAFA Branch, either individually if the Branch has the capability, or as a member of a Community of Practice (CoP). For many practitioners, CoP will be a new term, even though many already exist by another name. Pension and Welfare Officer Networks (PWON), Veterans Centres, RSL District Councils, and informal grouping of practitioners – many online – are, in many respects, Communities of Practice.

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

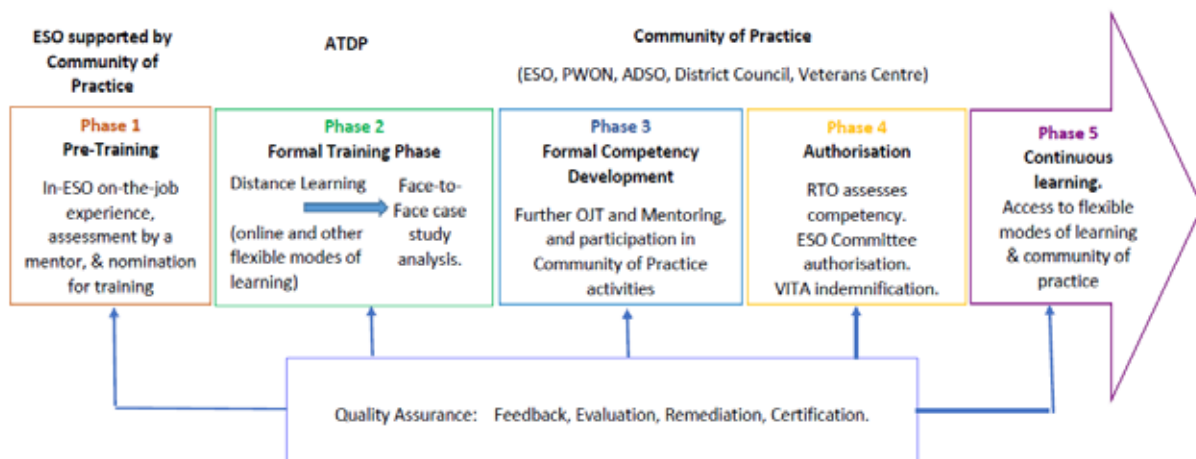
ELEMENTS OF SKILLS AND KNOWLEDGE ACQUISITION (LEARNING)



Third, is the single training and development pathway that links the elements of learning in a sequence of learning activities. The sequence maximises the likelihood that a trainee develop the required competencies. Each single training pathway identifies entry and exit points, and allows for recognition of prior learning (RPL). The following diagram indicates the general sequence of learning activities in each training pathway. The sequence is applicable to all entry points from candidacy and novice trainee to exit points at either claims/welfare officer (Level 1), claims/welfare advocate (Level 2), or appeals advocate (VRB) or (AAT).

and refine information-search techniques through case study analysis. Analysing case studies and locating the right information electronically make dealing with 'real world' clients and complex legislation and policy much easier.

The sixth key difference remedies ESOs' historical inability to provide mentoring and OJT for trainees. After 01 July, ATDP will identify and then train experienced claims and welfare officers and advocates to mentor and provide OJT. This promises a major improvement in practitioner competency. Much higher quality claims, welfare support and appeals will



The fourth difference utilises the power of modern ICT. Although not yet universally adopted by ESOs and although not all areas of Australia are serviced by NBN, modern ICT enables siloes to be broken down and a network to be formed. Formation of a network will facilitate open and simultaneous exchange of information. This, in turn, is the fuel and lubricant of the partnership. For far too long the relationship between ESOs, veterans, practitioners and DVA has been marred by misunderstandings, antipathy or animosity. In time, frank information exchange will develop understanding and foster acceptance by all partners they are engaged in a shared endeavour. Not that this is new. As a former senior DVA legal officer said many years ago: *We all want the same outcome - every client receiving his/her full entitlements. Not one bit more. But not one bit less.*

The fifth also is also a benefit of modern ICT. ICT allows the full adoption of adult learning principles. Adults learn best by applying their knowledge and experience. ICT allows adult trainees to access on-line information when and where they need it. It also allows transition from trying to know everything, to knowing the essentials and being able to find the remainder on the web. Testing can ensure that essential knowledge is known. Face-to-face courses can apply essential knowledge

result. It will also remedy another historical failing. Mentors will be trained to assess when trainees are ready to practice autonomously. When they are, a Registered Training Organisation (RTO) will certify the trainee, triggering ESO authorisation to practice and indemnification under VITA.

