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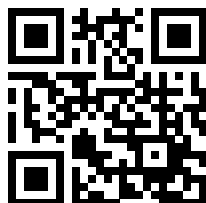
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COVER



Originally formed as No 30 Squadron Royal Flying Corps, No 6 (T) Squadron AFC was formed in UK on 15 June 1917. Renumbered No 6 Squadron in January 1918, the unit trained pilots for No 2 Squadron in France in WWI. Disbanded after the Armistice, it was reformed again in January 1939. Following operations during WWII in Australia and New Guinea, it

was disbanded in 1945. Reformed again in 1948 with Lincoln aircraft, it has been at the forefront of jet aviation technology since, operating the Canberra, F-4E Phantom, F-111C, RF-111C, Super Hornet and soon, the EA-18G Growler.

Cover: Phil Crowther

Cover Photos: Main SGT Pete Gammie 28SQN AFID CB; RAAF

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CLOSING DATES FOR MATERIAL

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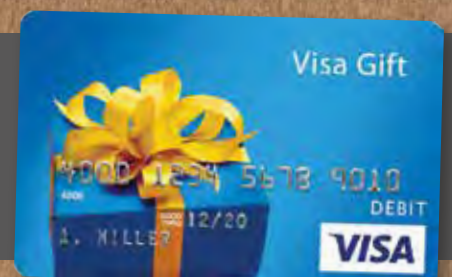
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"Supporting our products in country has been an aim of Martin-Baker for some time and in 2015 this became a reality with the incorporation of Martin-Baker Australia Pty Ltd" said Andrew Martin, Martin-Baker Aircraft Company Vice President of Business Development and Marketing. The purpose being to provide local support for all Martin-Baker ejection seat and crashworthy seat products. The arrival of the more advanced and electronically sequenced Mk14 and Mk16 seats drives



a need for local OEM support. "We have a responsibility to the aircrew that use our products to ensure they are supported and maintained to the highest standards with OEM trained maintainers." said Martin.

"We are establishing an Australian based Centre of Excellence for the maintenance and support of Ejection and Crashworthy seats and we are working through the certification for ISO9001 and DASA Part 145." said Andrew Eden, Managing Director of Martin-Baker Australia. "The arrival of JSF drives a requirement for ourselves and our UK parent to have a presence in the region to support the most advanced ejection seat in the world on the F-35. It makes sense that we have chosen Williamstown as a location for our facility"

Maintenance of these advanced seats in a single facility by a single OEM trained workforce will ensure the safety of Australian and regional aircrew. Martin-Baker Australia plans to have the Williamstown facility operational in 2018 in time for JSF arrival and other customer requirements. "Our single facility will bring an efficiency to seat maintenance not previously possible." said Eden, "We have direct access to the OEM data and the ability to deal with repairs and non-conformances like no other facility in the country."

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The Sixth Australian Squadron

Originally formed as No 30 Squadron Royal Flying Corps, No 6 (T) Squadron, AFC, had its initial incarnation on 15 June 1917 from personnel of an AFC Training Depot, No 1 Camp, Salisbury UK. However, the squadron was not ready for flying training until it moved to Tern Hill on 29 June, replacing No 10 (Training) Squadron, RFC. The War Diary noted that Tern Hill was a 'splendid aerodrome - clean and neat'. There were three squadrons at the airfield and a Aeroplane Repair Depot.

The prime purpose of the squadron was to give 'higher training' in support of Australian fighting scout squadrons working up to mobilisation stage in preparation to leave for France. Initial aeroplanes were:

'A' flight - 6 Avro 504A's; 'B' Flight 6 Sopwith Bombers; 'C' Flight 6 DH5's.

In October 1917, the complement was:

'A' flight 6 Avro 504A's and K's; 'B' Flight 2 Bristol Scouts and 4 Sopwith Scouts; 'C' Flight 6 Sopwith Camels.

No 30 (T) Squadron was tasked with producing airmen to fly with No 68 (Australian) Squadron RFC, later No 2 Squadron, and its DH5 fighting scout in France. Numbers 32 and 33 (T) Squadrons (later 7 & 8 Squadrons AFC) were established in 'nucleus flight' form in October 1917 and attached to the squadron.

After the 'workup' of No 30 (T) Squadron, No 29 (T) Squadron (later 5 Squadron AFC) was formed in September, 1917, at Shawbury, 12 miles from Ternhill, to provide elementary ground courses and flying instruction before graduates moved to No 30 (T) Squadron for more advanced training at Ternhill. Initially, there was no carefully assembled group and no Course numbering system. Cadets did not fly the SE5A until they were thoroughly familiar with all aspects of flying on the Avro 504K.

The squadron moved to Minchinhampton, six miles south of Stroud, in February 1918. Following co-location of No 5 Squadron AFC, flying training continued unabated in supplying pilots for No 2 Squadron AFC on the Western Front.



6 Squadron SE-5Ks fly over Minchinhampton.
Photo: Norm Clifford

The End of the War November 1918

The squadron was well into training activities when Germany

surrendered unconditionally and the Great War ground to a halt on Monday, 11th hour of the 11 November 1918. All those who had experienced fighting scout duty in France breathed a sigh of relief, but for the pupils, the most interesting time of their lives was almost at an end. However, there was little rejoicing around the aerodrome and the War Diary for December 1918 says that it was all rather subdued.

Flying instruction continued to enable pupils to gain their 'wings' - and commissions. There were no fatal accidents but crashes continued. On December 10, 37 Avro 504K flights took place (one crashed), and all aspects of elementary instruction proceeded rigorously. An entry in the War Diary by Major Roy Phillips said:

While on formation flying, in an SE, the engine of Lieut. Syme's machine cut out at 1000 feet. There being no landing fields within gliding distance he attempted to land in a small one. The inevitable happened; he ran across the field and crashed into a stone wall. The pilot was uninjured but the machine was a "write-off". Several days later Lieut A.H. Baileau, in an SE, 26.8.18, attempted a climbing turn and the machine stalled and crashed. Another pilot had a unique problem; whilst diving at the ground target, the propeller of his SE flew off. The engine over-revved and the radiator burst. By skilful manoeuvre the pilot managed to land safely. The signing of the Armistice on Nov 11, upset the normal work of the Squadron, and celebrations dulled the keenness of both pilots and mechanics.



L-R : Four young pilots (unk), General Sir William Birdwood (centre); Major Roy Phillips; Captain Les Holden (in white overalls), both of No 6 (T) S. LtCol Ossie Watt 1st Wing OC, LtCol Horrie Brindmead, Staff Officer for Aviation, AIF, and just visible, Major Ralfe Brown, OC No 5 (T) S. Minchinhampton, 1919.
Photo: AWM



SE5A of No 6 (T) Squadron parked in the snow at Minchinhampton, 1919. Photo AWM

The Squadrons of the 1st Wing AFC continued flying instruction on a limited basis until March 1919. The 1st Wing then ceased to exist except in the spirits of the men who served within it - and in the memories of the local population who took them to heart. It left a healthy legacy within the towns surrounding but there was one poignant reminder of its presence - the 1st Wing Cemetery, Leighterton, containing officers and men who died on duty.

Under command of Lieutenant-Colonel Walter Oswald Watt, OBE, previously OC the 1st Wing AFC, men of the AFC embarked on the HMAT *Kaisar-i-Hind* at Southampton, to the accompaniment of a British military band, and departed on May 6 1919, for Australia. Embarking No 1 Squadron AFC officers and men at Port Said, Egypt, the *Kaisar-i-Hind* disembarked AFC men, and nurses, in Fremantle, Adelaide, and Melbourne before reaching Sydney's Woolloomooloo Wharf on Thursday June 19, 1919.

World War II

The Air Board renamed No 4 Squadron as No 6 Squadron on 1 January 1939, with the previous CO 4 Squadron, WGCDR D. Wilson, retaining command with Avro Anson aircraft at Richmond Air Base. Following the outbreak of war on 3 September 1939, the squadron continued flying naval co-operation exercises and training for pilots and air gunners in reconnaissance sorties off the east coast. The squadron was established with 15 aircrew, 147 airmen and 12 Avro Ansons.



6 Squadron's Hudson bombers, Milne Bay 1943. *Photo: RAAF*

Hudson aircraft replaced the Ansons in 1940. With better armament and increased range, the 12 aircraft of the Squadron flew throughout 1940-41 on anti-submarine patrols, troopship escorts and training exercises. Following Japan's attack on Pearl Harbour in December 1941 and the subsequent occupation of Malaya, Sumatra and Timor, the squadron's maritime patrols increased in number. However, following losses by Australian Hudson squadrons in Malaya in operations against Japanese forces in December 1941, eight of 6 Squadron's Hudsons were sent as replacements for the squadron losses. Squadron operations were curtailed until new Hudsons arrived from the United States. In January 1942, 6 Squadron's strength was again reduced when 'A Flight' (four Hudsons and personnel) deployed to Port Moresby as part of the newly formed 32 Squadron.

The squadron deployed to Horn Is on 23 August 1942 where a flight detachment was sent immediately to Milne Bay airfield on the southern tip of New Guinea. The 6 Squadron detachment joined Nos 75 and 76 (Kittyhawk) Squadrons and an Army force of 8,800. The combined garrison repelled a force of Japanese in appalling operational and living conditions.

Hudsons led Kittyhawks from both fighter squadrons in attacks on the ships, which suffered no direct hits, but two Hudsons damaged by anti-aircraft fire had to divert to Port Moresby. Despite the air attacks, the enemy ships landed their assault troops in Milne Bay on 26 August. All available Kittyhawks and Hudsons engaged in an epic battle with troops on the ground. The Kittyhawks of 75 and 76 Squadron were used in both air-to-air combat and ground attack against enemy barges and installations.

The Japanese advanced to the vital airfield and on 31 August they made three separate attacks on Number Three strip but were beaten back, with heavy losses, by the Australian Infantry. Milne Bay was a significant milestone in Australian military history; it was fought and won by soldiers of the AIF, Australia's Militia, airmen of Nos 75 and 76 Squadrons and RAAF and US engineers. No 6 Squadron's Hudsons carried out attacks on Japanese shipping, barges and positions, as well conducting photo reconnaissance missions in dreadful weather.

Despite the overwhelming odds, the Australians held out at Milne Bay and by the end of the first week of September 1942 the Japanese began to withdraw. The main part of 6 Squadron remained at Horn Island until October before moving to Ward's Strip, Port Moresby, while the Milne Bay detachment remained in place to reduce the range of the Squadron's reconnaissance patrols. The squadron maintained intense activities in patrolling the approaches to Milne Bay and the surrounding islands, over many miles of ocean.

In August 1943, the Beaufort replaced the Hudsons and following workup, carried out over 2000 bombing and reconnaissance sorties before moving to Goodenough Is to join Nos 8 and 100 Squadrons of 71 Wing in November 1943. Largely at night, the Squadron attacked airfields, shipping and installations in New Britain throughout 1944. Following the departure of Nos 8 & 100 Squadron the squadron's flying rate dropped markedly until the unit moved to Dobodura, on the New Guinea mainland.



A Beaufort, the type flown by 6SQN in New Guinea. *Photo: RAAF*

During February 1945 the Squadron attacked targets on New Britain and on the New Guinea mainland. However, as MacArthur's 'island hopping' strategy moved Allied forces closer to Japan, enemy troops and facilities in New Guinea were bypassed and there were fewer worthwhile targets in 6 Squadron's area of operations. Morale plummeted and even the commanding officer could not keep the frustration out of his monthly tactical appreciation. The Squadron flew close support missions until a detachment of eight Beauforts flew the last operational sorties from Tadjil on 13 May 1945. The squadron moved back to Australia in October 1945 and was disbanded at Kingaroy on 31 October 1945.

Post War

On 23 February 1948 23 (Heavy Bomber) Squadron based at Amberley, was renamed 6 (Bomber) Squadron. However, due to the lack of aircraft and flying hours, the Squadron flew little in the months following reformation. With the departure of No 1 Squadron to Tengah Air Base, Singapore, in July 1949, No 6 Squadron became responsible for all Lincoln aircrew training for Nos 1, 2 and 6 Squadrons.



A Lincoln bomber of 82 Wing Amberley from 1949-58.

Photo: RAAF

In conjunction with No 2 Squadron crews and aircraft, the Squadron conducted 'atomic cloud finding' flights during the British nuclear tests in Monte Bello Is, WA, and at Maralinga, SA, in 1952. After the tests were completed, contamination of aircraft remained a problem. Of even greater concern was the absorption of nuclear radiation by the crews, liability for which remained with Government. The acquired radiation sickness and other medical conditions of many Defence personnel who participated in these atomic tests was a major problem, and still is to some.

No 6 Squadron continued its Lincoln training role after No 2 Squadron equipped with Canberra Jets in November 1953, until it too equipped with Canberras in July 1955.

Operational Training at Amberley

Following the introduction of the Canberra aircraft, crews were trained initially by No 2 Squadron until No 1(B) OCU was formed in 1959 as a unit of 82 Wing. The squadron carried out day-to-day operational training while at Amberley for the next 15 years. It was involved in Air Defence Exercises (ADEXs), mostly at medium to high level, to exercise the

Control and Reporting Units (CRUs) at Brookvale, Sydney and Darwin and the Sabre aircraft. The Darwin 'High and Short Exercises' were exercises in Squadron deployments varying from eight to 15 days, with further ADEXs, to exercise the Sabres and CRU at Lee Point.

Low level navigation exercises (NAVEXs) and bombing, both HE and practice, were the Squadron's raison d'être at Amberley and on exercises to Darwin. On occasions, Canberras deployed to Townsville and Pearce to 'show the flag' and conduct low level NAVEXs and release bombs at unfamiliar bombing ranges. The Squadron flew to Port Moresby in June 1964 for PNG Opening of Parliament and 'flag showing'. However, No 1 Squadron, was first to fly low level jet NAVEXs in PNG on Operation Short Stork in February 1964 (the author was on this tropical adventure). It was the first major exercise to PNG for the Canberras.

No 6 Squadron was competitive with its sister squadron at Amberley, No 1 Squadron, a rivalry that existed with the F-4E Phantom, the F-111C and the Super Hornet. Both squadrons had its share of characters. The squadron did not see overseas service and probably was the least known of the 'strike squadrons'.



Canberra aircraft of 6SQN, west of Amberley. September 1958.

Photo: RAAF

Crews for 2SQN in Vietnam

Following the announcement in December 1966 of No 2 Squadron's planned deployment to Vietnam, 6SQN provided seven crews to bring No 2 Squadron to wartime strength. Many of these crews had only just returned from postings with 2 and 3 Squadrons in Butterworth, so they were familiar with operations in SE Asia. No 6 Squadron at Amberley was reduced to a cadre basis.

Following the return of the 6SQN crews to Australia in November 1967, after six months with No 2 Squadron in Vietnam, crews carried out continuation flights and IRTs over the next three months. No 1 Squadron crews replaced No 6 Squadron crews in Vietnam.

Meanwhile, back at Amberley, some crews were posted into 6 Squadron and limited flying was carried out. T/CO FLTLT Ray Lewis looked after the squadron activities until crews returned from 2 Squadron in November. In all, it was a lean flying year for No 6 Squadron.

F-111C Training in USA - 1968

Eight No 6 Squadron crews departed Amberley in early March 1968 for F-111A training in USA. They were to be the first ferry crews of RAAF F-111C aircraft to Australia,

expected to be delivered in September 1968. All crews carried out radar training and multiple simulator sorties (16 each crew) on the F-111 navigation bombing systems (NBS) before completing flight training at Nellis AFB in readiness for the Pacific ferry.

However, following the handover of the first F-111C at Fort Worth in September 1968, technical problems were revealed and the aircraft deliveries were delayed. Crews returned to Australia by USAF C-141, sans F-111C, in November 1968. Technical personnel, many of whom had been in USA since mid 1967, were affected the same and returned to Australia to varying postings. Many remained at Amberley, readying 82 Wing for the arrival of the F-111C aircraft. It turned out to be a five year wait.

Resumption of Canberra Flying

Early in 1969, a number of squadron members were posted to undergo flying instructors' and advanced navigation courses, or to other flying units. Those who remained in the squadron, resumed flying in the Canberra and continued with bombing sorties, low level NAVEXs and 'High Exercises' in Darwin. It was like a 'time warp', back in time, flying the Canberra after experiencing the outstanding F-111 aircraft. Maintenance crews 'suffered' similarly and many were posted to other units.

Flying wasn't limited and many crews recorded more flying hours than they accrued before deploying to Vietnam, two years earlier. Maintenance and aircraft were provided by 482 Maintenance Squadron and No 1 (B) OCU, when they could spare the aircraft as they were busy training crews for 2SQN in Vietnam. WGCDR Roy Frost, who had trained on the F-111A in USA, was CO No 6 Squadron.

While conducting a continuation training sortie in A84-201 in May 1969, FLTLT Bob Montgomery lost all hydraulics and as he couldn't lower the landing gear, carried out a wheels-up landing. The navigator on the sortie, FLTLT Charles Furlonger jettisoned the upper escape hatch as required. Members of the squadron lined the tarmac to watch the touchdown on the foam covered runway. Some uniformed narratives since called it a crash landing, which it certainly wasn't. Most agree that it was one of Monty's smoothest touchdowns.



FLTLT Bob Montgomery in Canberra 201 just before touchdown, May 1969. *Photo RAAF*

F-4E Phantom

Following delays in the delivery of the F111, Defence Minister Fraser led a team of RAAF specialists to USA to review the

F111 program with US officials. US Secretary of Defence, Melvin Laird, was keen that Australia could meet its strategic interests in South East Asia and offered the lease of F-4E Phantoms as interim strike aircraft, at short notice and on very favourable terms. This accord became known as the Fraser-Laird Agreement.

Although the F-4E was a great combat proven aircraft of the 1960s, it had a limited all-weather ground attack capability. In the strike/attack roles, it could carry 18 x 500lb (227Kg) bombs and a mix of Sparrow (AIM7) and Sidewinder (AIM9) air-to-air missiles, unrefueled, over a combat radius of 450 n miles (840Km). It proved an ideal aircraft to fully prepare the RAAF strike force for the eventual delivery of the F-111.

Conversion training started in July 1970 at Davis Monthan AFB, Az and MacDill AFB, FL, before ferrying the aircraft across the Pacific. CO 6 Squadron, WGCDR Roy Frost, led the first Phantom flight, arriving at Amberley on 14 September 1970. A mix of USAF and RAAF crews completed the ferry, with the last two Phantoms reaching Amberley on 4 October 1970. By the end of November 1970, No 1 and 6 Squadrons operated the Phantom at Amberley with minimal USAF support. This achievement in under six months was remarkable.



F-4E Phantom 97220 being refueled on the flight to Hickam AFB, HI; 30 Sep 1970. *Photo: Lance Halvorson*

The Phantoms were immediate hits with air and maintenance crews and the Australian public. During the RAAF's 50th



The Roulettes flypast as F-4Es taxi in at RAAF Pearce, March 1972. *Photo: Lance Halvorson*

Anniversary celebrations in March 1971, the Phantoms were the crowd pullers at major air shows in seven states.

Two years after arriving in Australia, the first 12 F-4Es left Australia on 4 November 1972. No 6 Squadron Phantom operations ceased on 4 October 1972 and crews and aircraft were moved to No 1 Squadron. No 6 Squadron became the cadre unit for the F-111 introduction. SQNLDR Dave Rogers was the last CO of a RAAF Phantom Squadron until the remaining 11 aircraft were picked up by USAF crews in June 1973, a few weeks after the first F-111s arrived.



A F-4E Phantom operated by 6 Squadron, near Amberley Nov 1970. Photo: RAAF

F-111C Aircraft

The first F-111Cs were delivered in June 1973 and all 24 were operational at Amberley by the end of 1974. F-111 aircraft from both Nos 1 and 6 Squadrons became the mainstay of the opposing strike force for exercises in Australia and overseas. The F-111 was usually part of the 'Orange' or enemy forces for a wide range of exercises including the Kangaroo series, the US Rimpac exercises in Hawaii, Tasmanex Exercises in New Zealand and Integrated Air Defence System exercises in Malaysia as part of Australia's commitment to the Five Power Defence Arrangements.



