SENSITIVITY: Civilian aircraft operations delayed by RAAF aircraft incident.

KEY ISSUES:

• A 3 Squadron F/A-18A Hornet stopped on the main runway at RAAF Base Townsville after sustaining landing gear damage.
• The main runway at Townsville was closed for 68 minutes, until the F/A-18 Hornet was towed away.
• Three Virgin Blue aircraft were affected by the runway closure.
• Cause of the incident will be investigated.

Contact Officer: WGC DR John Martin
Authorised by: AIRMS HL Mark Binskin
HOT ISSUE BRIEF

ISSUE: SUSPECT PACKAGE AT RAAF BASE WILLIAMTOWN

SENSITIVITY: Although low key, media (KOFM) have heard about 'an incident' at the Base. The incident relates to a suspect package and the wider emergency response to the Base.

KEY ISSUES:

- At 9:54 am RAAF Base Williamtown Post Office received a suspect package.
- The area was cordoned off and NSW Emergency Services including HAZMAT were called.
- There were four persons in the building:
  - Two civilians (one Australian Public Servant and the Post Officer owner); and
  - Two Australian Defence Force personnel.
- HAZMAT confirmed package (envelope) is suspicious containing an organic (grainy) substance.
- The NSW Police have taken the package away for further testing.
- All four persons decontaminated as a precaution and referred to Base medical for assessment.
- The area was decontaminated and cordon removed.
- The Post Office remains closed until further notice.
Contact Officer: Wing Commander Glen Johnson
Authorised by: Air Vice-Marshal Geoff Brown

Date issued: 23 September 2010
HIB Number: 000768
Date/Time Transmitted: 05/01/2011 18:20
Subject: AIR FORCE MEMBER HOSPITALISED AND ANOTHER FACING CHARGES FROM QUEENLAND POLICE AFTER DISPUTE
Comment: Action Area: DCOORD-AF

LIMITED DISTRIBUTION - NOT TO BE FORWARDED

HOT ISSUE BRIEF

ISSUE: AIR FORCE MEMBER HOSPITALISED AND ANOTHER FACING CHARGES FROM QUEENLAND POLICE AFTER DISPUTE

SENSITIVITY: This incident has the potential to attract media interest, particularly if alcohol is determined to be a factor.

KEY ISSUES:

- Two Amberley based Air Force member's have been involved in an off duty incident resulting in one member being hospitalised and the other facing charges from the Queensland Police.
- The injured member is reported to be in a stable condition in Brisbane's PA Hospital.
- The matter is subject to an ongoing investigation by Queensland Police.
- The matter may generate increased media attention if alcohol is determined to be a factor in the incident.
Date issued: 5 January 2011

BACKGROUND: AIR FORCE MEMBER HOSPITALISED AND ANOTHER FACING CHARGES FROM QUEENSLAND POLICE AFTER DISPUTE

On Wednesday evening, 4 Jan 11, two Amberley based Air Force member’s living in the same accommodation off Base were involved in a dispute that resulted in one member being stabbed in the stomach.

The injured member was taken to Brisbane’s PA Hospital and underwent surgery and has now been reported to be in a stable condition.

The other member has been interviewed by Queensland Police and released, while local authorities continue their investigations into the incident.

Amberley based executives have informed relevant next of kin and Chaplaincy support has been arranged.

Legal support is also being arranged for the member facing charges from the Queensland Police.

The matter now remains within the bailiwick of the Queensland Police where further considerations, including charges are yet to be determined.

TALKING POINTS

Air Force can confirm that a dispute between two of its members based at RAAF Base Amberley resulted in one
member being hospitalised and the other subject to an investigation by Queensland Police.

As the matter is subject to an ongoing investigation by Queensland Police it would be inappropriate to comment further at this time.