Seventh is the way in which pension or welfare candidates enter the relevant training and development pathway. Ensuring that the 'right' candidates enter a pathway is a critical pre-requisite to competent practitioners. Once trained, mentors – who may be in-house or within a Community of Practice – will facilitate pre-training evaluation of candidates. ESOs can be confident, therefore, that their nominees are committed to 'helping their mates' and have the capacity to complete a training and development pathway. This will improve the quality of support, and also enhance the efficiency of the training and development system.

The eighth difference is accreditation of ATDP courses and certification of practitioners within the Vocational Education and Training (VET) system. This was first raised in the 2010 Review of DVA-funded ESO Welfare and Advocacy Services and led to TIP's adopting competency-based training. Adult learning, and accreditation and certification by an RTO are

the natural next steps. As VET certification provides for recognition of prior learning (RPL), the RTO will review current practitioners' competency and grant the appropriate RPL. If the RTO identifies a competency shortfall, it will develop 'gap training' for that practitioner. Clearly, this process will take time. In the interim, current practitioners will practice under the existing arrangement. For the future, ADF personnel train under VET and certification is not a challenge for younger veterans.

The ninth is another outcome of adult learning principles and VET certification. ATDP is critically aware of the complexity and volume of, and ongoing changes in, veterans' and welfare-related legislation and policy. Single training and development pathways therefore include continuous learning. Mentors and Communities of Practice will support practitioners' continuous learning. Electronic access to information already greatly facilitates it. However, continuous learning requires self-discipline. Without a personal commitment to continuous learning, competency and currency will not be possible.

Key Outcomes

It is important to note that ATDP does not replace TIP. Nothing was 'wrong' with TIP. It was right for its time and achieved the best knowledge transfer then possible. But veterans and dependant's needs, deeper understanding of how adults learn and learning technologies have all changed over the ensuing 23 years. ATDP is a contemporary response to these changes. But, it is also being shaped by anticipated trends and future challenges.

ATDP is therefore a natural evolution of TIP. It builds on TIP. It takes the means of training into the next stage of competency-based training. Formal training will now initiate competency. On-line learning is being supported by case studies and training in mentoring and OJT. Active involvement of ESOs will consolidate trainees' learning and bed down competency. ATDP will facilitate ESOs' engagement by creating communities of practice.

Also important: ATDP builds on – does not change – formal training content.

As has always been the case for TIP, the core knowledge in the claims pathway is dictated by the legislation and policy that practitioners apply to progress clients' claims and appeals. ATDP will use the same on-line courses for SRCA and MRCA. Shortly, an online VEA course will be available. The only significant change from TIP is the combination of VEA, SRCA and MRCA into a single pathway in the face-to-face courses. The so-called Tri-Legislation Course results. It will be available at two levels, laying foundations for practice as claims officer and claims advocate.

Similarly, aged care remains a key element of welfare practice. The client base and legislation have, however, changed enormously since the TIP course was created. ATDP therefore adds the wide range of services needed by younger veterans and their dependants. Colloquially, ATDP now includes services specifically needed by women and a 'cradle-to-grave' knowledge base. ADTP also recognises that the veteran's conditions affect the whole family (and often close friends). All have a role to play. The ATDP welfare training pathway includes these additional areas of knowledge. Welfare's

training pathway will also include two levels, establishing the foundations for practice as welfare officer and welfare advocate.

The final, and most fundamental outcome, is the adoption of single training and development pathway for each stream and across all levels. All activities from pre-training evaluation to post-authorisation and on to continuous learning are being amalgamated. Each pathway also adds feedback loops, integrating the performance of the learning pathway and the competency of practitioners into a quality assurance system. Continuous improvement of the pathways will result. This is crucial to ensuring the best possible claims, appeals and welfare support into the future.

Conclusions

Almost 100 years ago, ex-servicemen were appalled by the circumstances many of their mates and their mates' families were enduring. Their concern led to creation of what are now the traditional ESOs. These organisations shared a simple objective: *'Mates helping Mates'*. The creation of TIP in 1992 and, now, its transition into ATDP, continues that traditional support.

The change to ATDP is well and truly necessary. Despite best endeavours, too many veterans and their families, for too long had not received the quality of support justified by their service to their country, and its consequences for their health and well-being. This situation could not continue. Training and development was reviewed. Training pathways have been identified. Competent practice is the essential outcome.