One of the first F-111C to arrive and the last F-4E due to return to USA, Amberley June 1973. Photo: RAAF

Most of the crews on the first F-111C ferry were posted to 6 Squadron, primarily to setup the first conversion course, but also to establish SOPs for F-111 operations. The squadron flew in the flypast when the Queen opened the Sydney Opera House on 20 October 1973. Again, the Squadron provided four crews when the Queen opened Parliament House on 8 March 1977 in Canberra.

While both squadrons conducted operational training equally, 6 Squadron became the training squadron and 1 Squadron became the 'premier' strike squadron. In reality,

little difference existed between the exercises they were involved in, although 1 Squadron did longer sorties and, it appeared, more often. No 6 Squadron was again awarded the Duke of Gloucester Cup in August 1978 for the 'Most Proficient Squadron in the RAAF'.

The first F-111C lost was flown by a 6 Squadron crew, CAPT Bill Baker (USAF Exchange pilot) and FLTLT Dave Clarkson, on 28 April 1977 near Guyra, NSW, when a bleed air duct failure caused a wheel well fire. Both crew members ejected safely in the crew module. A second F-111 was lost in September 1977, when the aircraft hit a pelican, possibly two, in the range pattern at the Evans Head Bombing Range in NSW. However, neither the IP or pilot under conversion survived the crew module ejection.

Four F-111Cs were converted to RF-111C aircraft with a comprehensive high and low altitude camera fit and an IR Line scan system. The first aircraft was modified in USA in 1978 and the other three were modified at Amberley in 1980. The aircraft were operated by 6 Squadron.

During a deployment to Ohakea Air Base in New Zealand for Longex 78, the squadron lost another aircraft when WGCDR Dave Rogers and SQNLDR Peter Growder ejected in the Hauraki Gulf. Once again, the cause of the crash was a wheel well fire as a result of a 16th stage bleed air duct failure. Both crewmembers survived and were picked up by a fishing trawler, who towed the crew module to shore. The module was later used as a training aid.

After the Canberras were retired from service in 1982, a Survey Flight was established with a leased Learjet to carry out photo survey for mapping purposes. However, the flight was disbanded in May 1987 after completing many mapping sorties over the previous five years.



A PaveTack equipped F-111C near Amberley, 1986 Photo: RAAF

Over the years, No 6 Squadron F-111Cs, RF-111Cs and the Survey Flight deployed, separately, for exercises to Butterworth, Biak, Fiji, Darwin for Pitch Black Exercises, and to Townsville for Exercise Northern Exposure.

In October 1987 two RF-111Cs and a support team deployed to Reno, Nevada for tactical reconnaissance training with the Nevada Air National Guard. The following year, the 6 Squadron deployed to RAM88 (a USAF reconnaissance exercise in Texas, USA) where they achieved excellent results winning the categories of best aircrew, best night team, best Allied aircrew and best Allied team. In July 1996, 6 Squadron RF-111Cs were transferred to 1 Squadron ending

17 years of reconnaissance operations with 6 Squadron

Following the USAF success of strike operations by F-111F aircraft in Libya and 'Desert Storm' in 1986, the value of the F-111 was recognised by those who understood what was involved. Eighteen F-111F aircraft (six spares returned after 1st AAR) flew Mission Ghost Rider from RAF Lakenheath in UK, with air-to-air refuelling and skirting Europe, to strike at targets in Libya. Most importantly for the RAAF, the USAF F-111 experience would again validate the RAAF's faith in its PGM acquisitions, Pave Tack and planned avionics upgrade. Pave Tack was undoubtedly the start of the modern PGM capabilities in the F-111 aircraft in the RAAF.

The RAAF introduced the F-111G (former SAC FB-111As) in 1995 to take over much of the training role in 6 Squadron, primarily to extend the fatigue life of the Pave Tack equipped F-111C and the RF-111C aircraft. A8-272 became one of the first ex-USAF 'Gs' to be allocated to 6 Squadron. Historically, '272' was the first, and so far only, F-111 to fly out of the Aerospace Maintenance and Regeneration Group (AMARG) at Davis Monthan AFB, Az, (the boneyard) and return to service. USAF personnel recognised the uniqueness of this F-111 recovery and named the aircraft The Boneyard Wrangler.

The 2nd major F-111C system upgrade, the Avionics Update Program (AUP) was a major update to the F-111C capabilities. The AUP updated the navigation bombing system (NBS) and provided the aircraft with digital mission computers, laser ring gyro inertial navigation system (INS), global positioning system (GPS), new terrain following and attack radar systems (TFR & ARS), displays and integrated communications systems. The update provided the F-111C with high performance and accurate systems to carry out the long range strike role.



No 6 Squadron F-111s flypast at Amberley for the last time, 3 Dec 10 Photo: Lance Halvorson

As in previous years, No 6 Squadron deployed overseas for various exercise and flypasts, to RAF Lyneham UK in 1977 for an air display and again to RNAS Yeovilton in UK in 1994 for the 50th Anniversary commemorations of D Day. As always, the F-111 was in great demand for flypasts which saw 6 Squadron participate in various air shows, Australia day, ANZAC Day, Ekka, Indy, the Moto GP and the 'dump-and-burn' for Riverfire. While not an operational function, the 'afterburner torching' was spectacular.

However, forecast problems with the structural life of the F-111 wings and the costs, to quote CAF at the time, AIRMSHL

Houston, "Making the F-111 compatible with the networked system can be done, but it will be an expensive investment," he said. He continued, "upgrades of the Hornets would provide an enhanced strike capability. We will have more lethality and a better survivability... it is a strike capability that is better than the one the F-111 gives us now - and indeed it is one that will give us the capability we need through that period until the Joint Strike Fighter arrives". The F-111C was retired at the peak of its capability with the weapons, systems and engine upgrades it had received in the 1990s and early 2000s. Many crews, and commentators who know, believe the F-111C capabilities cannot be replaced, at least not by the JSF and probably not by the Super Hornet.

In 2007, then Defence Minister, Brendan Nelson considered that the capability gap that would occur with the early retirement of the RAAF F-111C aircraft in December 2010 and the probable late acquisition of the JSF, were unacceptable. Originally, the F-111C aircraft were to remain in service until 2015-18, but forecasts of structural integrity placed some doubt on its life-of-type and maintainability costs, resulted in earlier retirement than envisaged. No 6 Squadron retired the F-111 from RAAF service in December 2010.

The Super Hornet

Another era in the strike capabilities of the RAAF began in March 2010 with the arrival of the first F/A-18F Super Hornet strike fighters at RAAF Base Amberley.



A 6 Squadron F-111C and three Super Hornets approaching Brisbane, March 2010. Photo: RAAF

The first F/A-18F aircraft arrived at RAAF Base Amberley on 26 March 2010, three years after the government announced the decision to procure 24 Super Hornets for the RAAF. The Super Hornet is more than an interim aircraft. It provides capabilities that the RAAF requires in the 21st Century and is a major factor in providing the RAAF with the technological advantages acquired with the F-111C, the F/A-18A and the F-4E Phantom, 40 years earlier.

The squadron has deployed to Red Flag exercises in USA, conducted weapons trials at Woomera and participated in a number of exercises in Australia since the aircraft were



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acquired. After five years of flying the F/A-18F Super Hornet, No 6 Squadron crews conducted farewell flights over South-East Queensland on 23 November 2016, before they transition to the EA-18G Growler in 2017. The crews flew over Coolangatta, Brisbane and the Sunshine Coast before a flypast at RAAF Base Amberley. On landing, the aircraft were then handed over to No 1 Squadron who will operate the 12 aircraft with the other Super Hornets.



A 6SQN Super Hornet just after touchdown, Amberley November 2016. *Photo CPL Casey Gaul RAAF*



6SQN Crews walk to their aircraft for their last flight with the Super Hornet. *Photo CPL Peter Borys RAAF*

Electronic Attack: EA-18G

No 6 Squadron crews are training on the EA-18G Growler in USA now and are expected to fly the aircraft to Australia later in 2017. The Growler EA-18G is based on the F/A-18F and specialises in electronic warfare and airborne electronic attack. The Growler will provide electronic warfare support for the F/A-18F Super Hornet and F-35A Joint Strike Fighter. Production of the EA-18 for the RAAF is underway and expected to be completed in 2017.

CO 6SQN, WGCdr Hinton Tayloe, said even though it was sad to hand over the Super Hornets, the transition to Growlers was an exciting and challenging time for the squadron. "We've started building up our Growler capability. There's no better time to be here," he said. "I'm incredibly proud that 6SQN will operate the Growler for Air Force. This squadron is a highly professional and capable unit, and is very ready to take on the challenge." 6SQN expects to have the Growler at initial operating capability (IOC) in 2018 after training and workup for its crews, and setting up engineering, logistics and operational infrastructure.

The EA-18G Growler is derived from the F/A-18F Block II and removes the internal gun, adds electronics within the aircraft to help it detect and jam enemy radars, and mounts 4 specialized ECM (Electronic Counter Measures) pods under the wings.



Two EA-18G Growler aircraft arrive at Avalon for the 2017 Australian International Airshow. *Photo: CPL Ben Dempster RAAF*

Australia's EA-18G buy has made them the first export customer for an American electronic warfare fighter, and will give the RAAF an outstanding range of capabilities. As of February 2009, 12 of Australia's 24 F/A-18Fs were to receive the additional wiring required for future EA-18 conversions. They were reputedly delivered that way; orders for the associated equipment, jamming pods and remaining conversion were initiated in December 2012, now probably acquired for the EA-18Gs. A capability does exist to expand to 24 x EA-18Gs in the future.

The RAAF can be expected to retain its Super Hornets for many years; a similar service life to the F-111Cs is a possibility. While earlier retirement of the F/A-18F aircraft is possible, comparative capabilities with the F-35 would be a major consideration in any decision. Experience so far indicates prescience for the F/A-18F retention, especially with the EA-18G Growler in-service.

Lance Halvorson.

With acknowledgement to: Norman Clifford, Office of Air Force History, RAAF Media Releases.



LACW Charmaine Peebles of No 6 Squadron with the EA-18G Growler; Airshow, Avalon. March 2017
Photo: CPL Mark Doran RAAF

The sky's the limit for Lloyd with an MBA

When Lloyd Sellick wanted something more from his career he quite literally looked to the skies. At age 24 and newly graduated mechanical engineer, Lloyd turned to the Royal Australian Air Force for his next move and it has been a career that has sustained him for 20 years.

Then, it was on the ground years later at Melbourne Business School where Lloyd embarked on an MBA in the Senior Executive MBA program, graduating in 2014.

Lloyd described the learning opportunities and experiences he's had over these two decades as "incredible" and fundamental to his most recent career move to specialist consulting firm.

"I was young and somewhat idealistic when I joined the Royal Australian Air Force," Lloyd said.

"I liked the idea there was a whole lifestyle that went along with military service."

Highlights of his time in the Air Force include an 18-month stint as a Deputy Chief Instructor at the RAAF Officers Training School in Victoria and Manager of the Classic Hornet Improvement Program, based out of Newcastle.

This program involved Lloyd working with a small dedicated team to develop a program to improve maintenance performance for the F/A-18 Hornet, as well as improving the fleet's supply chain.

Other highlights included his time at Number 3 Squadron Hornet Workshops as the Senior Maintenance Engineer and his final role as Chief Engineer at the Aerospace Materiel System Program Office.

Lloyd said that throughout his career it was a privilege to have worked with the outstanding people in the Australian Department of Defence and that he will always cherish those memories and relationships.

He has particular fondness for his seven years at RAAF Base Amberley, Queensland, where he spent much of that time working with the F-111 fleet and the great team that supported it.

"I've reached the milestone that I can say I've worked on a retired aircraft platform, a museum piece," Lloyd said.

"It was a great aircraft, especially for an armaments engineer because it had a wide range of weaponry and external stores that could be fitted to it and a very complex ejectable crew module. Our team was responsible for performing operational maintenance on the crew module ejection system. It's quite a complicated explosive system to allow it to separate."

Lloyd, whose rank is Wing Commander, said moving on from the military life was never going to be easy but with two school-age children, he knew there was going to be a time he would need to switch to civilian life.

With this in mind, Lloyd enrolled in the Senior Executive MBA at Melbourne Business School.

Melbourne Business School's Senior Executive MBA (SEMBA) program specifically addresses the challenges of study-

ing for experienced executives. It comprises 10 x 9-day residential modules over an 18-month period, but requires only five weeks away from work in each of two calendar years.

The SEMBA program is a global experience, with seven modules delivered in Melbourne and three overseas in Asia, Europe and North America.

Lloyd said there were several reasons he chose Melbourne Business School, namely the location, the quality of the faculty and the way the Senior Executive MBA was structured.

"The course content was great," Lloyd said.

"It really did stimulate me to think about how I was approaching problems that I faced and the content was broad and deep."

"I had glaring areas of development required, like understanding financial management and accounting. I'd dealt with budgets in the Defence Force and done what I'd consider some bookkeeping, but learning finance and accounting was definitely my steepest learning curve."

"I was able to apply a lot of the learnings in my Defence job, but the MBA really aided my transition."

And after many years of deployments for weeks at a time, Lloyd now works primarily from his Melbourne home.

"It's different for me after working for more than 20 years for large organisations and now I am in this small, agile company that is connected though technology," he said.

Lloyd said his new role was a fantastic opportunity that has allowed him to leverage all the defence experience he's gained over the past two decades but also to the chance to experience other industry sectors like mining, utilities and energy.

"The MBA gave me the confidence to transition from the Air Force," Lloyd said.

He advised any military personnel considering making a change not to undersell themselves or undervalue their experience but that they should be prepared to have to translate that experience to a broader audience.

"There's a lot that translates from your Defence experience, but doing the MBA opened my eyes, not just to new methodologies and ways of thinking and approaching business problems but it also challenged my thinking in the way I needed to broaden myself."

Lloyd said he intended to maintain his connections to the Air Force and would stay on as a Reserve officer.

"I still have a feeling of connection with the Air Force, even though I've changed career. It is a family."





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Omni-wheels: Getting back control of directional mobility.

For the past 150 years, a swivel castor has been the sole solution for multi-directional mobility. Whilst the swivel castor itself has been a fantastic invention, its short comings for most of us, are highlighted when using a shopping trolley.

While the concept of an omni-wheel has been around for almost 100 years with the first known patent by Grabowiecki in 1919, it has only more recently come into the public arena providing a viable alternative to the swivel castor, enhancing both directional control and load stability. It requires minimal space due to its fixed orientation and enables simpler and greater mounting options.

Instead of using a swivel offset castor, omni-wheels use rollers on the outer rim to provide lateral (sideways) movement or change in direction, essentially a wheel within a wheel. The differential between the main wheel diameter and that of the perimeter rollers provides another great advantage, being their dependable directional tracking even across inclines. They travel in the direction you point them. In most materials handling applications, carts and platforms are designed to be pushed (which is ergonomically preferable), in practice however, most will be observed being pulled rather than pushed. This is due to the

lead/follow nature of a swivel castor offset and its reactivity and fluidity. The omni-wheel allows and encourages pushing with this dependability.

Not only used as an alternatives to swivel castors but also to fixed wheels and rollers, they can be powered. In fact, using as few as three powered wheels in a triangular configuration, you can move in any direction in a horizontal plane, which is ideal for AGVs, service robots or conveyor applications. The omni-wheel is already solving mobility challenges for ergonomic materials handling, disabled mobility, luggage, strollers and opening the door for the development of new products.

Rotacaster Wheel, an Australian company that manufactures patented omni-wheels, is at the forefront of development in this area and exports 50% of its production globally. Their Rotatruck is a prime example of what can be achieved with an omni-wheel and has won national awards. Stocked by

national dealers and sold by Magliner (one of USA's leading material handling brands under licence by Rotacaster), the Rotatruck is being exported around the world.

"It's exciting to see the emergence of omni-wheels in material handling, AGV's and service robotics with the Rotacaster wheel featured on several products at the show and a number of other exhibitors either currently trialing or intending to trial the Rotacaster wheel," said Peter McKinnon, Rotacaster Managing Director, who has just returned from PROMAT/Automate North Americas largest and most prominent Material Handling Show (April 2017).

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Mid-Air Rescue of a Crippled USAF Survey Plane North Queensland – March 1964

Mayday, Mayday

It was a weekend and all was peaceful, but No 10 Squadron RAAF remained, as always, on 24-7 Search and Rescue (SAR) standby alert. Normal weekend practice was for married aircrew members to stand down to be with their families, leaving the duty to us single guys less burdened.

Saturday passed uneventfully. Being on the duty roster, I was hoping for a quiet time across the region 'emergency-wise' and looking forward to an enjoyable Sunday afternoon playing cricket in the local Townsville competition, even though the weather was somewhat overcast. However it was not to be.

At 11 am, on Sunday 15 March 1964, a *Mayday* emergency distress call was received by air traffic control personnel on duty in the RAAF Garbutt (Townsville) control tower. However, instead of the usual sea- or land-borne subject suffering adversity, the call for help had come from a stricken United States Air Force B-50 Super Fortress, on its way from Townsville, bound for Port Moresby, New Guinea, its operating base.

USAF Survey Operations

From September 1962 to June 1964, a small detachment of four specialised Boeing RB-50Fs was based at Jackson Field, Port Moresby. They were from the 1370th Photo Mapping Wing of the Air Photographic and Charting Service (APCS) of the United States Air Force's Military Air Transport Service (MATS). Their home was Turner Air Force Base at Albany, Georgia, USA and their crews were very experienced flyers, a significant number being command pilots and master navigators.

Even though it was based at Port Moresby, the USAF's Aerial Survey Team 7 (AST7) relied for much assistance on Australia. For example, their aircraft were flown south to Trans-Australia Airlines (TAA) workshops at Essendon for regular maintenance.

The Super Fortress in question (RB-50F, 47-0138) had flown into Townsville to collect 1,800kg of special electronics, unloaded from a US Navy landing ship (USNS *Harris County*), with the aim of transporting the gear back to Port Moresby for use in AST-7's airborne survey operations.

10 Squadron Springs Into Action

As soon as the *Mayday* call was received, all listed standby SAR crew members were immediately called up on our fixed line telephones (we had no mobiles in those days). We responded extremely well, mostly driving in from the nearby suburbs, promptly arriving at the tarmac to find that the duty ground crew had already prepared our SP-2H Neptune A89-281 for its flight.

Thanks to them we only had to collect our flying gear, navigation equipment etc and hop on board without delay. A quick start up of the engines and within 25 minutes of being called, we launched off at 11.25am into the air. Heading

north, we received a full briefing on the situation from RAAF air traffic control personnel and proceeded en route to locate the disabled aircraft.

We were told that the B-50 had already lost two of its four engines. As we subsequently found out, they had reached a cruise altitude of 28,000ft, and then the crew were surprised to see parts fly out of No 3 engine which was duly feathered. Ten minutes later they lost the other inboard engine, No 2.

Turning back towards Townsville, the Super Fortress lost height at around 500 feet per minute down to 10,000ft. With only one generator working and most of their electrics out of action the hapless crew were in effect lost, flying blind in widespread cloudy and rainy weather, somewhere in the Hinchinbrook Passage-Palm Island region. The highest point on Hinchinbrook was Mt Bowen at 1,121 metres. Not too much further north towards Babinda and Innisfail was Queensland's highest peak, Mt Bartle Frere, at 1,622 metres.

After take-off we headed north towards Hinchinbrook, some 100km away, proceeding "with both piston engines turning and both jet engines burning", flying beneath an extensive low cloud base.

Our crew, captained by Flying Officer Les Morris, with Flying Officer Lyn Winn as co-pilot, included three navigators - Flight Lieutenant John Gazley, Flying Officer Les Fisher (later Chief of Air Force) and myself, plus three signallers. We knew each other well and worked closely as a team.