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<th>Contact Officer</th>
<th>WGCDDR John Martin A/DCOORD-AF</th>
<th>W: 02 626 53939</th>
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<tr>
<td>Authorised by:</td>
<td>AVM Geoff Brown DCAF</td>
<td>W: 02 6265 5471</td>
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<tr>
<td>DGPA Clearance by:</td>
<td>Mr Rod Dudfield</td>
<td>W: 02 612 71951</td>
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HIB Number 000770

Date/Time Transmitted: 14/01/2011 20:37

Subject: HAZARDOUS SUBSTANCE INCIDENT—RAAF AMBERLEY
Comment: DCOORD-AF
Action Area

LIMITED DISTRIBUTION - NOT TO BE FORWARDED

ISSUE BRIEF

ISSUE: HAZARDOUS SUBSTANCE INCIDENT—RAAF AMBERLEY

SENSITIVITY: It is likely that this incident may attract media interest as the incident could have caused serious injury to the personnel involved and created an environmental issue.

KEY ISSUES:

- While cleaning up post flood damage, Air Force members found a Hazardous Substance Incident/Spill within an on-base paint shop.
- Immediate response from Air Force Fire Team and Queensland Fire & Rescue Service HAZMAT Response Team.
- While substance as manufactured is acidic and high concentrations pose a significant hazard, investigation determined very low quantities of the substance mixed with flood waters had neutralised the acidity.
• HAZMAT Response Team advised that the substance could be disposed of IAW EPA guidelines.
• Substance disposed of IAW established procedures.

Contact Officer: FLTLT McAlpine W: 07 536 14587
Authorised by: WGCDR Wells W: 07 536 14540

Date issued: 14 January 2011

BACKGROUND: HAZARDOUS SUBSTANCE INCIDENT—RAAF AMBERLEY

• AMB sustained significant flooding during the period 10-12 Jan 11; specifically in the vicinity of 33/36SQN/HOCU.

• A post-flood work party identified a 'potential' Hazardous Substance Incident/Spill in a Paint Shop (Bldg 29) that had been up to 2m underwater during the AMB flood.

• On Base Fire crew responded and after initial investigation, the Queensland Fire & Rescue Service HAZMAT Response Team responded.

• Area evacuated and cordon established.

• Specific concern related to potential for 'Mustard Gas' type emissions and flash-fire potential.

• Investigation determined very low quantities of the substance mixed with flood waters had neutralised the acidity of the substance.
• Queensland Fire & Rescue Service HAZMAT Response Team advised substance could be disposed of IAW EPA standards.

• Fire Section Team followed 'best practice' disposal methods for chemical waste disposal.

• Incident declared closed.

TALKING POINTS

If talking points are required they must be cleared by Public Affairs before the HIB is distributed.

Please note that Public Affairs will only take responsibility for clearing the talking points. The information contained in the HIB remains the responsibility of the area drafting the brief.

There was a potential hazardous substance incident as a consequence of floods at Amberley.

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<th>Contact Officer:</th>
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HOT ISSUE BRIEF


SENSITIVITY: This incident is likely to generate media interest.

KEY ISSUES:

- **Timing:** 11:25 pm AEDT, 7 February 2011, RAAF Base Pearce.
- A PC9/A A31-021 commencing for take-off on Runway 18 at RAAF Base Pearce experienced a loud bang and flames were seen coming from the engine.
- The aircraft was crewed by a student pilot and a Category B Qualified Flying Instructor.
- The engine immediately started to lose power at which time the Qualified Flying Instructor took control of the aircraft and aborted the take-off.
- The engine shutdown checks and Emergency Evacuation checks were completed on the runway after informing Air Traffic Control of an engine fire.
- The aircrew experienced smoke and fumes and were directed to attend the Base Medical section for checks. Both aircrew were subsequently cleared as fit.
- Fire crews attended the scene and sprayed the engine and exhaust stubs.
- All PC9/A flying operations have been suspended pending further investigation.
- Representatives from Pratt & Whitney and Defence will arrive Perth 9 February 2011 to undertake a technical investigation.