The need was exacerbated by the increasing range and complexity of legislation and policy, veterans and dependants' needs, and support services available. Refocused training of those committed to helping their mates was the result. ATDP is the logical next stage towards ensuring veterans and dependants receive the best support possible, to the limit legislation and policy.

Change is, however, seldom comfortable for those whose practices must change. The ATDP partners are committed to ensuring that the change that begins on 01 July is as comfortable as possible. Siloes will be connected, networked ICT will ensure information flow, ESOs will be helped to identify candidates and mentor trainees, on-line courses will empower adult learning, face-to-face case studies will apply knowledge, and an RTO will certify competency.

However, the most crucial element in change lies with those engaged in change. Those of us who want to continue helping our mates must commit to improving the quality of our help. To do so, we must commit to continuous learning, to collaborate rather than condemn, and to accept external review of our competency. Inevitably, we will experience discomfort.

Our level of discomfort is, however, within our own control. Our acceptance that change is necessary is the essential start point. Crucially, the key to our acceptance lies in our reason for being. ATDP brings a 100 year-old tradition into the 21st century. ATDP's outcome paraphrases that tradition.

ATDP's outcome is nothing more – but nothing less – than: *'Mates helping Mates – **Better**'*.

Media Release

THE HON DAN TEHAN MP
MINISTER FOR VETERANS' AFFAIRS
MINISTER ASSISTING THE PRIME MINISTER FOR THE
CENTENARY OF ANZAC
MINISTER FOR DEFENCE MATERIEL

17 April 2016

Australians Reunited

The Minister for Veterans' Affairs and Minister Assisting the Prime Minister for the Centenary of ANZAC, Dan Tehan, today announced arrangements were in place for the repatriation of Australians from cemeteries in Malaysia and Singapore to Australia, in June 2016.

In May 2015, the former Prime Minister, the Hon. Tony Abbott MP, announced an offer of repatriation to the families of 35 Australian service personnel and dependants in the Terendak Military Cemetery in Malaysia, and to the one other Australian serviceman who died in the Vietnam War and who is interred in the Kranji War Cemetery in Singapore.

"A priority for the Department of Veterans' Affairs has been to respect the wishes of the families of the Australian service personnel and civilian dependants returning to Australia," Mr Tehan said.

"The homecoming of their family member will be a very moving and emotional time, and their right to privacy, grief and reflection has been central in the Government's planning.

"However, it is also important to recognise the significance of this repatriation to the ex-service community, particularly those veterans and their families, who may have known or served with those coming home, and the families who lost love ones during the period of the Vietnam war.

"We have sought the assistance of the battalion, squadron, and unit associations to identify those who knew or served with those coming home, and the veteran community representatives who attend will do so on behalf of the more than two million Australians who have served their nation with distinction in uniform."

More than 30 families have accepted the offer of repatriation and the Office of Australian War Graves within the Department of Veterans' Affairs has been working with family representatives, the Australian Defence Force, and a range of other Australian Government agencies, to manage the dignified and appropriate return to and reinterment of their loved ones in Australia.

Where families have elected not to take up the offer of repatriation, their relatives' graves will be maintained in perpetuity as is the standard for all Australian war dead in military and war cemeteries around the World. In this case the Australians will rest with other Commonwealth servicemen and their dependants.

"Aircraft of the Royal Australian Air Force will bear the returning Australians home to RAAF Base Richmond, where they will be received in a formal military ceremony on 2 June. This will be immediately followed by a private memorial service for the families of those being reunited with their loved

one," Mr Tehan said.

At the conclusion of the memorial service, the hearses bearing the returning Australians will depart via motorcade from RAAF Base Richmond. For those who wish the opportunity to pay their respects at this time, details of the route will be made publicly available closer to the date of the repatriation ceremony.

"I would like to stress that each of those who have been repatriated will be reinterred during ceremonies at different locations around Australia. These arrangements are according to the wishes of the families and must be respected," Mr Tehan said.

While some families have requested a private ceremony, other families have advised of their agreement to members of the community being able to attend to pay their respects. To ensure the privacy of the families at this time, details of these services will only be made available by the families closer to the time of the reinterment service.

"I would also like to acknowledge the support and cooperation being provided by the Malaysian and Singaporean Governments who have cared for the Australians buried in their countries for some fifty years," Mr Tehan said.