Making Contact

As we got closer we made radio contact with the Americans and reassured them that we were on our way to help. We suggested that they turn east to head out to sea and away from the threatening Hinchinbrook hills as they continued to lose height.

We tried using our on-board Ultra High Frequency (UHF) radio direction-finding gear to get an idea where to steer, but with not much luck, no doubt hindered by the terrain below and bad weather in the area.

Our Neptune was fitted with a very powerful 1 megawatt radar, the AN/APS-20, optimised for detecting submerged submarines out at sea, elusively poking up their periscopes and radio/radar antennae. Although we really hadn't tried it out in an air-to-air mode before, we decided to tilt the powerful radar antenna up in the hope of detecting echoes reflected from the B-50 (and hopefully without incurring any enduring radiation damage to those in the front seats).

Staying at a reasonably low, but safe, level above terrain, we sector-scanned the radar ahead of us. Before long we discerned a fleeting target out of the ground clutter and our pilots were advised to turn directly towards this object. As we got nearer the radar echo became stronger, although still intermittent.

Not long after, we were most fortunate to break out of cloud

temporarily, whereupon our pilots up front immediately caught sight of the disabled aircraft. It was headed east as we had suggested and by now was down to 3,000' above sea level, with its two inboard engines stopped and feathered.



Flying beside the crippled B-50

With feelings of great jubilation amongst both sets of crews, we banked starboard and gently climbed to join in a tight close formation position, waving happily at each other through respective windows. Throttling back to the B-50's reduced air speed, we then took over the lead and told them to stick with us, as we headed away from Hinchinbrook Island, safely out over the water, turning back for Townsville.

The USAF Super Fortress crew were ready for the worst. They all had their *Mae West* inflatable life preservers strapped around their waists in case they needed to ditch in the sea below. They also had their parachutes on, ready to bail out if necessary. Our crew were also prepared for any emergency that might arise, as our Neptune 'bomb-bay' carried rescue equipment, including a dinghy, for dropping if needed. Of course, we hoped to ferry the ailing aircraft back to Townsville safely, if only its two remaining engines could keep going.

Heading for Home and Safety

Inbound to Townsville, the B-50 still lost height, albeit at 100 feet per minute, but by this time we were collectively down to 500' above the sea. We had steered clear of Palm Island (35km south of Hinchinbrook and 70km north of Townsville) when the B-50 started to lose height more rapidly, causing the anxious Americans to hurl out their valuable cargo of HIRAN advanced electronics in order to maintain height.

Our signallers in the rear of the Neptune could see the stricken aircraft out of their window and we carried on board an old World-War Two vintage F.24 camera for SAR missions. Holding the camera by hand, they were able to capture good photos of the stricken aircraft as we escorted it clear of the dangers of a cloud-enshrouded mainland. It had gained some altitude after the precious survey gear was thrown overboard, but was unable to retain this height, and slowly descended further.

Tucked in beside the temporarily stabilised Super Fortress, we manoeuvred safely around Magnetic Island, now only 8km from the airfield. We lined up carefully, aiming to bring the aircraft in to land on the nearest runway, approaching straight in from the sea. We were well aware that the Super Fortress's chances of going around again were virtually zero, so we had to be right on target.

The control tower operator had already alerted emergency crews with their vehicles as they waited at both sides of main runway – 20. We continued to lose height slowly in close formation together on the final approach and landing run.

Indeed, the Base Officer Commanding, Group Captain W.L. (Bill) Brill, who was on the spot monitoring our activities, had also called in ambulances from the Townsville General Hospital, in case of a crash-landing. The RAAF's air-sea rescue launch, which had already carried out a mercy mission to Magnetic Island earlier that day, was also on standby off-shore.

Once within visual range of the runway and satisfactorily below the cloud base, we watched with great satisfaction from overhead and slightly off the runway centreline, as the crippled plane lumbered over the threshold, to flop down safely on the runway, just as its other two engines failed.



RB-50F 47-0138 on short finals for RW 20

Apparently one of the two remaining live engines oversped on the way in and Captain James Meek, the pilot, seriously considered ditching the plane at the last minute. He feared that he wouldn't even make it through the last few hundred metres to the edge of the airstrip. Without hydraulics his crewmen had to physically wind the landing gear down by hand, and with flaps fully down and out, the stricken B-50 drew to a halt right in the middle of the only operating runway (02/20), unable to move any further.

Barred from landing until the runway was clear, we poured on power and entered a low level holding circuit pattern. We flew beside the blocked main runway, past the disabled B-50, taking more photos.

Having evacuated the aircraft with alacrity, the American crew stood outside and waved cheerfully up at us as we went by. We remained airborne as a tow was arranged to remove the disabled plane from the strip.

After 20 minutes, the B-50 was finally towed clear of the duty runway and we landed, taxiing in to our normal parking ramp. Shutting down our engines on the tarmac, we hopped out to be welcomed by a gleeful group of very relieved US airmen.

Celebrating

However, as 10 Squadron Public Relations Officer (PRO), my working day wasn't yet over. I saw it as a great opportunity to share this joyous occasion with the wider public.



10 Squadron rescuers, l-r, Tony Trafford (signaller), Lynn Winn (co-pilot), Les Morris (captain), Les Fisher (nav), greet RB-50 skipper Captain John Meek

First things first, though. With our proud OC amongst the welcoming party, he was asked if we could open the Officers Mess bar and invite both crews, irrespective of rank, to celebrate a once-in-a-lifetime, highly successful, rescue mission. He instantly gave his approval for this blatant breach of protocol. Fortunately our duty barman was also on the spot and so, suitably fuelled by our favourite brew – XXXX beer (recognised by us acclimatised North Queenslanders as the best of Australia's beers), we re-ran the whole incident amongst all concerned.

In our haste to get to the bar, I had forgotten to take along a note-book or spare writing paper with me, so I borrowed a few pages ripped out of Captain Meek's cheque book (Bank of NSW, Port Moresby Branch). I needed to jot down a few key notes to use when I called up the *Townsville Daily Bulletin* office to brief the local newspaper staff on our dramatic air rescue mission.

When I rang the newspaper up to tell our tale, I was informed that they would like to send a reporter out to interview both the rescuers and rescuees. Again Group Captain Brill readily agreed and by the time we were into our second and third beers, the reporter had arrived. The squadron's duty photographer also began to beaver away to develop the film that we used to capture the mid-air drama.

On the following day, Monday 16 March, details of the rescue dominated the front page of the *Townsville Daily Bulletin*, together with a set of processed photos that were delivered to the newspaper in time to go to print. Alas, on the back page of the newspaper in the weekend sporting section, were the cricket results. For the first and only time in my cricket career I was listed as being given out as "absent – nil". No doubt my fellow team-mates would have forgiven me for my unaccounted absence after they read the front page of their Monday morning edition.

Post Script

The next day's paper (Tuesday 17th) contained an editorial praising the efforts of 'Townsville's own' RAAF squadron. It began "Townsville people - and Australians generally - must have felt a surge of pride....". That's how certainly we felt - it was indeed an unforgettable experience.

By Bob Howe (10 SQN 1961-1964)

ANZAC Day 2017



LAC Kane Ricketts of Australia's Federation Guard Rests On Arms, Menin Gate Memorial Ceremony, Belgium. Photo: SGT Christopher Dickson 28SQN AFID AMB



LACW Elena Lipcan Rests On Arms at the Tyne Cot Memorial service, Anzac Day, Belgium. Photo: SGT Christopher Dickson 28SQN AFID AMB



CAF Air Marshal Leo Davies AO CSC lays a wreath with French General Laffite at the service in Villers-Bretonneux, France. Photo: CPL Max Bree



The Polygon Wood Memorial just before the Dawn Service, Belgium. Photo: SGT Christopher Dickson 28SQN AFID AMB



ANZAC - The Federation Guard forms the catafalque party at the Stone of Remembrance, Australian War Memorial, Canberra. April 2017 Photo: RAAF

50th Anniversary of No 2 Squadron to Vietnam

No 2 Squadron and 2 Squadron Association held a ceremony at the Australian War Memorial on 19 April 2017 to commemorate the 50th Anniversary of its deployment to Phan Rang Air Base, South Vietnam, in 1967.

The Last Post Ceremony at the Australian War Memorial, Canberra, commemorated the Squadron's deployment and time in South Vietnam. A World War I digger was also remembered at the ceremony.

After nine years at RAAF Base Butterworth, 2 Squadron deployed to Phan Rang and operated as a unit in the 35th Tactical Fighter Wing, USAF. No 2 Squadron flew 8 to 12

missions every day for four years until departing for Australia on 4 June 1971. The squadron achieved outstanding bombing results in the war against the Vietcong and North Vietnamese Army.

Following the ceremony, the Association held a reunion dinner at the Vibe Airport Hotel, Canberra. C Flight Commander, No 2 Squadron, SQNLDR Lee-Anne Stanway attended the ceremony and dinner with four squadron members. Previous CAF, AIRMSHL Errol McCormack, was the guest speaker and three previous COs of the squadron, AIRCDRE John Whitehead, John Downing and Graham Dyke attended both activities.



L-R: Rod Nedwich, Bob Montgomery, John Sainsbury, Ian Schafferius, SQNLDR Lee Stanway, Col Gardner, Keith Brent, Brian Gribble, Errol McCormack, John Whitehead, Alf Smith, Bob Howe, LAC Damian Freddi, Lance Halvorson, John Bushell, Ron Biddell, Jules Wills, Dave Lee, John Downing, Frank Burt, Kev Carter, FSGT Cameron Lee, Jim Garland, ACW Catherine Schaer, SGT Suzanne Scragg, Peter Schoutens, John Rutland, Derek Rolph

2SQN 50th ANNIVERSARY DEPLOYMENT TO VIETNAM - LAST POST CEREMONY - AUSTRALIAN WAR MEMORIAL 19 APR 17

2 Squadron and 2 Squadron Association members at the Last Post Ceremony, AWM. 19 April 2017. Photo: AWM

Gaining business insight through an MBA

For growing numbers of Defence Force personnel, a Master of Business Administration (MBA) has become the key to a long career – both within the Defence Force and civilian life.

The benefits are manifold: high-level business and leadership skills, networking opportunities across multiple industries, and often the opportunity to specialise within a more focused area.

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UWA students can either complete a 12-month full-time MBA (with generous scholarships available), or study part-time in a combination of intensive, evening and online modes.

When John Pope* joined the Army, he had just finished high school. The boy from Geraldton—424km north of Perth—packed his bags, moved over East and worked his way through the Defence Force. After earning a degree in Engineering, John became a workshop manager in Toowoomba then operations officer in Townsville, before leaving the Army to become an auditor at an international accreditation body.

In August 2015, John enrolled in an MBA at The University of Western Australia. Having just finished his time in the Army, he was ready to build a new career.

“I joined the Army straight out of high school and deciding to leave was a significant decision. To give myself the best chance of success in civilian life, I wanted a qualification that would prove my ability to work outside of a Defence environment,” John explains.

“The MBA is an internationally recognised qualification that covers a broad range of business skills and knowledge and I wanted it to assist with my transition out of Defence.”

Choosing to complete his MBA in 18 months (while also working full-time) was tough. But, says John, the hard work was worthwhile.

“The highlight of the MBA was absolutely the people I got to meet and the networking opportunities,” John said.



“Defence is very insular and much of my career was spent around people with very similar backgrounds. The people I’ve met, and the experiences and knowledge I’ve gained over the last year opened my eyes to the ‘real’ world.

“At the same time, I’ve made friends and connections that would never have been possible if I had simply sought a job immediately after leaving the Army.”

Now working as a Management Systems Consultant, John encourages other Defence members to consider studying an MBA.

“Discharging or not, I would still recommend an MBA to Defence members,” John says.

“Having an MBA gave me so much more insight into how the business and commercial world operates, which can be useful inside Defence, doing government contracting or for solely private sector work.

“Now that I’ve finished my MBA and left the Army, I will be seeking work that continues to help Australia and society. I want to use my skills from Defence with my newfound business knowledge to help solve problems and improve the world we live in.”

Learn more at mba.uwa.edu.au

*Name changed



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



Milskil has also provided training to Air Battle Managers of the Air Defence Ground Environment and Airborne Early Warning and Control capabilities, as well as delivering Electronic Warfare and JTAC training. Milskil offers operational support services such as range training and safety officers, capability planning and management, staff augmentation, exercise control and white force staff. Into the future, Milskil has its sights set on capabilities such as JSF, P8, C17 and E7 as well as maritime and land warfare training. Coupled with a long history in LVC training, including scenario design and development, Milskil is also well placed to support future training under Plan Jericho.

Milskil continues to support the ADF and its Allies to shape, prepare and deliver the integrated force of the future.

Air-to-Air Refuelling

The recent deployment of ten USMC F-35Bs from Yuma, Arizona to Iwakuni, Japan was an interesting logistical deployment, not only for the time it took but for the number of air refuellings the stealthy fighters required crossing the Pacific. According to USAF, nine tankers flew with the 10 x F-35Bs, transferring a total of 766,000 lb of fuel, with more than 250 aerial refuellings, or 25 per F-35, for 5800 n miles.

It took seven days for 10 USMC F-35Bs to fly from Yuma to their new home at Iwakuni, Japan, 18-26 January 2017, a flight that on a commercial airliner normally takes less than 24 hr. Many factors contribute to the time it takes a military fighter to get from point A to point B: weather, terrain and pilot fatigue, to name just a few. But on this particular voyage, the USAF's conservative refuelling model required the Marine Corps aircraft to refuel with accompanying tankers a grand total of 250 times, a number reported to be far too many for an efficient ocean-crossing.

"The airplane has got longer legs than an F-18 with drop tanks, so why are we going with the tanker so often? We don't need to do that," said LtGen Jon Davis, Marine Corps commandant for aviation. "We are tanking a lot more than we should, maybe double [what we should.] We could be a lot more efficient than that."

While Davis says the tanking model for refuelling the Joint Strike Fighter is "off in an overly conservative manner," it is ultimately up to the Air Force to set the rules.

For comparison, first F-35A assembled at the FACO in Italy flew about 4000 n miles across to the US in February 2016 in two days, with a stop in the Azores; it refuelled in the air seven times, the last as a precaution. Four months later, three F-35As flew from the US to England, about 3400 n miles; they also made seven hookups.

US Air Force

Editor's Note

The first two RAAF Hornet aircraft flew from Leemore NAS to Williamtown in 1985, non-stop, a distance of about 6500 n miles, and air refuelled 15 times. The ferry of the RAAF F-4E Phantoms in 1970 carried out 10 air refuellings from George AFB-Hickam AFB-Andersen AFB- Amberley, a distance of 8200 n miles, (18h flight time), with two overnights. The rationale for the F-4Es (with 2 x engines) was to have enough fuel to divert - on the Hickam to Guam leg, to Midway Is or Wake Is, as required.

The Super Hornet ferries flew similar distances, but the number of 'hookups' is not known - probably at least 20. The recent flights of the F-35 from USA flew the same route as the F-4Es, via Hickam and Andersen AFB and , according to Air Force News, air refuelled every 45 mins - a total of 25 refuellings.

Skyfire & Balloon Speculator



A 1SQN F/A-18F Super Hornet overflies Canberra's Skyfire 2017.
Photo: SGT Pete Gammie 28SQN AFID CBR



The Air Force's Next Generation Balloon near Black Mountain Tower, Canberra Balloon Spectacular 2017.
Photo FSGT Kev Berriman 28SQN AFID CBR



The RAAF Balloon over Lake Burley Griffin, Canberra March 2016. Photo: SGT Pete Gammie RAAF

General Aviation Opportunity at Central Coast Airport (NSW)

There are only two weeks left to register your interest in establishing a general aviation operation at Central Coast Airport.

The airport, formerly called Warnervale Aerodrome, is owned by Central Coast Council and located 45 minutes' drive from the north of Sydney.

Central Coast Council is establishing a General Aviation Industry Hub at Central Coast Airport and is inviting Expressions of Interest from aviation and associated industries by 16 May 2017.

Council's Group Leader, Assets, Infrastructure and Business, Mr Mike Dowling said the timing was right for Council to determine the level of interest in a General Aviation Industry Hub from aviation and associated industries.

"Opportunities are available for lease of purpose built facilities as well as lease of airside land at reasonable rates," Mr Dowling said.

"General aviation can operate from Central Coast Airport with its current zoning," he said.

"General aviation is a significant industry and we are aware there is currently a high demand for airside general aviation leaseholds close to Sydney.

"This is due to general aviation being squeezed out of the Sydney basin because of macro conditions."

General aviation includes pilot training, corporate aviation, emergency services and search and rescue, charter, aerial

work, survey and monitoring, private flying, commercial operators and tourism related charter operations.

"This is your chance to get in on the ground floor and be part of an exciting new Central Coast Airport Master Plan that brings together general aviation, education and training, logistics, technology, consulting and service industries," Mr Dowling said.

Applications close at 2:00pm on Tuesday 16 May 2017.

Registration for the EOI is now open at

www.centralcoast.nsw.gov.au/ccairport.



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Expressions of Interest are open now and must be received by 2:00pm Tuesday 16 May 2017! To receive the EOI documentation, enter your details at centralcoast.nsw.gov.au/coastairport.

Who should apply?

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- Helicopter operators
- Aviation manufacturing and support
- Flying training organisations
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New Aircraft and Training System - No 1 FTS

The Defence Minister for Personnel Dan Tehan, the Member for Gippsland Darren Chester and CAF AIRMSHL Leo Davies, welcomed the new training aircraft, the Pilatus PC-21, at the International Air Show at Avalon in March 2017

AIRMSHL Davies said the aircraft itself was only part of the story; “Lockheed and ‘Team 21’ have been generating a training system for us that allows us to fly this aircraft to the full extent of its capabilities. It is the complex fighting environment we need to train for - this aircraft, the training system and our selection process will ensure the men and women we train to be aviators will reach their highest potential. This really is the start of us becoming a fifth-generation Air Force.”

CAF congratulated ‘Team 21’ partners Lockheed, Pilatus and Hawker Pacific and the new aircrew training project office for their work on the project. “A big thank you to CASG who have delivered the project and got us to the point of being able to deliver these two aircraft,” AIRMSHL Davies said. Air Force, Army and Navy aviators will graduate from this new training system, starting in 2019.

Mr Tehan said he was excited to see WGCDR Andrew Jackson fly and land the F-35A during its Air Show debut. “Young men and women will be able to train, and train safely, in the PC-21, a very ‘jet-like’ plane,” he said.

Continuing, Mr Tehan said “Our Air Force pilots are among the best in the world, and the Government’s investment in the PC-21 system is part of our commitment to continue investing in producing highly skilled and talented Australian

Defence Force personnel. This new system will train more people, faster, and to a higher standard than our current aircraft. I congratulate Air Force in ensuring we get the best products for the people who go into harm’s way to keep our nation safe.”

Following the welcome, the PC-21 was on display until it departed Avalon for RAAF Base East Sale, where 1FTS is established. The aircraft will undergo acceptance flights before it is handed over to 1FTS.

Air Force’s new PC-21 pilot training system comprises electronic classrooms, personal learning devices, cockpit procedures trainers and flight training devices systems. Together with an appropriate pilot training system, the new aircraft will prepare pilots to fly the high performance 4th and 5th generation aircraft of the modern Air Force, Navy and Army.

Networked electronic classrooms distribute lesson content (video and simulated demonstrations) downloadable to the personal learning device. The cockpit procedures trainer simulates flying sequences and procedures, where student pilots practise in a PC-21 cockpit environment.

Under the prime contract, Lockheed Martin will provide overall project management for the pilot training system and deliver a family of integrated ground-based training technologies. Pilatus Aircraft will provide PC-21 turboprop training aircraft and through-life engineering and airworthiness support. Hawker Pacific will provide maintenance services and fleet support and leverage its established supply chain in Australia.