Contact Officer: GPCAPT Glen Coy  W: 03 5146 6000

Authorised by: AIRMSHL Mark Binskin  W: 02 6265 5754

Date issued: 9 Feb 2011

LIMITED DISTRIBUTION NOT TO BE FORWARDED

LIMITED DISTRIBUTION NOT TO BE FORWARDED

BACKGROUND:

- A PC9/A A31-021 commencing on Runway 18 at RAAF Base Pearce for a night departure training flight to Geraldton experienced a loud bang and flames were seen coming from the engine.
- The engine immediately started to lose power at which time the Qualified Flying Instructor took control of the aircraft and aborted the take-off. The engine shutdown checks and Emergency Evacuation checks were completed on the runway after informing Air Traffic Control of an engine fire. Fire crews attended the scene and sprayed the engine and exhaust stubs.

ACTION TAKEN

- The affected aircraft was recovered to Airflite hangar and has been quarantined pending further investigation. The
PC9/A Fleet has been suspended pending an investigation and to ascertain any fleet implications.

- All PC9/A flying operations have been suspended pending an outcome of initial investigations.
- Maintenance investigations to-date have revealed:
  - Numerous dents to Left Hand and Right Hand exhaust stubs with full penetration to stub wall, assumed to be from failed engine components. Significant hole in the lower centre section of Right Hand exhaust stub and corresponding hole through engine cowl Number 2.
  - Gas generator case indicates "twisting" damage in a clockwise direction with creases in the case evident.
  - Damage evident to various engine components from engine cowls.
  - Significant oil on runway and oil leaking from gas generator case seal.
  - Approximately 1 kilogram of debris (identified as most likely ex-engine components) recovered from runway i.e. external to aircraft.

**TALKING POINTS: PC9/A ENGINE FAILURE/FIRE – RAAF BASE PEARCE – 7 FEBRUARY 2011**

- Defence can confirm that a single PC9/A aircraft was preparing for a training flight, when flames were observed from the aircraft engine.

- In line with safety procedures, the crew immediately aborted the takeoff and began shutdown procedures for the aircraft’s engine.
• The crew then advised Air Traffic Control of the situation, who dispatched fire services, as per standard aviation and Air Force procedures.

• The crew are unharmed. Air Force’s training prepared the crew to take fast and appropriate actions.

IF ASKED: Fire Brigade attendance
• Fire crews attended the scene and sprayed the aircraft with fire retardant.

IF ASKED: How did the fire start?
• At this stage it is too early to speculate. Air Force is investigating.

• Engine fires are uncommon in Air Force’s experience.

IF ASKED: Will you ground the fleet?
• Flying PC9/A aircraft have temporarily paused planned flying activities while the cause is investigated further.

IF ASKED: Safety of Air Force fleet
• Air Force continues to maintain the highest levels of safety
• All Air Force aircraft are serviced and flown under a very strict and controlled airworthiness and safety system. All aircraft are under constant surveillance to ensure that they maintain the highest standards.
• However, at times, all aircraft do have some equipment failures that require replacement or repair.
• There are no indications of any safety issues unique to the PC9/A fleet, either mechanically or culturally.

Contact Officer: [Signature]
Authorised by: AIRMSHL Binskin
PA Clearance by: COL Squire
W: 02 6265 5474
M: [Signature]
W: 02 6127 1952
M: [Signature]
HIB Number: 000782

Date/Time Transmitted: 18/02/2011 10:51

Subject: TEMPORARY SUSPENSION OF F/A-18A/B FLYING OPERATIONS

Comment: DCOORD-AF

LIMITED DISTRIBUTION - NOT TO BE FORWARDED

HOT ISSUE BRIEF

ISSUE: TEMPORARY SUSPENSION OF F/A-18A/B FLYING OPERATIONS

SENSITIVITY: Likely to attract media interest.

KEY ISSUES:

- F/A-18A/B flying operations have been temporarily suspended after a post flight inspection of an F/A-18A revealed the structural failure of a component of the nose landing gear system.
- The aircraft was conducting normal training operations. The failure did not result in either damage to the aircraft or present a risk to the safety of the pilot or to members of the public.
- In line with Air Force’s routine safety procedures, F/A-18A/B flying operations have been temporarily suspended pending further engineering analysis.
- This suspension is precautionary only and does not affect the ability to respond to operational requirements.
- This suspension does not affect Super Hornet flying operations.
- All Air Force flying operations are governed by a robust airworthiness system. Flying operations will not recommence until technical and operational airworthiness can be assured.
BACKGROUND: TEMPORARY SUSPENSION OF F/A-18A/B FLYING OPERATIONS

At approximately 5:45 pm on 17 February 2011, a post flight inspection of an F/A-18A/B revealed a structural failure in one of the mechanisms used to hold the nose landing gear in the up position.