Media Release

The Hon Dan Tehan MP
Minister For Veterans' Affairs
Minister Assisting The Prime Minister For The Centenary Of Anzac
Minister For Defence Materiel

20 April 2016

Funding to Honour Australia's Vietnam Veterans

More than \$388,000 has been awarded to communities across Australia to honour Vietnam veterans under the Australian Government's Vietnam War Commemorative Grants program, the Minister for Veterans' Affairs and Minister Assisting the Prime Minister for the Centenary of ANZAC, Dan Tehan, announced today.

The Vietnam War Commemorative Grants program was established under the Saluting Their Service Commemorative Grants Programme for 2015–16.

Mr Tehan said he was delighted that 79 community projects from around Australia would benefit from the funding.

"The program provides one-off funding of between \$4,000 and \$20,000 for community-based commemorative projects and activities that directly commemorate any aspect of the Vietnam War under the theme of 'camaraderie'," Mr Tehan said.

"Examples include commemorative marches and services, reunion functions, presentations to school children about the Vietnam conflict, family days, the production of commemorative books and displays of Vietnam War memorabilia, vehicles and equipment.

"These projects and activities are important to local communities and ensure we remember the sacrifice of those

who served our nation in the Vietnam War from 1962 to 1972.

"In the Vietnam War, more than 3,000 Australians were wounded and 521 died, including 200 National Servicemen.

"In August this year, we will commemorate the 50th Anniversary of one of the most significant battles of the Vietnam War — the Battle of Long Tan."

Mr Tehan said it was fitting the Government had provided funding to honour the contribution of our Vietnam veterans during Australia's commemoration of the Anzac Centenary and a Century of Service.

"During the centenary, we honour everyone who has served our nation and all those who serve today," Mr Tehan said.

"Those who served in the Vietnam War are a vital part of our history and a vital part of the Century of Service.

"I congratulate the grant recipients and thank them for honouring the service of our Vietnam veterans."

For more information about accessing Saluting Their Service grants, visit www.dva.gov.au/grants or call 133 254 or 1800 555 254 from regional Australia.

Anzac Experience Continues to Draw Crowds Around Australia



The Spirit of Anzac Centenary Experience exhibition visited Tamworth between 26 April and 1 May 2016, attracting over 10,000 visitors to see more than 200 artefacts from the Australian War Memorial.

The New England region has a long and rich military history. In Tamworth - the 'Waler Memorial' is a lasting reminder of the Australian Light Horsemen's contribution to the First World War effort.

The term 'Waler' was given to the horses, which were bred in New South Wales, and between 1861 and 1931, 500,000 were exported to the Boer War and to Egypt during the First World War.

The New England region is home to the 12th/16th Hunter River Lancers, an Australian Army Reserve cavalry regiment. Although the regiment was formed in May 1948, it is descended from units that were originally formed in the 1880s. It is currently a Protected Mobility unit equipped with Bushmaster Protected Mobility Vehicles.

Tamworth was the ninth of 23 locations the Experience will visit between September 2015 and April 2017. The exhibition will travel to Toowoomba from 17 to 23 May and Brisbane from 17 June to 30 June 2016.

Approximately 120,000 Australians have visited the exhibition, which covers an area equivalent to three basketball courts, is transported by a fleet of 11 B-double trucks, and takes six days to set up.

Tickets to the Spirit of Anzac Centenary Experience are free, but bookings are essential as places are limited. For more information, including the tour itinerary, and to book tickets for individuals or groups visit www.spiritofanzac.gov.au

THE HON DAN TEHAN MP
MINISTER FOR VETERANS' AFFAIRS
MINISTER ASSISTING THE PRIME MINISTER FOR THE CENTENARY OF ANZAC
MINISTER FOR DEFENCE MATERIEL

20 March 2016

Veterans Pensions Set To Increase

Veteran pension payments will increase in March in line with the biannual indexation process.

Pension recipients including veterans, their partners, war widows and widowers across Australia will see the increase from 20 March 2016.

Due to pension rates calculating on a daily basis, the first pension paid after the indexation on payday 31 March 2016 will comprise both the old and new rates.

The new pension rates will be fully effective from payment date 14 April 2016. The table below highlights the new fortnightly rates.