A Pilatus PC-21. Photo: RAAF

The Australian International Air Show - Avalon 2017

The Australian International Air Show held at Avalon from 28 February to 5 March 5 was a huge success. A record-breaking crowd of more than 210,000 - the largest in the event's 25-year history - witnessed the spectacular activities of the Air Force and other ADF and allied aviation elements in the flying and static displays.

Commander ADF Task Group, AIA GPCAPT Terry Van Haren, said "the trade displays focused on Australia's aviation industry with more than 600 companies showcasing their technologies and services to a national and international audience. In addition, CAF ran his symposium with 17 of the visiting air force chiefs and representatives. There was a lot of interest around Plan Jericho, especially among the ministers and visitors from other government organisations, as they looked at the innovation and integration of Air Force's air power."

Spectators were treated to outstanding displays of high performance 'fast jet' aircraft, heavy lift transports, the latest air-to-air refuelling aircraft, battlefield transports and helicopters. Together with the Defence Minister for Personnel, CAF welcomed the first PC-21 aircraft for the new Pilot Training System at No 1 FTS at East Sale.



USAF F-22 puts on a magnificent aerial display for the crowds at the 2017 Australian International Air show.

Photos: CPL Craig Barrett RAAF

Warbirds also displayed their 'war machines' in exciting flying displays and static displays. Aircraft from France, Japan, New Zealand, Canada, Britain and Singapore also displayed their military hardware in flying and static displays.

The drawcards at the Air Show that attracted high interest were the USAF F-22, The RAAF F-35 JSF and the EA-18G Growler. The F-22 display was exceptional for both the experienced aviator and spectator alike. Its manoeuvrability and flying abilities were spectacular and its display was the best seen by a combat aircraft in Australia.

The first two of the RAAF F-35s made their debut at the Air Show after flying from Luke AFB, USA to Avalon, via RAAF Amberley. The F-35s flew across the Pacific via Hawaii and Guam to Australia, accompanied by a RAAF KC-30A tanker. Following the Air Show, the F-35s returned to Luke AFB, via the same route.



RAAF F-35 touches down at Avalon for the Air Show.
Photo: SGT Guy Young RAAF



RAAF F-35 aircraft, A35-001 and A35-002 near Amberley after the Pacific Ferry for the Avalon Air Show.
Photo: SGT Shane Gidall

Making their 'unveiling' at the Air Show were the first two EA-18G Growler aircraft. The Growler is operated by No 6 Squadron from Amberley and will provide electronic warfare capabilities for the RAAF and ADF. The squadron will receive its complement of 12 aircraft by the end of 2017.



Minister for Defence, Senator the Hon Marise Payne with the EA-18G Growler aircrew and other RAAF officers, during the unveiling at the 2017 Australian International Air show.
CPL Ben Dempster RAAF



CAF, AIRMSHL Leo Davies, unveiling the EA-18G Growler aircraft at the Australian International Air show. *CPL Ben Dempster RAAF*



Two RAAF EA-18G Growler aircraft arrive for the Australian International Air show CAF. *CPL Ben Dempster RAAF*

The KC-30A displayed its air-to-air (AAR) refuelling capability a number of times leading up to and during the Air Show. An agreement announced during the Air show will see Airbus Defence and Space develop the systems for the Australian KC-30As, building on capabilities demonstrated on deployment to Operation Okra in the Middle East.

CAF AIRMSHL Leo Davies said the first milestone was development of Automatic Air-to-Air Refuelling (A3R) technology; "We are delighted to contribute to the research and development of A3R with Airbus to automate the process for boom refuelling without the need for control by our on-board air refuelling operator."



A KC-30A Multi-Role Tanker Transport and two 75SQN F/A-18A Hornets in 'fuel receiving positions' at the Avalon International Air show. *Photo: CPL Nicci Freeman RAAF*

Final Operating Capability (FOC) for the KC-30A Multi-Role Tanker Transport fleet was announced by CAF AIRMSHL Leo Davies at the Australian International Air show. The KC-30A first entered service with No 33 Squadron in mid-2011 and Initial Operating Capability (IOC) was declared in early 2013. The declaration confirms the KC-30A's ability to conduct AAR and delivery of key infrastructure and equipment to operate the tanker.

Two additional aircraft are due for delivery in late 2017 and late 2019 respectively, bringing the total to seven. Since its IOC, the KC-30A has refuelled the F-35A Lightning II, F/A-18A/B Hornets, F/A-18F Super Hornets, EA-18G Growler,



RAAF 1st Security Forces Squadron and their security vehicles near the runway as a RAAF P-8A Poseidon approaches touchdown at the Air show at Avalon. *Photo: CPL Mark Doran*



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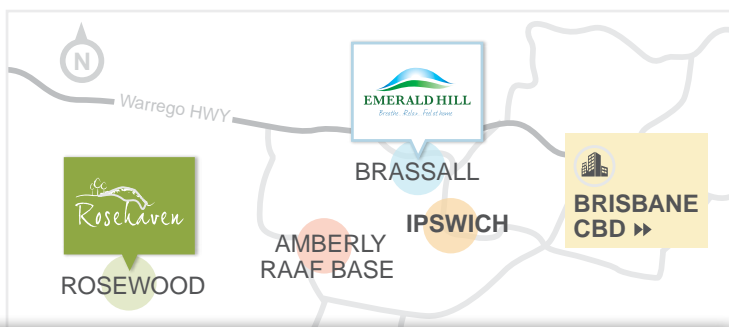
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C-17A Globemaster and E-7A Wedgetail. Allied aircraft have included USN/USMC Hornets, USAF B-1B bomber, French Air Force Rafale fighters, RAF Typhoons, Luftwaffe Tornados and RSAF F-16D Falcon jets.

Other aircraft at the Air Show included the new RAAF P-8A Poseidon, C-130J and the C-27 aircraft. In addition, warbirds provided much interest to spectators with their usual high standard of aerobatics and flypasts.



A C-130J nearing touchdown at Avalon Air Show.
Photo: CPL Craig Barrett RAAF



Crowds surround a C-27J Spartan at the 2017 Australian International Air show. *Photo: CPL Ben Dempster RAAF*

The 2017 Australian International Air Show highlighted the capabilities of the modern RAAF and its progression in becoming a fifth-generation Air Force. Australia's Allies also demonstrated some of the aircraft of their Air Forces and enhanced the interoperability essential to operations. Of major importance to the ADF were the opportunities to display Australia's capabilities to the public, many of whom were enthralled by what they saw. Most spectators left the Air Show extremely proud and confident of their Air Force's equipment, capable service members and the ADF's abilities to use equipment professionally.

GPCAPT Van Haren said No 28 Squadron media team expended great effort in producing high quality imagery, much of which was posted to social media for a bigger and long lasting audience. Many of their photos are used in this article. He said "It was also a highlight for members of the



Harvard Warbirds flypast at the Air Show.
Photo: CPL Craig Barrett RAAF



Skip Stewart in Prometheus, shows off his aerial skills in an unusual display at the Air show.
Photo: CPL Nicci Freeman RAAF

task force to have personal contact with the public who asked many questions and were impressed by our aircraft, people, capabilities and systems."

As highlighted in the Autumn 2017 *Wings*, air shows capture the imagination of many; the participants, industry and the public. They are opportunities for manufacturers to show their air and space products, aircrew to display the aircraft, both static and flying, and their capabilities. Maintenance and technical crews show their skills and the technologies available to them and the myriad of support businesses display and offer aviation related publications, shirts, mugs and other aviation objects d'art.

But, the main reason members of the public attend is to see and be enthralled by the 'big iron' - the aircraft and their flying displays. The Australian International Air Show 2017 certainly provided flying displays that surpassed most previous Air Shows in Australia.

Lance Halvorson



Our History, Our Heritage, Our Air Force

In 2015, following consideration of the Air Force History and Heritage Program as part of the greater Air Force 2021 plan – the Air Force's 100th Anniversary, former Chief of Air Force, Air Marshal Geoff Brown, AO, laid out his mission for the History and Heritage Program. CAF's vision and intent was endorsed by the RAAF Heritage Advisory Council on 30 October 2015.

A key outcome for the History and Heritage Program was the establishment of the Air Force History and Heritage Branch and the appointment of a Director-General History and Heritage – Air Force (DGHH-AF). In February 2016, following an Air Force History and Heritage Review carried out by retired Air Commodore's Rob Lawson and Al Wright, the current Chief of Air Force, Air Marshal Leo Davis, AO, CSC, approved the formation of the Air Force History and Heritage Branch.

Air Commodore John Meier has been appointed the inaugural DGHH-AF. Air Commodore Meier has a strong personal and professional interest in the RAAF's history and heritage.

Since being appointed on 07 March 2016, Air Commodore Meier has spent much of his time developing the plans to have the RAAF's history and heritage ready for Air Force 2021, as well as implementing the Air Force History and Heritage Review recommendations, and meeting appropriate stakeholders both within and outside the Air Force. An Air Force Organisation Directive is currently being finalised and will formally establish the Air Force History and Heritage Branch.

The work of the Branch is to collect, study, preserve and manage records, artefacts and estate from the Australian Flying Corps to today's Air Force, to enhance capability and reputation, while meeting Government and community expectations. Readers may see the products of the Branch's efforts in the static aircraft displays around the bases and Aviation Heritage Centres, or in the many publications on the RAAF's proud history books. The authority for the Branch's establishment and operation is covered in the Air Force History and Heritage Manual, signed by Chief of Air Force on 16 December 2016.

Air Commodore Meier has oversight of four inter-related elements of Air Force History and Heritage comprising:

- a. the Directorate of History - Air Force and the RAAF Historian,
- b. the Directorate of Air Force Heritage,
- c. the Directorate of Air Force Heritage Estate and Centres, and
- d. the Directorate of Aircraft Wrecks, and Missing-in-Action (MIA) Investigations.

The RAAF Museum at Point Cook remains under the command of Commander Air Force Training Group, however, DGHH-AF has oversight of the Museum through the auspices of the RAAF's Heritage Advisory Council.

The Directorate of History - Air Force and the RAAF Historian, is responsible for providing authoritative advice in support of history matters, including honours and awards; the RAAF Historian is also the subject matter expert on Australian and international air power history.

The Directorate of History – Air Force (DH-AF) consists of four permanent APS specialists and ten Air Force Reserve staff. In broad terms, the DH-AF is engaged in first identifying and collecting appropriate records which detail the Air Force experience relating to personnel, technical capability and operations. It then maintains these records as part of the RAAF Historical Collection, ensuring that regardless of record type, the information therein remains permanently discoverable and accessible.

The third element of the DH-AF is the Oral History Program. This program supplements the records element of the historical collection with the thoughts and experiences of Air Force members both past and present. With interviews detailing the experiences of RAAF members serving in 1935 through to current operations, the Oral History program is an important mechanism to capturing the full history of the Air Force.

The final area of responsibility for the DH-AF is the production of material in support of Air Force capability. This output covers a very broad range of material from Official Histories to support to air power doctrine development, education and Ministerial enquiries. The DH-AF is also regularly involved in research activities supporting Honours and Awards, DVA applications and requests from Royal Commissions and similar high level enquiries.

The Directorate of Air Force Heritage (DAFH) is responsible for a program of centralised management and refurbishment of the Static Display Aircraft and Equipment fleet and formal Heritage Assessments ahead of Air Force fleet disposals.

In late 2005 a RAAF Heritage Advisory Council was formed to provide advice to the Chief of Air Force on all aspects of Air Force heritage. In recent years the Council initiated a program of heritage projects which complement the fine work already being undertaken by the RAAF Museum and the Directorate of Air Force History. DAFH is staffed by Reservists who are responsible to deliver this program.

Air Force Heritage projects include:

- a. The conduct of Heritage Assessments to better inform

decisions on preservation of some airframes from retiring fleets such as F-111 and Caribou aircraft.

- b. The management of a number of retired F-111C aircraft on long-term loan to some Australian aviation museums.
- c. A program to improve the appearance of the 'gate guard' fleet now referred to as Static Display Aircraft or SDA, with work undertaken by the SDA Support Section (SDASS).

The work of the SDASS had its origins in 2010 when the RAAF Heritage Advisory Council agreed to trial a concept for the refurbishment of the RAAF Wagga Static Display Aircraft by using a combined Reserve and contractor workforce. The trial resulted in the Council deciding to establish an in-house capability within the Directorate of Air Force Heritage and based at RAAF Amberley.

Starting from scratch and utilising their professional mastery, integrity and innovative thinking, the team developed and refined a unique set of technical skills and standards, including a comprehensive set of Standing Instructions which define the most cost effective way to safely and authentically display static aircraft. Of greater significance, this vital set of standards will sustain the static display aircraft program capability well into the future.

The SDASS consist of Reserve personnel who whose technical and logistics skills and knowledge have greatly enhanced the appearance of static aircraft on public display at the entrance to RAAF bases. The SDA fleet comprises all complete aircraft on static display at RAAF bases, excluding those used as training aids or preserved in the RAAF Museum as part of the 'RAAF Heritage Collection'.

Over the past five years, the SDASS has refurbished 11 static display aircraft. In 2012 the team repainted an Iroquois helicopter at Amberley and spent several months refurbishing a Neptune maritime patrol aircraft at RAAF Base Townsville using parts of two ageing airframes. In 2013 the team prepared and repainted another Canberra bomber at Amberley and refurbished two Bloodhound missiles, one Mirage fighter, and a Mirage tail fin at RAAF Base Darwin. In 2014 the team relocated Macchi aircraft in Edinburgh, Wagga and East Sale and conducted baseline assessments of the SDA fleet and repairs at several locations.

Their very positive team culture and dynamics enabled them to operate with maximum effectiveness during long and arduous deployments, often for weeks at a time and under tough environmental conditions. Although the team is Amberley-based, they are fiercely proud to be part of, and to deliver outcomes for Air Force Headquarters. In 2016, the SDASS were awarded a Chief of Air Force Group Commendation for their work.

.....what happens to aircraft that are no longer part of the Air Force Fleet?

When an aircraft has been assessed for its heritage value, if it has operational service the aircraft is offered to the Australian War Memorial (AWM) as a gift to the nation. Some aircraft are on permanent display at the AWM, and others are held in the AWM Annex at Mitchell which is open to the public on special occasions throughout the year. The RAAF Museum at Point Cook is also a beneficiary and has one of every aircraft that has been in service in recent years. Other

heritage aircraft are on display at the RAAF Aviation Heritage Centres in Townsville, Amberley, Wagga and *Fighter World* at Williamstown. When an aircraft type becomes surplus to our heritage needs, the Chief of Air Force may gift or loan them to aviation museums in Australia.

As aircraft offered for loan are Commonwealth Property, before a loan is approved, museum trustees have to satisfy a number of criteria, including their management capability, providing a display environment that promotes the Air Force, and which addresses health and safety issues. The museum trustees are then required to provide an annual condition report describing any wear, mechanical deterioration, corrosion or paint deterioration, a summary of the number of visitors and the number of in-house inspections carried out. The Directorate of Heritage will then make a formal on-site inspection of aircraft on loan.

Directorate of Aircraft Wrecks and Missing-in-Action (MIA) Investigations is responsible for the coordination and management of any known and reported aircraft wreck sites; identification management and recovery of any crew remains and/or personal effects; investigation of RAAF MIA cases, notably from World War II and Korea; and the recovery and storage of any wreckage.

There are 3,124 World War II RAAF personnel listed as missing and 43 ADF members from the Korean War; 23 Army personnel, 18 Air Force pilots and one Navy pilot. In 2010, Chief of Air Force directed that a review be conducted to assess the feasibility of recovering the Air Force and Navy MIA crew remains. Unrecovered War Casualties – Army conducted a similar review and is now the lead agency for the Joint Army/Air Force Korean War Project.

Air Force and Army have been working cooperatively together on the project in order to respond to opportunities for recoveries and identification. Regular stakeholder meetings are held to review and develop strategies to progress Australian interests with United States and South Korean authorities. The meetings are now jointly chaired by DGHH-AF and Director Sensitive and Strategic Issues Management – Army.

Current recovery operation

Air Force has been working with the Northern Territory Heritage Branch and the Australian War Memorial (AWM) to collaboratively develop a joint plan to recover the wreckage of RAAF Spitfire A58-2 located in the Litchfield National Park approximately 30km SW of Batchelor in the NT. The wreck is of considerable significance to both the RAAF and Australia's wartime heritage as the aircraft was lost during Japanese attacks against Fenton airfield during June 1943.

After bailing out of Spitfire A58-2 on 30 June 1943, PLTOFF Colin Duncan was rescued by members of the Army commando unit several days after the crash. In June 2016, a team from the Branch travelled to the crash site located approximately south-west in a hilly remote area of the Litchfield National Park to inspect the crash site and determine the viability of recovering the wreck.

The wreckage is scattered amongst lightly wooded vegetation on the western side of a small knoll. The aircraft appears to have impacted the ground in a steep dive at high

speed. A shallow impact crater containing remnants of the propeller hub and the front reduction housing was sighted between the two 20mm Hispano cannons, which had been firmly embedded in the hard stony ground.

The aircraft is very badly broken up and strewn over a 50m radius from the point of impact. Engine debris is scattered in an arc extending from the south to the east and the inner wings complete with main landing gear, engine radiator and oil cooler are laying parallel to each other but at 90° to their normal position. The compacted but recognisable tail plane and cockpit components are located nearby; it appears the main assemblies and components of the wreck have not been disturbed since it crashed in 1943.

Airframe component plates found at the site confirmed the aircraft was manufactured by Westland and the inscription on one propeller blade indicates the wreckage is A58-2. The inscription appears to have been made with a sharp instrument; however it cannot be determined when it was made or who is recorded as having located the aircraft.

The Directorate of Air Force Heritage Estate and Centres is responsible for the identification, management and administration of Air Force's built heritage, as well as providing oversight of the RAAF Aviation Heritage Centres located at RAAF Bases Amberley, Townsville, Wagga and *Fighter World* at Williamtown.

Directorate personnel work closely with the Defence Estate Heritage Planning Division and the Directorate of Strategic Infrastructure Planning – Air Force on production of Heritage Management Plans for our bases which focuses on retention and remediation of our built heritage.

Current projects include the development of infrastructure plans for the refurbishment of heritage assets at Point Cook, including the Chapel and Parade Ground, as well as developing plans for the revamp of the RAAF Aviation Heritage Centres at RAAF Bases Amberley, Townsville, and Wagga.

Aviation Heritage Centres. Most military aviation enthusiasts would know the RAAF Museum at Point Cook Victoria as the iconic place to learn about RAAF aviation history. Air Force also has a number of regional Aviation Heritage Centres located at air bases in NSW and QLD which are run in partnership with local communities.

RAAF Aviation Heritage Centres showcase the history and heritage of the Air Force in both peace and war at their respective location. The focus is to present the role of the base in projecting Air Power in the defence of Australia and, importantly, the special relationship between each base and their local community.

While each centre is smaller than the RAAF Museum, volunteer staff guide visitors to view an eclectic collection of artefacts that cover much more than just retired aircraft, including uniforms, vehicles, photographic displays, ground equipment and personal records. These stories should appeal to those broadly interested in history, not just military aviation.



RAAF AMBERLEY

AVIATION HERITAGE CENTRE

Open: 0900 to 1500 - 3rd Sunday Feb-Nov or Tuesdays and Thursdays by pre-arranged bookings



RAAF TOWNSVILLE

AVIATION HERITAGE CENTRE

Open: 0900 to 1600 - Tuesdays and Thursdays; other times by appointment.



RAAF WAGGA

HERITAGE CENTRE

Open: 1000 to 1600 - Wednesday, Saturday & Sunday.



RAAF WILLIAMTOWN

AVIATION HERITAGE CENTRE

Fighter World—RAAF Base Williamtown

Open: 1000 to 1600 every day (except Christmas Day)

Northrop Grumman Facility at RAAF Base Edinburgh

Adelaide, Australia -- May 18, 2017 -- Northrop Grumman Corporation (NYSE:NOC) has opened a new repair facility at the Royal Australian Air Force (RAAF) Edinburgh base in South Australia to provide more efficient in-country support services for the repair and maintenance of laser-based Large Aircraft Infrared Countermeasures (LAIRCM) systems. LAIRCM systems are currently installed on six RAAF aircraft types, 57 aircraft total, with plans to add three additional platforms in the next five years.

Northrop Grumman's LAIRCM system functions by automatically detecting a missile launched at an aircraft, determining if it is a threat and activating a high-intensity laser-based countermeasure system to track and defeat the missile. The only such systems currently in high-rate production, LAIRCM systems are either installed or scheduled for installation on more than 1,500 military aircraft worldwide to protect more than 75 different large fixed-wing transports and small rotary-wing platforms from infrared missile attacks.

"Nearly 16 years ago, the Royal Australian Air Force became the first international customer for our laser-based infrared countermeasures system," said Mary Petryszyn, vice president and general manager, land & avionics C4ISR division, Northrop Grumman Mission Systems. "This facility will contribute to our customers' continued mission success, significantly broaden our maintenance capabilities and reduce repair times by up to 50 percent. This increases the availability of major RAAF platforms and systems because we are now able to do the work directly in Australia with a local Australian workforce."



(L-R): Northrop Grumman Director, Aircraft Survivability, Land & Avionics C4ISR Division, Mr PJ Patel; Senior ADF Officer Edinburgh Defence Precinct, AIRCDRE Joe Iervasi AM; Northrop Grumman Vice President Aircraft Survivability, Land & Avionics C4ISR Division, Mr Carl Smith; Head of Joint Systems Division, RADM Tony Dalton, CSC; AS Secretary Intelligence Surveillance Reconnaissance and Electronic Warfare, Mr Ivan Zlabur; Northrop Grumman Sector Vice President and General Manager, Land & Avionics C4ISR Division, Ms Mary Petryszyn; and Chief Executive Northrop Australia Division, Mr Ian Irving at the official opening of the Northrop Grumman Large Aircraft Infrared Countermeasures In-Country Repair Facility at RAAF Base Edinburgh.

Photo: Northrop Grumman

"The opening of this facility at RAAF Edinburgh, in partnership with the RAAF and Capability Acquisition and Sustainment Group exemplifies Northrop Grumman's plans to substantially grow its Australian footprint over the coming period," added Ian Irving, chief executive, Northrop Grumman Australia. "It also demonstrates our commitment to expanding our sustainment and logistics activities here at RAAF Edinburgh and elsewhere across Australia, in support of Australian Defence Force platforms and capabilities. The ability to sustain key systems and capabilities such as these in Australia is an important sovereign capability, resulting in the development of new high technology skill sets, and reduced handling and turnaround time on servicing, repairs and upgrades."

Northrop Grumman is a leading global security company providing innovative systems, products and solutions in autonomous systems, cyber, C4ISR, strike, and logistics and modernization to customers worldwide. Please visit news.northropgrumman.com and follow us on Twitter, @NGCNews, for more information.

Defence Budget 2017/18

The Defence Budget announced in the recent Australian Government Budget 2017/18 is \$34.6bn for the next financial year. Additional funding for operations for the year is \$851m; operations include:

- \$218.9m for Middle East sustainment on Operation Accordion
- \$430.0m to support the 700 personnel deployed on Operation Okra
- \$72.8m for Operation Highroad in Afghanistan
- \$42.7m for Middle East maritime security on Operation Manitou
- \$52.8m to securing Australia's maritime borders as part of Operation Resolute
- \$34.2m for security support of the 2018 Commonwealth Games and Queen's Baton Relay.

Australia has about 2300 Defence personnel deployed around the world including operations across the Middle East and Afghanistan.

The 2017 Budget maintains the Government's commitment to provide defence with a stable and sustainable funding growth. The Defence budget will grow to per cent of GDP by 2020-21.

The Government expects to reduce expenditure by more than \$300m over four years by reducing the number of Defence contractors and consultants.

Although the ADF has been below personnel establishment since 2011/12, the authorised strength in 2017/18 is 59,194; 14,400 of which are forecast to be Air Force members. The Active and High Readiness Reserves are allocated funding for 1,014,000 days for 19,700 ADF members.

Forward Estimates

The Federal Budget confirmed funding for Forward Estimates beyond the 2017-18 for:

\$500m investment in Australia's Electronic Warfare Support Operations

\$239m for the new pilot training system

\$12.6m to support the expanded functions of the Defence Force Ombudsman

\$2.4b for Air Force sustainment

\$1.15b for new air combat capability - F-35A Lightning II Joint Strike Fighter

\$1.6b for new air combat capability - industry support program

\$294m for maritime patrol and response aircraft system

\$226m for AEW&C interoperability compliance upgrade

\$225m for airborne electronic attack capability on the EA-18G Growler

\$132m for two additional KC-30A multi-role tanker transports

Air Combat Officer Training System

Cirrus has developed the Air Combat Officer - Training System (ACO-TS) for the No 1 Flying Training School (1FTS) at RAAF East Sale. This system enables 1FTS to train ACO students on sensor awareness and tactical picture compilation.

The ACO-TS incorporates a high fidelity simulation of a platform based radar, which may be configured to act like a range of radars. The radar imaging process determines ground returns on the basis of actual terrain features, and combines this with returns from a range of synthetic contacts which are under scenario control.

By simulating radar signal processing, ACO students may discover the impacts of vertical beam steer, platform elevation, weather conditions, processing gain and terrain slope on the ability to detect contacts.

ACO students interact with an emulation of a modern multi-function display console to identify contacts, mark them into their tactical display system, accept off-board link contacts, transmit contacts off-platform and manage their own mission.

The ACO-TS is in operational use at 1FTS, and is supported by Cirrus.

See more at: <http://www.cirrusrtps.com.au/products-and-services/simulation-systems/air-combat-officer-training-system#sthash.PKeOcrB.dpuf>

No 77 Squadron 75th Anniversary

No 77 Squadron recently commemorated its 75th Anniversary of its formation in Perth on 16 March 1942 with P-40 Kittyhawk aircraft. The first CO was SQNLDR Richard (Dick) Cresswell who established the squadron at the Dunreath Golf Course, South Guildford. Known as RAAF Dunreath, it later expanded and became Guildford Airport before major works were carried out in the early 1960s to create Perth International Airport.

On 12 August 1942 the Squadron moved to Darwin and on 21 February 1943 was relocated to Milne Bay, New Guinea. 77SQN saw extensive action throughout the Pacific including Morotai and Labuan. At the end of World War II the Squadron became part of the British Commonwealth Occupation Force in Japan, with duties continuing until 25 June 1950, when the

UN called on the Squadron to provide service to operations in Korea. Flying P-51 Mustang initially, the Squadron's main role was in support of ground forces.

When 77SQN took delivery of the Meteor jet fighter in July 1951, Squadron operations changed to fighter sweeps and escort missions before eventually resuming its ground attack role in December 1951. 77SQN flew 18,872 sorties, lost 52 aircraft and 42 pilots, and at the end of the war was awarded the Presidential Citation by the Republic of Korea for the Squadron's service and bravery. 77SQN returned to RAAF Williamtown in November 1954. Following acquisition of the Avon-Sabre in 1956 they deployed to RAAF Butterworth in early 1959 as part of the Far East Strategic Reserve. The Squadron returned to Australia in 1969 and in 1970 re-equipped with the Dassault Mirage III fighter aircraft. The F/A-18 aircraft was introduced to the Squadron in July 1987 and is still operational.



No 77 Squadron's 75th Anniversary Cake on display during a recent function at the Squadron, RAAF Base Williamtown.

Photo: CPL Nicci Freeman 28SQN AFID WLM

RAAF Command Appointments

Recent 2017 changes to the RAAF Higher Command appointments are:

- AVM Gavin Turnbull from Air Commander to DCAF
- AVM Warren McDonald from DCAF to Chief of Joint Capabilities (inaugural position)
- AVM Steve Robertson on promotion - to Air Commander
- AIRCDRE Michael Kitcher Commander Air Combat Group

Air Force news

Exercise Cope North

Exercise COPE NORTH 17 (CN17) is a Commander Pacific Air Forces (COMPACAF) sponsored multilateral field training exercise involving the USAF, Japan Air Self-Defense Force (JASDF), and the RAAF. CN17 involves large force employment Air Combat Exercise with Dissimilar Air Combat Tactics and a Humanitarian Assistance and Disaster Relief (HA/DR) exercise phase.

Cope North was held from 15 February to 3 March 2017 at Andersen Air Force Base, Guam. An Air Task Group of RAAF F/A-18A Hornet, E-7A Wedgetail, C-130J Hercules aircraft,

as well as combat support and medical elements, deployed for the Exercise. CN17 involves over 2000 personnel and approximately 100 aircraft and aims to increase the combat readiness and interoperability of the USAF, JASDF and RAAF.



B-1B, F-15s, F/A-18s and F-16s from USAF, JSADF and RAAF in Exercise Cope North 17 fly over Andersen AFB. March 2017
Photo: SGT Amanda Campbell

The RAAF Detachment Commander for the exercise, SQNLDR Lee-Anne Stanway, said Cope North provides crew experience in management and controlling in a unique airspace. "It is beneficial to operate with our regular partners, the USAF and JASDF, in a different airspace than what we are familiar with at home" she said. "We are so close to the activity that we are working hard almost as soon as we get to altitude" "It also means we have more time on station and more time to get our mission crews experienced as experts in their roles" said SQNLDR Stanway.

New Surface-to-Air Missile System

The federal government has approved the development of a short-range ground-based air defence system to improve protection for deployed personnel. A single-supplier limited request for tender will be released to Raytheon Australia in the first half of this year that will see the development of the National Advanced Surface-to-Air Missile System (NASAMS) for use by the Australian Defence Force (ADF).

This project is the first step in the development of the Australian Army's contribution to the Integrated Air and Missile Defence (IAMD) program. Valued at up to \$2 billion, the system will provide the innermost layer of an enhanced capability, and will be operated by the 16th Air Land Regiment.

Defence will collaborate with Raytheon and CEA Technologies to look at integrating a CEA radar into an upgraded NASAMS. Defence and Raytheon will also investigate using the Hawkei protected vehicle as a potential platform for the system's missile launchers. "A modern and integrated ground-based air-defence system is needed to protect our deployed forces from increasingly sophisticated air threats, both globally and within our region," said Minister for Defence Senator Marise Payne. "Australia's current short-range capability is 30 years old and due to be retired early next decade. The replacement system will provide improved protection for our deployed servicemen and women."

Raytheon stated that approval of the LAND 19 Phase 7B Ground Based Air and Missile Defence project identifies Raytheon Australia as the Prime System Integrator. Raytheon said its proposal will be based on the NASAMS capability, which can utilise different launchers, radar technologies and missile types, adding that an option known as MEDUSA would incorporate Australian AESA sensor technology into the baseline NASAMS.

"The Raytheon offering draws on a common launch rail that can make effective use of multiple weapons from existing Australian Defence Force inventory," said Raytheon Australia managing director Michael Ward. "As the prime systems integrator, our solution will provide short and medium-range defence capability using in-service multipurpose AIM-9X and AMRAAM missiles, providing a system to meet Army's ground-based air and missile defence requirements."

Minister for Defence Industry Christopher Pyne stated that Australian industry content will be maximised. "Through a risk-mitigation contract, the government will ensure there are opportunities for Australian industry participation, with direct access to Raytheon Australia for local businesses to showcase their abilities," Minister Pyne said.

"As part of this contract, Raytheon will hold workshops across the country to engage with local industry, giving them an opportunity to be part of the supply chain for this project." Defence will complete a detailed analysis prior to returning to the government for final consideration of the project in 2019.

Press Release Minister for Defence Industry

Advanced Airlift Tactics Course

Staff from the USAF Advanced Airlift Tactics and Training Center (AATTC) delivered aircrew and intelligence training courses at RAAF Base Richmond from 6-17 March 2017. It marked the first time the course has been delivered internationally, with participants previously having travelled to the AATTC in Missouri to participate.

Students were briefed in classrooms and on live flying missions to evade and defeat the threats that they may face during real world airlift operations. This year, members of the RAAF and RNZAF participated with the C-130H and C-130J Hercules, along with the C-17A Globemaster III.



A No. 36 Squadron C-17 Globemaster departs a wet RAAF Base Richmond during the Advanced Airlift Tactics and Training Center course. *Photo: SGT Amanda Campbell RAAF*



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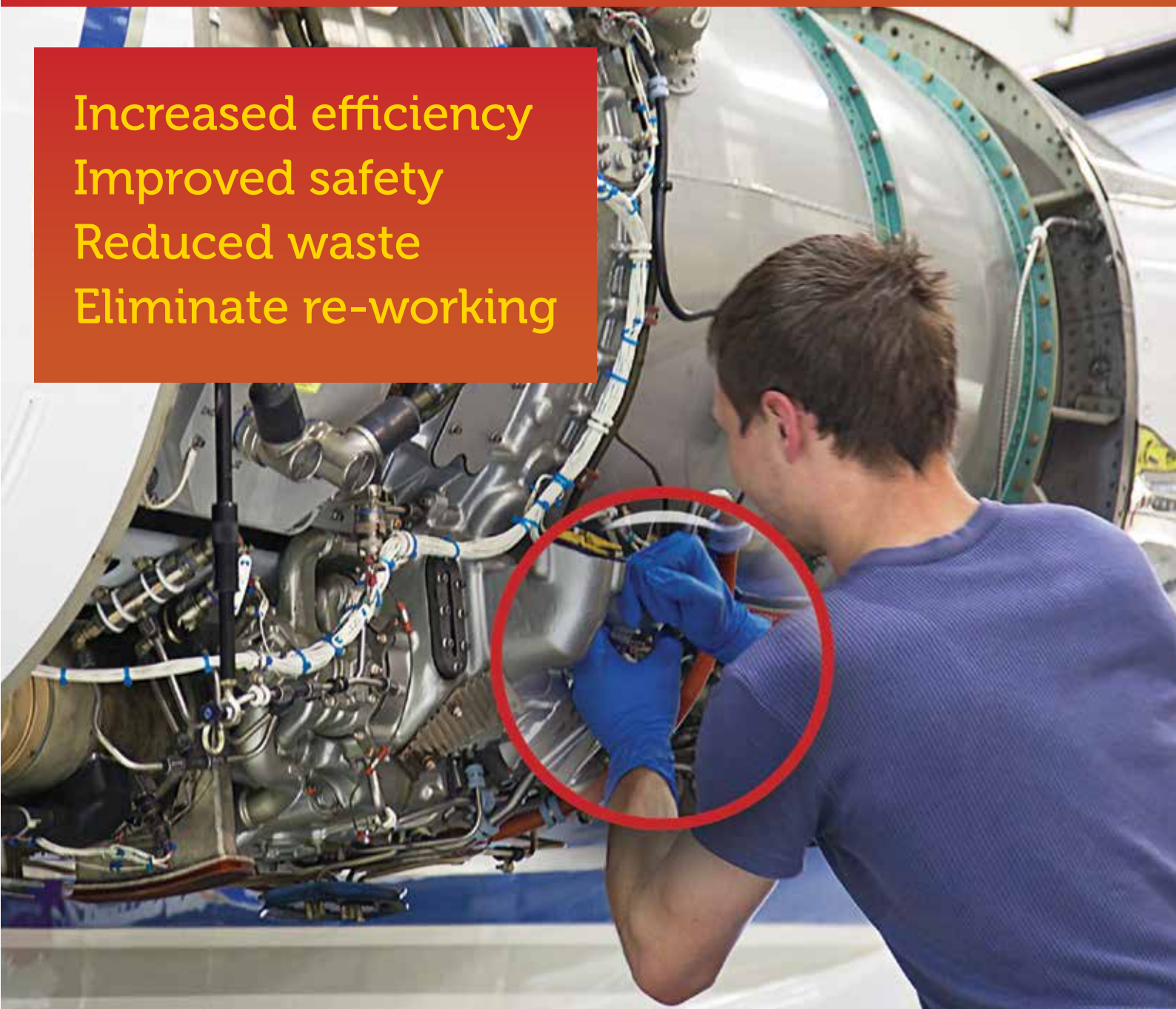


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A Gathering of Eagles



Invitation

The Royal Australian Air Force Association, Tasmania Division, extends to all Royal Australian Air Force members, past and present and their guests an invitation to attend A Gathering of Eagles to be held in Hobart on Saturday 16th and Sunday 17th of September 2017 to commemorate the deeds and sacrifices of the Royal Australian Air Force, the Royal Air Force and Allied Air Forces in all conflicts past and present.

Activities

WELCOME HAPPY HOUR

Friday 15th September – RAAF Memorial Centre, 61 Davey Street, Hobart at 1700-2130 hrs. Drinks and Snacks. Dress – Casual.

REMEMBRANCE SERVICE

Saturday 16th September at St David's Cathedral, 23 Murray Street, Hobart at 1500 hrs. Dress: RAAF 1A Uniform or Lounge Suit with full size medals.

DINING IN NIGHT

Saturday 16th September at Luxbet Park, 6 Goodwood Road, Glenorchy 1900 hrs for 1930 hrs.

Cost \$100.00 each all inclusive. Dress: RAAF Winter Mess Dress, Dinner Suit or Lounge Suit (with miniatures).

Guest Speaker: Air Marshal Leo Davies, AO, CSC - Chief of Air Force. (TBC)

CENOTAPH SERVICE and WREATH LAYING

Sunday 17th September at the Cenotaph, Hobart Domain at 1100 hrs. Full size medals.

Commemorative Address: Air Marshal Leo Davies, AO, CSC (TBC)

BARBECUE LUNCHEON

Sunday 17th September at the RAAF Memorial Centre, 61 Davey Street, Hobart at 1215 hrs. (no charge.)

RAAF SUPPORT

The Australian Flying Corps and Royal Australian Air Force Association is most grateful to the Chief of Air Force, for the provision of RAAF support to these commemorative activities.

The RAAF Association also acknowledges the valuable contribution given by the Commanding Officer and Members of No 29 (City of Hobart) Squadron.

Accommodation

Special rates have been offered by the following – please request the 'Battle of Britain Sep 17' rate when booking:

The Old Woolstore Apartment Hotel: Phone: 03 6235 5355
Email: reservations@oldwoolstore.com.au

Hotel Grand Chancellor: Phone: 03 6235 4535
Email: groupreservations@hgchobart.com.au

Hadley's Orient Hotel: Phone: 03 6237 2999
Email: reservations@hadleysotel.com.au

Salamanca Inn: Phone: 03 6223 3300
Email: info@salamancainn.com.au

Contact Details

If you are interested in obtaining further details about these events, contact the State Secretary, RAAF Association, Tasmanian Division at:

Address: 61 Davey Street, Hobart, 7001

Phone: 03 6234 3862 (Wed 10am to 3pm) Message Bank active during non attendance times

Email: secretary@raafatas.org.au

Battle of Britain Coordinator: AVM P.J. Scully AO 0402 274 163

Assistant Coordinator: Ms Debbie Coulson – State Secretary 0447 751 816

Bookings, accompanied by the amount of the subscription, are essential. Members may make a direct credit to the Association Account – RAAF Association Tasmania Division WESTPAC Bank BSB 037001 Account 100766 or by cheque payable

Researching John Colvin

I'm currently researching the achievements of John Colvin who developed a set of anti glare glasses for the RAAF and then a set of similar glasses for the Apollo astronauts for a article I'm writing for Sabretache, the journal of the Military Historical Society of Australia.

I was interested if any members of your Association may have a pair of Dr Colvin's anti glare glasses with which they may be agreeable to pass on to me for my research.

My contact details are:

Rohan Goyne, 31 Sharwood Crescent, Evatt ACT 2617,
rgoyne@grapevine.com.au

I look forward to your reply

Yours Sincerely

Rohan Goyne
Federal President
Military Historical Society of Australia

A Summer of Flying with the Australian Air League

For most teenagers, summer school holidays might mean trips to the beach, the movies or a family holiday away. However, for 18 cadets from the NSW Boys Group of the Australian Air League, January 2017 was the culmination of months of preparation as they took to the air at the Air League's annual Flying Camp.