SERVICE PENSION	Old rate (fortnightly)	New rate (fortnightly)	Increase (fortnightly)
Single person	\$867.00	\$873.90	\$6.90
Couples (each)	\$653.50	\$658.70	\$5.20
Single person – transitional	\$731.50	\$737.20	\$5.70
Couples (each) – transitional	\$590.00	\$594.60	\$4.60
WAR WIDOWS			
War widow(er)'s pension	\$880.90	\$887.90	\$7.00
Income support supplement	\$259.90	\$262.00	\$2.10
DISABILITY PENSION			
T&PI (Special rate)	\$1,330.90	\$1341.50	\$10.60
Intermediate rate	\$903.50	\$910.70	\$7.20
EDA	\$735.10	\$741.00	\$5.90
100 per cent	\$473.10	\$476.90	\$3.80
10 per cent	\$54.24	\$54.62	\$0.38

These are the maximum rates of payment and include any Energy Supplement payable.

Pensions are indexed twice a year in March and September. For a full list of pension rates, please visit www.dva.gov.au or call 133 254 or 1800 555 254 from regional Australia.



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Planning a move to civi-street?

STEPHANIE MCNEILL

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

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

"Transition affects the whole family," explained Jo.

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

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

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

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

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

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

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

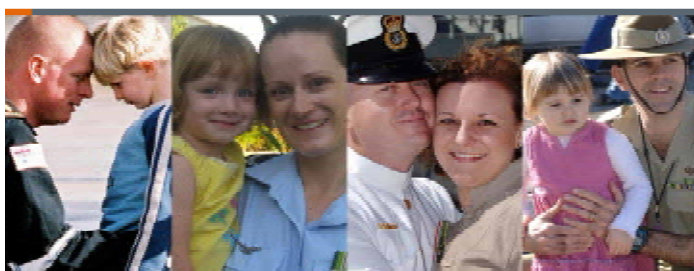
Jo has another practical tip for members and partners.

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

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

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

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



2016 ADF Transition Seminar Calendar

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

The following topics are addressed during the seminars:

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

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

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

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

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

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Established in 2007, STAA is the first non-airline affiliated flight training organisation headquartered in Singapore to offer commercial pilot training services to airlines and aspiring individuals. STAA's pilot training network includes a Simulator Training Centre in Singapore's Seletar Aerospace Park and two flight training bases – one in Texas, USA and the other in Victoria, Australia.

Apart from conventional Commercial Pilot Licence (CPL) training programmes, STAA is among a select few flight training organisations in the world to train airline cadets on the competency-based Multi-crew Pilot Licence (MPL) programme.

As a one-stop pilot training solutions provider, STAA's offerings also include dry and wet leasing of simulators, advanced training such as Multi Crew Cooperation and Type Rating courses, recurrent training, as well as customised programmes for airlines.

**Phone: 03 5330 9522 www.staa.com.sg
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Your DHOAS payments after posting or separation

ADF personnel receiving Defence Home Ownership Assistance Scheme (DHOAS) payments are advised to check how a posting or transition out of service could affect their subsidies.

Members who are transitioning out of the ADF can continue to receive payments if they have sufficient service credit but they need to be mindful of changes to their DHOAS eligibility as a separated member.

For personnel being posted, usually they can also continue to receive DHOAS payments if they follow administrative procedures. This includes advising the Department of Veterans' Affairs (DVA) of their change in circumstances before they relocate.

Separation and DHOAS eligibility

Separating from the ADF can impact on members' DHOAS eligibility, including their subsidy amount and the number of subsidy certificates they can access.


If they have completed 20 or more years of service when they separate they will receive their subsidy payments at the Tier 3 level. Otherwise, their subsidy will be paid at the Tier 1 level regardless of their tier while serving. It is important they advise DVA of the change in their circumstances, to ensure they don't receive an overpayment of subsidy which they will be required to pay back.

Members can receive only one subsidy certificate after they separate and they must apply for this certificate within two years of separating. They need to keep this mind if they want to access their DHOAS entitlement and start receiving subsidy payments or make a change to their existing DHOAS arrangements.

The certificates are valid for only 12 months so members need to ensure they use their final certificate before it expires. There are no options to extend it.

Some members may choose to apply for a subsidy certificate before separating, so their one, post-separation certificate can be accessed at a later date if necessary.

If they are making progressive draw-downs on a construction loan, and they are separated, they may wish to defer applying for their one post-separation certificate until construction is complete, keeping in mind it must still be within two years of their separation. This is so they can receive subsidy payments that are calculated on the maximum home loan balance possible.



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