The Australian Air League's Air Activities Centre was established at Camden Aerodrome (60km south west of Sydney) in 1986 to provide air experience flights and flying training to the members of the League, and each year this includes a Flying Camp where cadets have the opportunity to undertake intensive flying training.

Over the course of nine days the cadets live together at the aerodrome, they eat, study and work as a team while undertaking flying training with the Air League's volunteer instructors. This year the cadets came to camp with a varied range of experience, some of them have already undertaken previous flying training, while others were "*ab initio*" students who had only taken joy flights prior to the camp.



Student pilots beat the heat, taking the opportunity to give the aircraft a good wash!

During the camp Sydney experienced some scorching hot days, Friday 13th saw the temperature hit 44 degrees and combined with a lower pressure system passing over it actually got to a point that the aircraft didn't have the required climb performance and flying had to be suspended for the day! To help cool off the students grabbed buckets, sponges and hoses to give the aircraft a good wash!

The flying camp wasn't all hard work – there was also time off for leisure activities including a swimming night at the local aquatic centre, a trip to the cinemas to see the new Star Wars – Rogue One movie and a tour of the aerodrome including the L39 Albatross jet trainer that operates adventure joy flights.

Despite the hot weather the student achieved some impressive stats;

Student Pilots: 18 cadets from 9 Squadrons (6 cadets from Marrickville alone!)

Instructor staff: 6 instructors and 3 supervisors

Total Hours Flown: 118.7 hrs

Number of Flights: 95

Average Flights Per Day: 10

Total fuel burnt: 2,418.3 Ltrs (\$4848.69 @ \$2.005 / ltr)

Most Hours Completed by a Cadet on Camp: 6.9

Average Hours Completed Per Cadet: 5.3



Student pilot Jayden Varnevalias of Riverwood Squadron shortly after completing his first solo in Cessna 152 VH-SOX

The camp also saw three students achieve their first solo – Rafael Candelaria of Canterbury Squadron, Oliver Tysoe of Hornsby and Jayden Varnevalias of Riverwood Squadron. A fantastic effort!

For Daniel Martin, one of the staff this year it was with a sense of déjà vu that he approached this camp. Daniel himself had attended the Air League's flying camp in 1990 as a fresh faced young cadet, and these days he flies an ATR-72 regional aircraft for Virgin Australia Airlines.

"When I walked in the building it was very much like the old days when I

would spend two weeks at the Flying Training Camp. The room was filled with that same excitement, anticipation of flight, enthusiasm, noise and chaos - exactly as I remember.

One of the other noticeable differences was the technology now available. We used to have to hassle the poor old engineers for info, and rely on digging out old text books from the CFI's office – today the students had a question about an engine component, and within minutes had pictures of different alternator types for the C152 displayed on an iPad. Amazing!"



Daniel Martin gets re-acquainted with the Cessna 152 he first flew back in 1990

The Air League's Air Activities Centre at Camden is owned and operated by the NSW Boys Group of the Australian Air League, with a fleet of training aircraft including 2 Piper PA-28

Warriors and a Cessna 152. For over 30 years it has provided thousands of air experiences flights and training hours to members of the League, helping to achieve the League's motto *A Vinculo Terrae* - to be "Free From the Bonds of the Earth".

The instructors, engineers and staff volunteer their time each weekend and during the flying camp for the love of aviation, not financial reward. This allows the Air League to offer reduced rates on flying training and air experience flights to its members whilst still delivering high quality training, and it could not operate without them.

For further information please contact:

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

About the Australian Air League (www.airleague.com.au)

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

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



Air Force Association

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AN INVITATION TO RAAF MEMBERS
PAST - PRESENT - FUTURE

Branches in all States

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

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

ADVICE HERITAGE SOCIAL

Membership of the RAAF Association

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

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

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

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

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

Please contact your State Secretary for further details

NSW

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

VIC

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

ACT

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

TAS

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

SA

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

WA

RAAF Association (WA Division)
2 Sleat Rd, APPLECROSS WA 6153
Tel 08 9288 4710
enquiries@raafawa.org.au • www.raafawa.org.au

QLD

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

Enrol Now

O'Loughlin Catholic College has appointed (through the support of the Department of Defence) a Defence School Transition Aid (DSTA). For 2017. The role of the DSTA is to provide support and assistance to students (and parents/guardians) of ADF families and to hopefully alleviate some of the concerns that they may have when transferring to a new school.

Our vision – “Make us one in Christ” – is at the centre of all we do. Our College, named after Bishop John O'Loughlin – the second Bishop of Darwin, aims to provide a well-rounded education for students, to infuse core Christian values of faith, hope and love in all areas of learning and to have the pastoral care of our students in a safe environment as a priority in all we do for them.

Academically, the College strives to cultivate intellectual values in a wide range of disciplines. We encourage and value excellence in all endeavours. Along with this, we promote in our students a sense of integrity and justice, respect for oneself and others, a tolerance of the views of others, and a spirit of co-operation and personal responsibility.

The College offers a broad and engaging Catholic Education that encourages Years 7 – 12 to realise their academic, spiritual, moral, emotional and physical development through the Fostering of High Achievement.

Phone: **08 8945 1277**

Email: secretary.oloughlin@nt.catholic.edu.au

Website: www.oloughlin.net.edu.au



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Our vision – **“Make Us One in Christ”** – is at the centre of all we do. Our College, named after Bishop John O’Loughlin – the second Bishop of Darwin, aims to provide a well-rounded education for its students, to infuse core Christian values of faith, hope and love in all areas of learning and to have the pastoral care of our students in a safe environment as a priority in all we do for them.

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St Anthony's Catholic College: a Vibrant Learning Community

Situated in the northern beaches area of Townsville, St Anthony's Catholic College is a modern and vibrant learning community. Offering a Kindergarten to Year 12 Catholic education, St Anthony's is a Franciscan school and is proud of its "Let Your Light Shine" motto. Students are encouraged to develop academic excellence and have many opportunities to excel in the Arts, Sports and Cultural arenas.

Mr Barry Horner, College Principal, states "St Anthony's aims to develop the whole child and support their social, physical, emotional, academic and spiritual growth". St Anthony's Catholic College endeavours to support student learning through the Learning Enrichment faculty, language extension classes and targeted programs. Sharon Welham, the College Defence Transition Mentor leads the defence transition program which has been operating at the College now for several years. Sharon oversees a range of services which support defence families including assistance with moving to a new school to ongoing support for students during times of parental absence.

Being a Kindy to Year 12 College one of the hallmarks of St Anthony's is that siblings can attend school together, creating a family atmosphere and offering convenience to parents. It also helps to lighten the financial burden as family discounts apply for multiple enrolments. Concession card holders may also qualify for fee relief and enquiries can be made about this at the College office.

If you are embarking on a transfer to the Townsville area, consider St Anthony's Catholic College for your family. We



offer a nurturing, faith-centred and holistic education for your children. For a tour of the College or for enrolment enquiries, contact Vicki Jago on (07) 4751 7300.



DID YOU EVER LIVE IN ASIA AS PART OF A RAAF OR ARMY COMMUNITY?

Between 1946 and 1988, Australia had overseas military bases in Japan, Malaysia, Singapore and Hong Kong. A new research project at Monash University, in partnership with Macquarie University and Nanyang Technological University, wants to hear from Australians who were resident in these communities – including members of the forces, their partners or spouses and children. Participants will be asked to complete a questionnaire about their experiences, memories and opinions about this time in their lives.

If you would like to express an interest in completing a questionnaire, please go to artsonline.monash.edu.au/australias-asian-garrisons

Alternatively, you can contact the project officer:

Dr Jodie Boyd

E: jodie.boyd@monash.edu T: +613 9905 2182

Monash University in Partnership with:



MACQUARIE
University
SYDNEY AUSTRALIA



NANYANG
TECHNOLOGICAL
UNIVERSITY

16P-1617. November 2016. Produced by SMC, Monash University
CRICOS provider: Monash University 00008C, Monash College Pty Ltd 01857J



This project, conducted jointly by Monash, Macquarie and Nanyang Technological Universities, aims to integrate the experiences of military personnel, their families and Asian communities into shared histories of regional relations. So far we have collected just over 140 stories from a range of former members of the ADF as well as from their family members and from other personnel who kept the wheels of these military communities turning. We have been overwhelmed with the generosity of these responses and the willingness of participants to share their incredibly valuable insights and memories as well as their photos, diaries and other memorabilia. By doing this research a more nuanced understanding of political and cultural change in our region in the second half of the twentieth century will be achieved, as well as an insight into the dynamics underpinning significant regional relationships. With the help of those who were part of these communities, this project will provide new knowledge into the legacies upon



which they are built. We want to know: what were the implications of establishing overseas military communities in nations which had once been part of the British empire, and were in the process of transition to independent and postcolonial status? What did host societies make of these cantonments within their midst? What role did Australia's overseas military communities play in the evolution of regional relationships? We are calling on those who lived in these communities at different times, to help us answer some of these important questions.

The Hon Dan Tehan MP

MINISTER FOR VETERANS' AFFAIRS
MINISTER FOR DEFENCE PERSONNEL
MINISTER ASSISTING THE PRIME MINISTER FOR CYBER SECURITY
MINISTER ASSISTING THE PRIME MINISTER FOR THE CENTENARY OF ANZAC

Tuesday, 9 May 2017

BUDGET 2017–18

Mental health support for veterans and their families, and medical coverage for veterans of nuclear testing

The Government will expand the range of mental health conditions current and former Australian Defence Force (ADF) members can seek treatment for on a non-liability basis as part of the 2017–18 Budget.

The Government will also provide a Gold Card to cover the health care costs of the surviving participants of the British Nuclear Test program in Australia in the 1950s and 1960s and veterans who served as part of the British Commonwealth Occupation Force (BCOF). The Government has allocated \$133.1 million for this initiative to cover eligible veterans.

Minister for Veterans' Affairs Dan Tehan said this year's Budget represented a significant increase in funding of \$350 million in support of veterans and demonstrated the Government's commitment to the men and women who defend our nation.

"The Government is focused on responding to the mental health needs of our former ADF personnel and providing support that will help them to achieve a fulfilling postservice life," Mr Tehan said. "In last year's Budget, we made treatment for depression, post-traumatic stress disorder, anxiety, and drug and alcohol misuse free for anyone who had served a day in the full-time ADF.

"The \$33.5 million expansion of the non-liability health care program to cover all mental health conditions announced in tonight's Budget recognises that the earlier a veteran gets treatment, the better the health and other outcomes. This includes access to the Veterans and Veterans Families Counselling Service (VVCS). Importantly, a veteran does not have to prove their mental health condition is related to their service. The funding for mental health treatment is demand-driven and not capped – if an eligible person requires treatment, it will be paid for."

Mr Tehan said the Government understands that partners, families and former partners of veterans are affected by military service. In recognition of this, the Budget will provide \$8.5 million to expand eligibility for VVCS. "The partners and children of our contemporary veterans, who have had one day of full-time service, will have access to the services and support provided by VVCS, including counselling and group programs," Mr Tehan said.

"Former partners of ADF personnel will also be able to access VVCS up to five years after a couple separates or while co-parenting a child under the age of 18. VVCS is the frontline mental health service for those in the veteran community and is a vital service that saves lives. It is available 24/7 on 1800 011 046."

Mr Tehan said that as an initial step in the Government's response to the National Mental Health Commission's report into suicide prevention services, and our broader commitment to addressing mental health issues, it was providing \$9.8 million to pilot new approaches to suicide prevention and improve care and support available to veterans.

"The Mental Health Clinical Management Pilot will assess the benefits of providing intensive clinical management to help meet a veteran's complex mental health and social needs on discharge from a mental health hospital," Mr Tehan said. "We will also pilot an expansion of the successful Coordinated Veterans' Care (CVC) program to improve support for veterans with both chronic physical and mental health conditions as a result of their service."

Mr Tehan said the Government would provide \$2.7 million for the Prime Minister's Veterans' Employment Program, launched in November last year. "The money will be used to support the recently established Industry Advisory Committee, create an Ex-Service Organisation Industry partnership register and develop and manage the annual Prime Minister's Veterans' Employment Awards.

"The Prime Minister's Veterans' Employment Program is about helping business appreciate the unique skills former ADF members can bring to a job. Helping our former Defence personnel find meaningful post-service careers is one of the best ways we can honour their service and sacrifice."

Mr Tehan said funding of \$166.6 million would be provided in this year's Budget to implement the first stage of Veteran Centric Reform to modernise the Department of Veterans' Affairs (DVA) antiquated ICT systems to provide easier access to DVA services. "This is a significant investment to improve how the Department meets the needs of its clients and is a critical part of bringing DVA's ICT into the 21st century," Mr Tehan said.

"As part of this, DVA will implement a suite of initiatives to support members to successfully transition out of the ADF, such as conducting a two-year trial that will allow veterans to access medical treatment while their *Military Rehabilitation and Compensation Act 2004* or *Safety, Rehabilitation and Compensation Act 1988* claims are processed. "Veterans and their families have told us there were problems with the way DVA processed claims. We have listened and we have responded with money to deliver better support and services for veterans, underpinned by digital access, streamlined processes and modern technology."

The Government has committed an additional \$19.6 million over two years to support domestic and international commemorative activities for the Anzac Centenary and Century of Service, and the 100th anniversary of the Armistice of the First World War on Remembrance Day, 11 November 2018.

Additional Budget measures for veterans include:

\$18.0 million as part of the Government's *Energy for the Future Package* so more than 235,000 DVA clients will receive a one-off payment for energy bills

\$9.1 million for accelerated access to rehabilitation services, streamlined access to Incapacity Payments, and improved access to the Totally and Permanently Incapacitated disability pension for veterans working past the age of 65

\$1.2 million to continue the income support bonus for DVA clients receiving an Education Allowance under either the Veterans' Children Education Scheme (VCES), or the Military Rehabilitation and Compensation Act Education and Training Scheme (MRCAETS)

\$5.0 million to develop a first pass business case for the Australian War Memorial to examine ways to provide additional exhibition space.

Non-liability health care

The Government's 2016-17 Budget measure to extend the eligibility for nonliability health care (NLHC) treatment for mental health conditions is now in effect.

This means that all those who have served in the Australian Defence Force (ADF) permanent forces are now eligible for health care for a range of mental health conditions without needing to prove that the condition has arisen from, or is linked to, their service. Reservists are also eligible if they have any period of continuous fulltime service.

The conditions covered under this arrangement are:

- post-traumatic stress disorder;
- depressive disorder;
- anxiety disorder;
- alcohol use disorder; and
- substance use disorder.

Treatment is provided through a DVA Health Card – For Specific Conditions (White Card) and may include services provided by a general practitioner, medical specialist, psychologist, social worker, occupational therapist or psychiatrist, as well as hospital services, specialist PTSD programs, and pharmaceuticals.

The White Card also confers eligibility to access counselling services through the Veterans and Veterans Families Counselling Service - VVCS.

The new arrangements also make it easier to apply. Applications no longer need to be lodged on an official form, but can instead be made over the phone or by email. In addition to this, a diagnosis is no longer required prior to being approved for NLHC treatment. Instead, a diagnosis from a general practitioner, psychiatrist or clinical psychologist can be provided to DVA within six months of approval. Once a diagnosis of one or more of the five conditions is provided, treatment approval becomes permanent.

For more information:

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

Phone DVA on 133 254 (metropolitan callers) or 1800 555 254 (regional callers)

E-mail NLHC@dva.gov.au

Advocacy, Entitlements and Support (AES) SPOT¹

Introduction

I opened my last AES Spot with the trite observation that, as far as veteran and family support is concerned, '*we live in exciting times*'. Let's further explore why.

Extension of Care and Support Programs

The Minister for Veterans' Affairs has announced that the Commonwealth has extended the Non-Liability Health Care (NLHC) and Veterans and Veterans Families Counselling Service (VVCS) programs. In future, for any personnel who had served one day in the full-time ADF, NLHC cover would be available, and VVCS services and support would be available to their partners and children.

Transition

Discussions with veterans and newer ex-service organisations highlight a couple of considerations that are worth writing about. No criticism of the Services is either intended or implied. The evidence suggests that some ADF members have been discharged administratively when medical discharge may have been appropriate, and others' separation is not being held in abeyance (HIA) long enough.

The upshot is that some discharged personnel are seeking retrospective consideration of their mode of separation to medically unfit, while others are in crisis. In either case, support that would have otherwise been accessed, has not been.

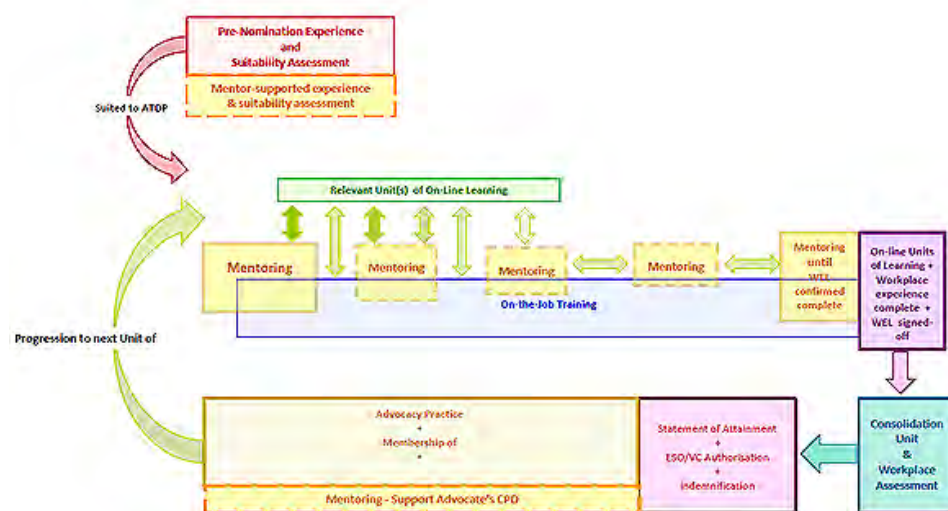
The Defence Community Organisation provides a wide range of services for Defence families, including crisis support. Qualified social workers, psychologists and other human-services professionals staff the 24/7 Defence Family Helpline (1800 624 608), providing assessment, assistance or referral for illness or injury, bereavement, financial emergency, or domestic violence.

ADF Transition Centres have been established at most major ADF establishments across the country. Each Centre is staffed by uniformed members of the three Services of the ranks of Warrant Officer to Major (E). The locations and contact details of the Centres are accessible at: <http://www.defence.gov.au/DCO/Transition/Default.asp>

Conversations with younger veterans underlines how deeply many are affected by the loss or structure, purpose and comradeship they experienced on separation. The dimensions of their experience are exacerbated for those who have separated without the support that is available. Whether the cause is unawareness of the support available, their own decision, or a failure of command is moot. The enormity of the issue is clear.

Two registered charities that have been established to alleviate the problem provide the data. Veterans 360 Australia Ltd <http://v360.org.au/> cites estimates that, on any one night around 3,000 ADF veterans are sleeping in conditions that

¹ Article was prepared by R.N. (Dick) Kelloway, National VP AES, Level 4 Compensation and Level 2 Welfare Advocate.



A flow chart depicting the learning pathway at each level of competency follows.

Role of ESO Executive

As indicated on the flowchart, ESO Executives acquire a significant responsibility under ATDP to provide workplace experience and assess the suitability of candidates for advocacy training. Trained ATDP mentors will support you through this process; but the decision is yours as if you are a RAAFA Branch President.

The objective is not to make it more difficult to become an advocate. Rather, it is to ensure that those who are trained are motivated and have the capacity to

the ABS classifies as 'homeless'. A VOTSA (Veterans of the Streets Australia Ltd) <https://www.votsa.org.au/> volunteer talks in terms of personally providing crisis support for around 300 veterans. Few of these veterans were supported during transition. Although entitled to an MSBS Disability Pension, they had not applied for one before separation. Others were not held in abeyance long enough for claims for liability to be lodged with DVA.

Advocacy Training and Development

There have been some significant advances in Advocacy Training and Development (ATDP) over the last six months. I'll bring you up to speed on some of the main ones.

10620NAT Course in Military Advocacy

The Advocacy Training and Development Program took a giant leap forward on 28 April 2017 with accreditation by ASQA (Australian Skills Quality Authority) of 10620NAT Course in Military Advocacy. In anticipation, ATDP has been conducting RPL (Recognition of Prior Learning) for TIP-trained Level 2 Welfare and Pension Officers.

To date around 100 welfare officer and 150 pension officers have completed RPL and will shortly receive a VET-legislated Statement of Attainment at Level 2 for Military Advocacy. Around 175 of those completing RPL have volunteered for training as Mentors. RPL is planned for Compensation Advocates Level 3 (VRB) later in 2017 and Level 4 (AAT) in mid-2018. An ASQ-accreditation requirement is that competence be demonstrated at one level of competency before seeking assessment of competency at the next level.

To remind, ATDP moves advocacy training at welfare and pension officer Levels 1 and 2 from a list of face-to-face courses to a learning pathway that engages adult-learning principles (learning that integrates experience with further learning at your own pace, in your own way). Each unit-of-learning involves on-line course material (10% of learning), on-the-job experience (70%) supported by a trained mentor (20%), face-to-face consolidation and workplace assessment. Assessment as competent provides any ESO the confidence that it can authorise the advocate to provide services in its name, and the VITA insurer the assurance that its risk is consistent with its terms of indemnification.

meet the professional standards that underpin ATDP. To put the need into context. Military advocacy is a DVA-funded program. The Government requires that the 'best bang is obtained for the buck'.

Mentors

Also on the flowchart, mentors provide support across the full range of advocacy activities. Not shown on the diagram are facilitation of Communities of Practice and assurance of the quality of advocacy services delivered to DVA clients. Mentoring is not only critical to improving advocacy services, but is also going to be professionally demanding and time-consuming. Understandably, the coat must be cut according to the cloth; however, those who mentor will have a high level of motivation and expertise.

Young Veterans' Membership

RAAFA has been working on the need to increase membership as our older members – as John Gillespie McGee alluded – 'Put out [their] hand, and touch the face of God.' Clearly, the younger cohorts of RAAF-ies are a prime target. Equally clearly, there is no single attractor.

Meetings by RAAFA executives with serving personnel at Richmond, Williamstown and Amberley and regular monitoring of Facebook suggest one possible way. Younger veterans care about each other and use social media extensively to keep in touch. Whenever a mate is in difficulty, her/his mates rally round. Narratives about how one coped with a similar experience is exchanged freely. So too is information about entitlements and advice – regrettably, incorrect or misconstrued in too many cases.

The psychological ramifications of bad advice are no less severe than the damage that is being done by the rants on Facebook about DVA. In the context of crisis support, the need for sound advice suggests a way forward. The proceedings of a young veterans' forum in 2015 are also supportive. Participants at the latter stated strongly that they wanted a course in crisis response (triage). They wanted to help their mates better.

This presents RAAFA with an opportunity that may lead to membership. We could encourage serving and separated RAAF personnel to work with RAAFA ATDP-trained mentors

to provide informed advice in cases of crisis. The ATDP Pre-nomination stage could be utilised in this way, presenting a value-add for RAAFA – suitability for advocacy training could be assessed.

Conclusions

All service organisations are facing challenges of relevance and membership. RAAFA could meet its challenges with a comprehensive environmental scan. Advocacy and support bring opportunities and threats, strengths and weaknesses to the strategic planning table.

Article by R.N. (Dick) Kelloway, National VP AES, Level 4 Compensation and Level 2 Welfare Advocate

The Hon Dan Tehan MP

MINISTER FOR VETERANS' AFFAIRS
MINISTER FOR DEFENCE PERSONNEL
MINISTER ASSISTING THE PRIME MINISTER FOR CYBER SECURITY
MINISTER ASSISTING THE PRIME MINISTER FOR THE CENTENARY OF ANZAC

23 May 2017

Addressing the RSL NSW Annual State Congress

Minister for Veterans' Affairs Dan Tehan said the Government had provided more money for mental health services and improving claims processing times after listening to the New South Wales veteran community.

Mr Tehan today addressed the RSL NSW Annual State Congress in Albury about the additional \$350 million for veterans' initiatives in this year's Budget.

"Veterans and their families told us they wanted more money for mental health services and they wanted the Department of Veterans' Affairs' (DVA) claims process improved," Mr Tehan said.

"We have listened and we have responded by providing \$33.5 million to expand the non-liability health care program to cover all mental health conditions.

"Now the Government will cover the treatment for all mental conditions for anyone who has served at least a day in the full-time Australian Defence Force.

"There was also an additional \$8.5 million to expand eligibility for the Veterans and Veterans Families Counselling Service so the partners and children of our contemporary veterans, who have served at least one day of full-time service, can access services and support, including counselling and group programs.

"The Government will invest a further \$9.8 million to pilot new approaches to suicide prevention and improve care and support available to veterans."

Mr Tehan said funding of \$166.6 million would be provided to begin the modernisation of DVA's antiquated ICT systems which would provide easier access to services and improve claims processing times.

Media enquiries:

Minister Tehan's Office: Byron Vale, 0428 262 894
Department of Veterans' Affairs Media: 02 6289 6203



Using your DVA Health Card

While using your DVA Health Card is usually a straightforward process, there are a few things worth remembering.

Most healthcare providers in Australia accept DVA Health Cards, but not all. If you have not used a provider before, it's worth checking with them that they accept your DVA Health Card as full payment for the treatment in question. This will ensure you will not be left with an unexpected out-of-pocket fee.

If you are unable to find a provider in your area that accepts a Health Card, contact DVA and we will help find a provider close to you that will accept the DVA Health Card.

Very occasionally, your GP may determine a course of treatment for you that is not covered by your DVA Health Card. When that happens, they (or the relevant treatment provider) will seek prior approval from DVA.

Prior approval arrangements require no action from you. However, when booking an appointment with the treatment provider it may be worth asking if DVA has approved the treatment.

Very rarely, a specialist may not be aware of the prior approval process. If they refuse to accept your DVA Health Card for a procedure, believing that it is not covered by DVA, you could point out that the procedure may simply require prior approval first.

It is important to remember that prior approval is only given for services that are clinically appropriate and necessary, and appropriate evidence must be provided by the treating practitioner.

For more information, visit the National Health Services Directory website to quickly and easily locate health providers. Note the Directory does not currently indicate which health providers accept DVA Health Cards.

If you have any difficulty using your DVA Health Card, please contact DVA for assistance by calling 133 254 (1800 555 254 for regional callers) or emailing GeneralEnquiries@dva.gov.au.

Further information on using your DVA Health Card is on the DVA website, including the factsheets HSV60 (Gold Card) and HSV61 (White Card).

Veterans' Employment Industry Advisory Committee

Minister for Veterans' Affairs Dan Tehan in March announced the appointment of George Frazis as Chair of the Industry Advisory Committee on Veterans' Employment, an initiative of the Prime Minister's Veterans' Employment Program.

Ben Roberts-Smith VC, MG, has accepted the invitation to take on the role of Deputy Chair of the Committee.

Launched by the Prime Minister in November, the program aims to encourage industry to recognise and appreciate the unique skills and valuable experience that members of the Australian Defence Force can bring to the workplace.

"The Committee will provide advice on practical measures for Australian businesses to use when recruiting veterans," Mr Tehan said.

"As a former engineer in the Royal Australian Air Force with a highly successful career in the banking sector, including in his current role as Chief Executive of the Consumer Bank Division of Westpac Group, Mr Frazis is an ideal person to Chair the Committee and will bring relevant experience and strong leadership.

"Mr Roberts Smith has successfully transitioned from a distinguished career in the Army into the civilian workforce as the General Manager of Seven Brisbane and Regional Queensland. He is an excellent role model who is Deputy Chair of the Prime Minister's Advisory Council on Veterans' Mental Health."

The committee membership will comprise representatives of the following organisations:

- Allied Express Transport
- Australia Post
- Clayton Utz
- CSC Australia Pty Ltd
- J.P. Morgan Chase Bank, NA (Sydney Branch)
- A small business representative
- PwC
- Raytheon Australia
- Saab Australia Pty Ltd
- Serco Australia Pty Ltd
- Westpac Banking Corporation
- Australian Chamber of Commerce and Industry



Air Task Group Continues Strike Action

Among the multitude of international voices that can be heard on the combat aircraft radio net above Mosul the Australian accent stands out for many reasons.

Well regarded for their professionalism, dedication and long-term commitment to defeating Daesh, the Australian voices are a reminder that the RAAF's Air Task Group is continuing to take the fight to the enemy in support of Iraqi Security Forces (ISF), who are slowly but surely liberating West Mosul.

The release of a Precision Guided Munition (PGM) from an F/A18 Hornet aircraft occurs in the blink of an eye, but the work done prior to achieve that moment involves long, complex and thorough preparation.

Commander - Air Task Group, Air Commodore (AIRCDRE) Mike Kitcher said the process undertaken at the coalition's Combined Air Operations Centre (CAOC) to conduct a strike involves many agencies and processes to deliver munitions where they will achieve their best effect.

"Hours prior to jets arriving on-station in West Mosul, the CAOC team begin liaison with coalition strike cells and review intelligence reporting of the area, to identify potential target areas," AIRCDRE Kitcher said.

"Prior to the Hornets launching, Ground Liaison personnel from the Australian Army will brief the aircrew on the situation they can expect on the ground in West Mosul, including expected friendly positions and planned schemes of manoeuvre.

"After air to air refuelling our Hornets approach West Mosul and dynamic target requests will be made to the CAOC team.

"These will come from the Iraqi Security Forces and coalition support personnel who are on the ground in or near to West Mosul.

"They will request support when they are coming under enemy fire or if they identify Daesh targets that are impeding their advance."

ISF and supporting coalition personnel will use a combination of direct observation and intelligence, surveillance and reconnaissance resources to pinpoint enemy targets.

This includes Full Motion Video (FMV) feeds from Remotely Piloted Aircraft overhead West Mosul, to refine targets, assess for legality and proportionality, ensure Iraqi government approval and minimise the risk to civilians before making a strike request.

Australian Hornets carry a variety of weapons, including Low Collateral Damage weapons, referred to as LOCO by the airmen, to ensure maximum flexibility when destroying valid targets while minimising the risk of harming civilians and property.

"Our weapons are very precise," AIRCDRE Kitcher said. "We use a range of weapons and in West Mosul a lot of those have been LOCO bombs because of the nature of the terrain. "There are lots of old buildings very close together there."

To date the Air Task Group have dropped in excess of 1,860 munitions from approximately 2,300 Hornet sorties, ably supported by 990 KC-30A tanker sorties transferring over 75 million pounds of fuel and 340 E-7A-Wedgetail sorties conducting control of all air operations in the battlespace.

Number 1 Squadron and their Super Hornets have recently taken over from Number 77 Squadron in the strike role.

This sees the Super Hornets return to theatre for the second time since 2015 and the completion of more than two years of successful continuous operations from the Classic Hornets from Number 3, 75 and 77 Squadrons.



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The first release is now registered and comprises of 43 ready to build on allotments.

Buyers can build with their own builder or can choose from a range of house-and-land packages.

Almost a third of the development will be given over to parkland, open space and koala habitat preservation. This will include a 5000sqm central park that will incorporate a playground, kick-about space, BBQ facilities, exercise zone and an off-leash exercise area for dogs.

Rosewood Green sales and marketing agent Scott Blaney said the community is conveniently located just minutes from a wide variety of amenities on offer in Rosewood and its surrounding suburbs.

"Rosewood Green has all the benefits of an established and modern community, with a country-style living feel," he said.

"The community is immediately surrounded by local amenities and facilities, with everything you could want right on your doorstep.

"This means buyers can move into a brand new home and can still be a part of a thriving community at the same time."

Mr Blaney said the estate would have a strong emphasis on providing quality open space.



"The community will blend country charm with all the services and infrastructure for a modern lifestyle," he said.

"The developer has a strong commitment to the natural surrounds, promoting open spaces as well as capturing the picturesque landscape and mountain views".

Residents will also have access to a pedestrian walkway network that will connect Rosewood Green with the Rosewood golf course.

The project is being developed by Rosewood Green Developments Pty Ltd.

For more information visit www.rosewoodgreen.com.au, Phone 07 3059 7400 or visit the sales and information centre Monday to Wednesday from 12pm to 4pm and 11am to 4pm on weekends located on Vassallo Drive, Rosewood (off Rosewood Thagoona Road).



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Winjeel Trainer

On 3 February 1951, the first prototype of the new Winjeel trainer -- A85-618 -- was test flown by Commonwealth Aircraft Corporation (CAC) test pilot John Miles. In response to a 1948 RAAF specification for a new training aircraft to replace both the Tiger Moth and Wirraway, the CAC proposal was the CA-22 Winjeel, an Aboriginal word for "young eagle". Two prototypes were built -- A85-618 and A85-364 -- and the two aircraft were used for a prolonged series of trials.

The first production CA-25 Winjeel trainer, A85-401, flew on 23 February 1955 and, on 16 September 1955, the CAC Managing Director, Sir Lawrence Wackett, officially handed over the log-books of this aircraft to Air Marshal Sir John McCauley. The last Winjeel -- A85-462 -- was delivered to the RAAF early in 1958. Winjeels operated with No 1 Basic Flying Training School (BFTS), later No 1 Flying Training School (1FTS) at RAAF Uranquinty until the unit was transferred to RAAF Point Cook in December 1958.

The Winjeel was eventually replaced at No 1 Flying Training School in 1975 by the CT-4 Airtrainer. The aircraft also served in the forward air control training role with No 4 Flight, later as part of No 76 Squadron, until these aircraft were replaced by the PC-9/A in 1994.



The first Winjeel A85-618 built by CAC. Photo: RAAF

MEAO Commander

On 23 May 2003, Air Commodore Graham Bentley replaced Brigadier Maurie McNarn as the Australian national commander in the Middle East Area of Operations (MEAO) after the successful invasion of Iraq and overthrow of dictator Saddam Hussein. Following the end of Operation *Falconer*, about 1000 Australian Defence Force personnel remained in the Middle East, carrying out tasks such as air traffic control at Baghdad International Airport, security for the Australian Representative Mission, location of Iraq's presumed weapons of mass destruction, and ongoing maritime patrol duties in the Persian Gulf and air transport tasks. These members now came under Air Commodore Bentley as the first Australian Commander Joint Task Force--Middle East Area of Operations (ASCOMD JTF--MEAO). He filled this post until November,

when he was duly replaced by a naval officer of one-star rank. It was a year before another RAAF officer again succeeded to this command.



AIRCDRE Graham Bentley, MEAO Commander 2003.
Photo: RAAF

Dedication of Wartime Squadrons at St Clement Danes Church

On 26 March 2009, the badges of 11 RAAF units from World War II — No 3, 450, 451, 452, 454, 457, 458, 459, 462, 464 and 466 Squadrons — were dedicated during a ceremony in St Clement Danes Church, opposite Australia House, corner Aldwych and The Strand, London. The church, which was destroyed by German bombing in May 1941, was restored after the war.

The church was consecrated as the Central Chapel of the Royal Air Force in October 1958; members of the RAAF contributed a lectern of wrought iron, brass and wood. The badges, handmade in slate, joined those of RAF, Commonwealth and other RAAF badges that had been laid in the floor of the church.



St Clement Danes Church, The Strand, London 2009. Photo: RAAF

Veterans of each squadron designed the squadron badges and the RAAF paid for their manufacture and despatch to London. The Deputy Chief of Air Force, Air Vice-Marshal Geoff Brown, led the Australian contingent that attended the dedication.

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Following a Dream

Warrant Officer Class 2 Mal 'Bluey' Hughson – Australian Army

From the first time as a child I watched hanggliders at Stanwell Tops (NSW) I have dreamed of being able to fly. Any type of flying - the more basic the better.

It wasn't until mid-2016 coinciding with my military posting to Queensland's Canungra – the scenic hinterland of the Gold Coast, and a renowned hang gliding/paragliding area that I decided to make my dream a reality. Extensive inquiries regarding the best of several schools in the area lead me to hang gliding and paragliding Chief Flying Instructor (CFI) Lisa Bradley of Canungra Skysports.

As soon as I met Lisa, I knew I was training with a caring and dedicated professional who would help me realise a lifelong dream to fly. Canungra Skysports is based at a local turf farm on whose gentle grassy slopes students on Day 1 are familiarised with how to put on and thoroughly check equipment setup before practising launching skills. To my amazement the next day because Lisa deemed us ready we were moved to a 40 metre training hill and an exhilarating first taste of flight!

Lisa's teaching style is very calm, relaxed and fun. I couldn't imagine anyone who wouldn't respond well to her style. Even at moments when students feel under stress or pressure, her and those of her highly skilled team's encouraging voices set fearful mind chatter at ease.

Each day of the course became more enjoyable than the last. My first high flight was from Tamborine Mountain. Despite being nervous I also felt confident in Lisa's training and my skills to safely fly down 1500 feet to land safely. It is an indescribable feeling as your paraglider picks you up, watching the ground disappear from under your feet, followed by the amazing sensations of sitting in the most comfortable deck chair with the best views stretching away to a far horizon.

Our training continued with full solo flights under Lisa's supervision (just a radio call away) from different local sites, including using a winch to pull up our gliders over the turf farm. After becoming an HGFA endorsed Supervised Paragliding Pilot I joined the local Canungra Hang Gliding

and Paragliding Club.

During summer Lisa crosses the ditch to run her school - Extremeair in Queenstown New Zealand. Keen to extend my flight experience I joined her to fly off 3,000 ft Coronet Peak. It is nothing short of breathtaking with everything an adventurous and newly qualified paraglider pilot could hope for to extend his flying skills and confidence.

My only regret is I waited so long to realise my dream. So if you dream of flying I urge you to contact Lisa to either 'dip your toe' or 'dive in head first' - I guarantee you'll have a 'once in lifetime' experience.



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AN INSPIRING HISTORY

The modern buildings and manicured lawns and gardens of MacKillop Catholic College only thinly veil the deeper history of the site on which the institution is built. An area of sacred significance to the Larrakia people since time immemorial, the undulating landscape of the site, standing conspicuously amid its flat surroundings, has always been destined to be a place of special importance. It was these geographical characteristics which later led to the selection of the site as the 16 Mile Camp, the first of the "Mile" camps, in WW2. During the war, the vantage of the hills provided an ideal defensive location from which Australian and American soldiers, living under harsh frontier conditions at a time when the region was beyond the fringes of civilisation, dug in around the ancient ridges which had inadvertently found themselves part of Australia's front line of defence against the Zeros and bombers of the Imperial Japanese Air Force.

The College motto 'Lead with Courage' echoes the spirit of those who occupied the site before us. Through study of this history, MacKillop students have a deeper understanding of what it takes to overcome adversity, and the importance teamwork and making a stand for what is right. This links seamlessly with Mary MacKillop's famous quote; "Never see a need without doing something about it". Thanks to this enduring spirit and strong community support, MacKillop Catholic College has gone from strength to strength since its establishment in 1912 to become an integral part of the Palmerston community.



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Air Vice-Marshal Eric Hay (Steve) Stephenson AO OBE (Retd)

22-07-1922 - 13-04-2017



AVM Stephenson was born in UK and joined the RAF and trained as a navigator before serving on 207 Squadron RAF, a Lancaster bomber squadron. During a bombing raid on Berlin in December 1943, his aircraft was shot down by a night fighter. Following his time as a PoW, he was repatriated to England at the end of the war and was discharged from the RAF soon after.

After completing medical training, he joined the RAAF in

1955 as a Medical Officer. During his time in the RAAF, he was the PMO at HQOC, completed an exchange with the RAF, followed by a posting to RAAF Butterworth as CO of No 4 RAAF Hospital in 1968. He then went to USA as the first Medical Officer Exchange with the USAF at Randolph AFB, TX. Promoted to Air Vice-Marshal in April 1980, he was appointed Director General of Air Force Health Services (DGAFHS). He retired from the RAAF in June 1984.

In retirement, he continued to work in Defence Health fields and served on many committees, including the Administrative Appeals Tribunal, RSL National Advisory Committee on Veterans' Health and the MATES Committee of DVA. In 2000 he was made a Life Member of the Aviation Medicine Society of Australia and New Zealand and in September 2005, at a special luncheon at the ADFA Officers Mess, he was recognised by CDF, ACM Angus Houston, for his 50 years of service and association with the RAAF and ADF.

AVM Stephenson's autobiography, *Three Passions and a Lucky Penny*, published by the Air Power Development Centre in 2008, is an interesting read on his life in the RAF, German PoW Camp, the RAAF and his retirement years.

He and his wife, Freda, lived at Batemans Bay until they moved to Belconnen and a retirement home, Kangara Waters, Belconnen ACT. His wife pre-deceased him by a few years and he passed away after a short illness. AVM Stephenson was accorded a full military service at the Anzac Memorial Chapel of St Paul, Duntroon on 28 April 2017.

Lance Halvorson

Air Commodore John Charles Thorp (Retd)

2 February 1923 - 17 April 2017



AIRCDRE John Thorp passed away peacefully at the Canberra Hospital on 17 April 2017, aged 94 years, with his family by his side. A private funeral service was held.

John enlisted in the RAAF in Sydney, NSW, on 10 October 1942, under the Empire Air Training Scheme. After completing navigator training in Canada in 1943, he was commissioned as a Pilot Officer and completed operational tours with Bomber Command in Numbers 576 and 550 Squadrons, RAF, in 1944 and 1945.

After the war, he served as navigator in Numbers 34 and 37 Squadrons, RAAF, and ARDU from 1946 to 1948 before instructional duties at the Air Armament School and School of Air Navigation. Following completion of the RAF Specialist Navigation course in UK in 1950 and an RAF Exchange posting at the Central Navigation and Control School (CNCS) at RAF Shawbury from 1951-1952, he was posted to RAAF Headquarters in Melbourne.

When posted to RAAF HQ in 1952, FLTLT John Thorp was the navigator on the ferry of the 2nd RAAF Canberra bomber (RAF WD983:A84-125) to Australia, leaving RAF Lyneham on 1 May 1952. However, he and pilot, SQNLDR Peter Fisher, didn't arrive at Laverton until 12 May 1952.

The flight time of the ferry, 19.3 hours from UK to Darwin, was about one third of the flight time of a QANTAS Constellation flying the same route. Less impressive was the duration of the ferry – 11 days. Radio problems, a fuel tip tank leak and the lack of suitable ground crew enroute caused the delays.

However, John recalled three impressive aspects of the ferry flight: the speed of the aircraft, especially with a jet stream tailwind of 300Knots, which resulted in ground speeds of 700-750Knots and the increased demands for accurate navigation. The slow air traffic system used to dealing with DC-6 and Constellation piston engine aircraft; the lack of noise, which after thundering engines and howling propellers, was bliss.

He also highlighted problems with the Canberra design: the poor HF radio, lack of navigation equipment and the non-existent heating/cooling system. Some of the design deficiencies were to be fixed in the GAF production aircraft.

Other postings from 1954 included Command Navigation

Officer at HQOC, RAAF Staff College in 1955, ARDU Navigation Officer, 86 Wing Navigation Officer on promotion to WGCDR in July 1958. He was CO of SAN from 1962 to 1965 (when the author graduated in AUG 1963) before appointment as DORG-AF in Canberra in 1965.

GPCAPT John Thorp then became Defence Adviser in Kuala Lumpur from 1969-1971 before a posting as CO Base Squadron Richmond from 1971-1974. He was promoted to AIRCDRE in November 1975 and was OC RAAF Base Edinburgh until retiring on 3 March 1977.

Lance Halvorson

Peter Charles Ryan

1946 - 2017



At the completion of the Vietnam Veterans' Day commemoration at the Australian Vietnam Forces National Memorial in Canberra last year, two giant B52 bombers flew down Anzac Parade, saluting the veterans gathered beneath. These monstrous aircraft flew an 18-hour, 11,000-kilometre mission from Andersen Air Force Base on Guam to take part in the commemoration of the 50th anniversary of the Battle of Long Tan. This remarkable tribute from the Americans had been co-ordinated at the highest level of defence and diplomatic circles. But it was Pete Ryan, together with Ian Thompson, president of the Vietnam Veterans and Veterans Federation of the ACT, who made it happen.

Peter Charles Ryan OAM died this month from cancer, just shy of his 71st birthday. Ryan was the inspirational leader of the team, which included his partner Robynne, that initiated the National Vietnam Veterans' Day commemorations at the National Memorial, first held in 2000 with 50 borrowed chairs and a "ghetto blaster" for a public address system. Attendees now number in the thousands and include governors-general, prime ministers, ministers and Defence Force chiefs.

How did a lowly leading aircraftman with six years RAAF service come to achieve this level of influence and authority? Well, as his service mates told it at the thanksgiving service held at the ANZAC Memorial Chapel, Duntroon, Ryan had energy and gusto in spades, and was a great believer in

having a go. It did not matter what the venture was or how many balls he already had in the air, he would take on almost any task and have a go. He had great self-belief and backed himself to achieve what might otherwise have seemed unattainable goals. It helped that Ryan was able to mix at all levels and did so frequently.

Born in Perth, Ryan's upbringing was far from settled and included some time in an orphanage. His teenage years were happy though, growing up beside the Swan River where swimming, fishing and billy carts were regular activities. After school he was working towards an accountancy qualification when the Air Force seemed like a more interesting life. Joining the RAAF in 1965, he was trained as an airframe fitter at Wagga Wagga, NSW, and was posted to No 5 Squadron, based at Fairbairn in Canberra and flying the relatively new Iroquois helicopter

These were happy days, with interesting and rewarding work, surrounded by good mates and getting up to the usual harmless mischief of young men in uniform in those days. Ryan owned an Austin Healy Sprite, a small, low-set sports car of the era. He opined that it would be possible to drive straight underneath the boom gate at the guarded entrance to the RAAF base, and proved it on a number of occasions.

Known as "Harry" in the Air Force (there were too many Peters in his intake), he was soon posted to No 9 Squadron, then flying the Iroquois UH-1B model on operations in Vietnam. These work horses carried out troop lifts, casualty evacuations, supply deliveries, fire support and more hazardous tasks such as inserting and extracting Australian SAS patrols, often under fire. Ryan endured the hot, wet six months and the hot, dry six months working on the aircraft in all conditions. One of the strengths of both Nos 5 and 9 squadrons that appealed to Ryan, and to a great many other ex-squadron personnel, was the egalitarian ethos and relationship that existed between the aircrew and the technical ground crew.

On discharge, he married his long-term girlfriend Lynda Gregory in 1971 and they had two children, Laura and Greg.

Ryan worked in the media, principally print, but poor health led to his forced retirement in 2000. Despite coping with his debilitating illnesses, he undertook a Bachelor of Arts at ANU majoring in political science and history, indulging his passion for military history. He then attained a law degree from U of C, principally to assist in his advocacy work for veterans.

It was this tireless and entirely voluntary advocacy work for veterans, their widows and families that earned Ryan his OAM. He expended an extraordinary amount of time, effort and sometimes money in helping veterans from all services and all conflicts. He put his heart and soul into achieving the rightful outcomes for veterans, and he was deservedly proud of his effort. As well as providing volunteer veteran welfare and advocacy services for more than 20 years, he was the ACT president of the Vietnam Veterans Association of Australia from 2003 to 2013, national vice-president for two years and he was the major force behind the Vietnam Veterans Day commemorations in Canberra. He also served on nearly 20 committees and organisations devoted to helping veterans.

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Just before Anzac Day last year, Ryan was told that the cancer he had stoically fought for so many years was so advanced that it was unlikely he would see Anzac Day 2017. Sadly, the prognosis was accurate and he died just a few weeks short of proving the prediction wrong. His comrades in the 9 Squadron Association honoured him by asking him to lead the contingent in the 2016 Anzac march, a privilege normally reserved for higher ranks.

Peter Charles Ryan represented the best of the Australian character, working hard to provide for his family and then, despite his own debilitating illnesses, working equally hard to assist his fellow servicemen who were doing it tough. Most of all he was the epitome of a good mate and brother-in-arms who never forgot his comrades and worked tirelessly to see that the scars of war they were carrying were properly looked after.

He is survived by partner Robynne, son Greg and daughter Laura and three grandchildren.

Dennis Mitchell

Group Captain Gordon Harvey DFC

27 March 1923 - 18 May 2017

Group Captain Gordon Harvey DFC passed away on 18 May 2017, aged 94, and was privately cremated. He was a fighter pilot in Korea and became a Prisoner of War by the North Koreans.

North Korea is well known today for its ruthless and at times brutal regime. If anything, it was even harsher during the Korean war. Allied POWs were severely mistreated, suffering physically and mentally and sometimes dying as a result.

Six RAAF pilots and an RAF colleague flying with 77 Squadron in the war became POWs. Unlike many others, all seven survived the bashings, forced marches, malnutrition and other inhuman treatment routinely inflicted on POWs by their fanatical captors and lived to tell their tale.

Gordon Harvey was one of the six RAAF POWs. He was at Iwakuni in Japan when the war broke out on 25 June 1950, flying Mustangs with 77 Squadron as part of the Allied occupation forces. From there he flew on the squadron's first mission over the north escorting USAF B-29 bombers attacking a communist airfield during the first week in July.

The squadron soon switched to the ground attack role for most missions. This was demanding and dangerous work that took a steady toll on aircraft and pilots, but his luck held, he survived seven months of ground attack and was awarded a DFC for his part in this work.

Then, on 19 January 1951 during a 12 aircraft attack on the Chinese Army HQ at Pyongyang, his engine was hit by ground fire and lost power. He calmly announced he was 'going to belly land this aircraft', did so and climbed out unharmed.

Running low on fuel, the other Mustangs called for a rescue helicopter and returned home. Some time later a USAF Mustang arrived, provided some top cover and dropped a note saying a helicopter was on the way. But it was almost



dark and no helicopter arrived. A dawn flight by the squadron next day found his downed aircraft with signs of activity around it, but no pilot. Gordon Harvey was now a POW and would remain so for 32 months.

His first five weeks in captivity were very severe, being spent in a North Korean prison they called 'Pok's Palace' after the ruthless major in charge. They rose at

5:30 each day, went to bed at sunset and were given only two meagre meals of rice or sorghum and some weak vegetable soup each day.

In late April 1951 he escaped, along with two Americans. Recaptured, they were treated so badly one of the Americans died. Gordon was put in a two metre deep hole for 45 days until all the prisoners were moved to a Chinese camp near the Yalu river. Here the physical treatment was a little less harsh, but they were forced to attend political lectures for eight hours a day and appear attentive or face punishment.

Despite all this abuse, he recovered after he was released and was soon fit to fly again, and went on to a long RAAF career. In this he was no doubt helped by a quiet but determined manner, and high professional and personal standards. A previous CAF, Jake Newham, recently described him as: 'one of the finest; upright in every sense and a great pilot'.

This view is borne out by his post-Korea career that included commanding both 76 and 77 Squadrons, a tour with the fledgling Malaysian Air Force helping it get established; an exchange tour with the USAF flying F-100 Super Sabres and time as the air attaché in Paris.

In all, he spent more than three years in Korea – seven months fighting the Communists and 32 months being mistreated by them. The war ended in 1953, 64 years ago, and would be unknown to most Australians were it not for the outrageous behaviour of North Korea's communist regime.

As it is, there are almost daily reminders of that while Korea is still divided and the north is still run by ruthless fanatics, South Korea is democratic and free - thanks in no small part to men like Gordon Harvey. May he rest in peace.

Doug Hurst





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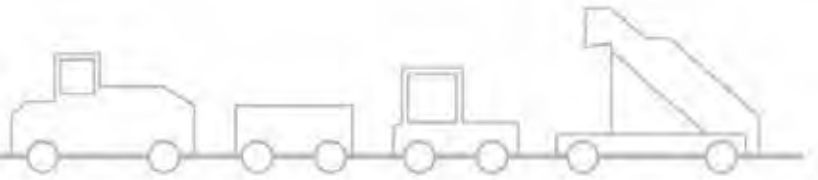


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St Joseph's Catholic College vision is to provide a dynamic Christ-centred community of learners; nurturing holistic development through Respect, Resilience & Relationships.

- Religious Education, College Prayer and Liturgical celebrations
- Strong focus on Pastoral Care & Wellbeing – (Mindmatters, "You-Can-Do-It", Loss & Grief - Rainbows)
- Counselling program (CatholicCareNT)

Early Learning Centre

- Childcare facility for 3-5 year olds (enquiries from 2 ½ years old)
- Opening hours from 7.00am to 5.30pm – Monday to Friday
- Focus on learning through play

Transition to Year 12

St Joseph's Catholic College offers:

- A vibrant Australian Curriculum from Transition to Year 10
- Year 11/12 subjects include Mathematics, English, Chemistry, Biology, Physical Education, History
- Focus on literacy and numeracy
- Accelerated Literacy
- Differentiated learning opportunities supported by current data

- Gifted and Talented opportunities
- Visible learning classrooms
- Small class sizes with an individual focussed Pastoral Care Program
- Robotics and coding club
- Inclusion support to assist students with modified courses
- Secondary subjects specialist facilities – Food and Hospitality; Science Laboratory, Art room, Manual Arts Workshop and a dedicated Careers Resource Area
- VET courses and career pathways, which includes a variety of certificates and skill set through units of competency
- Partnerships with Northern Territory School of Distance Education, Open Access Australia, Charles Darwin University
- Purpose equipped (Independent Distance Learning) facilities for senior secondary
- Careers Counselling for transition from school to further study, future training and employment
- After school secondary homework workshops
- Extensive excursion and camp program
- Extensive sporting opportunities within the Katherine Region and at State level

Out of School Hours Care (Transition - Year 6)

- Programme provided from 2.45pm to 5.30pm



ENROLMENT ENQUIRIES WELCOME

Cnr Maluka Rd & Chambers Dr, Katherine NT 0851

Phone: (08) 8972 3555 or Email: admin.stjosephs@nt.catholic.edu.au

Online Course to Enhance Leadership Lessons

CPL Sebastian Beurich

OIC RANSSSS LCDR Col Painter said providing the Advanced Combat Survivability course online would allow more time to be spent on developing leadership skill sets during the residential phase. 16, 2017 www.defence.gov.au/news/NAVYNEWS TRAINING 21 Sh

Keeping sailors and officers qualified is the name of the game for the RAN School of Survivability and Ship Safety (RANSSSS), and a recent training review will help to achieve that goal.

In response to the Training Force Plan 2018, RANSSSS has looked at ways of improving training delivery and developing individual training using technology.

The first course to be reviewed was the Advanced Combat Survivability (CS) course, focusing on training officers and sailors in damage control scenarios. One of the key outcomes of the restructure was to deliver parts of the course online, as a lead-in to the residential component.

OIC RANSSSS LCDR Col Painter said the restructure was a natural progression for the course, and would shift the responsibility to be prepared onto the member.

"The aim of this program is to provide individuals with the confidence in their own ability to lead their teams in a variety of damage control scenarios at sea," he said.

"We recognised that some of our courses could be restructured to provide opportunities to enhance the leadership lessons.

"Adopting this approach to training means more high value and challenging activities can be integrated into CS courses in the future.

"It will mean that our officers and sailors will be better equipped to meet their responsibilities in what could be quite challenging circumstances."

The Australian Defence Electronic Learning Environment (ADELE) has been adopted as the platform to deliver the online training.

"Access to the module will allow members to familiarise themselves with the fundamentals of damage control, which will allow more time to be spent on developing leadership skill sets during the residential phase," LCDR Painter said.



2017 ADF Transition Seminar Calendar

At some point in their career, all military members will transition out of the military and back into civilian life. It's a process that involves the whole family, and planning early will make your transition as smooth and successful as possible.

ADF members planning to leave Defence can attend an ADF Transition Centre to obtain practical guidance and information to help them transition seamlessly into civilian life.

ADF Transition Centres are located across Australia and can link members and their families into Defence and Australian Government support services. They can also help with the administrative aspects of separation.

Additionally, Defence holds Transition Seminars nationally to help ADF members and their families prepare for separation from Defence.

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/DCO/Transition/Default.asp>

March	8 - 9	Sydney
	14 - 15	Brisbane
	28 - 29	Townsville
	5 - 6	Adelaide
April	11 - 12	Canberra
	10 - 11	Melbourne
May	24 - 25	Darwin
	7 - 8	Newcastle
June	14 - 15	Perth
	20 - 21	Bandiana
	11 - 12	Brisbane
July	19 - 20	Sydney
	25 - 26	Cairns
	2 - 3	Shoalhaven
August	9 - 10	Hobart
	6 - 7	Adelaide
September	20 - 21	Darwin
	27 - 28	Canberra
	11 - 12	Melbourne
October	17 - 18	Brisbane
	24 - 25	Townsville
	1 - 2	Liverpool
November	15 - 16	Perth

Sheds n Homes

Suitable storage space for your light aircraft is essential to give you peace of mind when you're not in the air. Whether it's for your plane charter services, company jet or hobby plane, we believe that protection is important and what better way to protect what's important to you than with a fully fabricated steel structure.

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We realise that every site is different, from the terrain and topography to the natural elements and wind factors so all our builds are custom designed and engineered to consider the unique features of your property and ensure secure storage of your aircraft. Sheds n Homes can deliver on an extensive range of sizes and layouts, as well as provide a variety of opening systems including bottom rolling steel sliding doors, round-the-corner panel sliding doors, large steel sliding doors and double-ended gable entries for clear drive through access.

We manufacture all our kit buildings from cold-rolled high-tensile BlueScope Steel using a minimum of 450MPa Galvaspan® steel. Our frame includes extended overlaps on purlins and girts, a haunch bracket to strengthen the rafter-over-column haunch joint and prevent axial torque, and an apex bracket to the full depth of the rafter C-sections. These contribute to a durable and strong aircraft hangar.



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- Steel Guarantee
- Unique online colour selector tool
- Online virtual tours of previous jobs
- Wide range of optional extras

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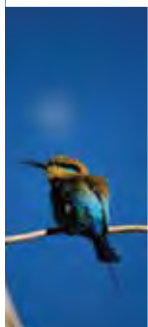
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- Pick up from the airstrip.
- Hire car can be made available with prior arrangement.



experience

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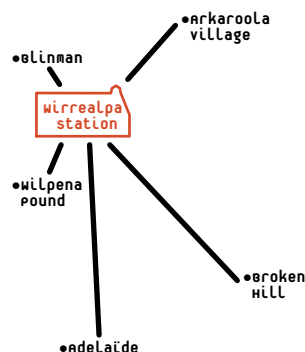


contact

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Location

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...a futures focused senior secondary college

Palmerston Senior College is an Independent Public School catering for Years 10, 11 & 12, with a Special Education Centre for Years 7-12, catering for students with intellectual disability.

Our Defence Transition Mentor (DTM) is here to help Defence students settle in and form new friendships by getting involved in the various programs offered.

No.802 Squadron Australian Air Force Cadets are based here and they, along with other Army & Navy Cadets play a big part in our annual ANZAC Ceremony.

At Palmerston Senior College students are our focus. Creative students are catered for by the college's Centre for Excellence.

Whatever a student's interest or talent, our programs and pathways will give them the best possible opportunity to thrive, grow and learn.

Please come and experience our friendly school community for yourself by making an appointment to discuss your child's future.



PSC
Palmerston Senior College
a southern Territory Government
Independent Public School

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



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