The aircraft was conducting normal training operations. The failure did not result in either damage to the aircraft or present as a risk to the safety of the pilot or to members of the public.

Engineering analysis is underway to determine if the failure has implications for the remainder of the F/A-18A/B fleet.

In the interests of safety, F/A-18A/B flying operations have been suspended while the engineering analysis is undertaken. There is currently no indication of how long this suspension will be required.

This structural failure and the associated suspension of flying operations is unrelated to the Super Hornet fleet.

TALKING POINTS

• As a routine safety precaution, F/A-18A/B flying operations have been temporarily suspended after a post flight inspection of an F/A-18A revealed a structural failure of a component of the nose landing gear system.
• The aircraft was conducting normal training operations.
• The structural failure was identified during Air Force’s rigorous routine post flight inspection. Air Force’s safety systems and procedures are effective.
• The failure did not result in damage to the aircraft or present a risk to the safety of the pilot or to members of the public.
• F/A-18A/B flying operations have been temporarily suspended pending further engineering analysis.
• This suspension is precautionary only and does not affect the ability to respond to operational requirements.
• The suspension does not affect Super Hornet flying operations.
• All Air Force flying operations are governed by a robust airworthiness system.
• Flying operations will not recommence until technical and operational airworthiness can be assured.
• Air Force continues to maintain the highest levels of safety.
• All Air Force aircraft are serviced and flown under a strict and controlled airworthiness and safety system. All aircraft are under constant surveillance to ensure that they maintain the highest standards.
• However, at times, all aircraft do have some equipment failures that require replacement or repair.

If asked: **Will this affect the participation of the Hornets at the Avalon International Airshow?**
• All Air Force flying operations are governed by a robust airworthiness system.
• Air Force is continuing plans for Avalon International Airshow as scheduled.
• Defence is providing a variety of aircraft and displays for the event; the F/A-18A/B is just one.
If asked: *Is this a systemic issue? Is there a maintenance issue? Is there a link to the PC-9/A?*

- All Air Force flying operations are governed by a robust airworthiness system.
- The structural failure was identified during Air Force’s vigorous routine post flight inspection.
- This indicates that Air Force’s safety systems and procedures are effective.

If pressed: *Is this a systemic issue? Is there a maintenance issue? Is there a link to the PC-9/A?*

- The temporary suspension of PC-9/A flying activities and F/A-18A/B are unrelated.
- There are no systemic issues with Air Force maintenance.
- These are coincidental events.

Contact Officer: AIRMSHL Mark Binskin

Authorised by: AIRMSHL Mark Binskin

PA Clearance by: Ms Caroline Chalker
NOT ISSUE BRIEF

UPDATE: RESUMPTION OF F/A-18A/B FLYING OPERATIONS

SENSITIVITY: Likely to attract media interest.

KEY ISSUES:

- F/A-18A/B flying operations were temporarily suspended on 17 February 2011 due to the structural failure of a component of the nose landing gear system.

- A detailed engineering analysis has concluded that the structural fault does not present a significant hazard to airworthiness or safety.

- A remediation package, which includes an inspection regime and a specific maintenance procedure, is being implemented to address the identified problem.

- This response is a normal process within the Air Force's comprehensive technical and operational airworthiness system.

The Air Commander Australia has approved the normal resumption of F/A-18A/B flying operations.
BACKGROUND: TEMPORARY SUSPENSION OF F/A-18A/B FLYING OPERATIONS

At approximately 5:45 pm on 17 February 2011, a post flight inspection of an F/A-18A/B revealed a structural failure in one of the mechanisms used to hold the nose landing gear in the up position.

The aircraft was conducting normal training operations. The failure did not result in either damage to the aircraft or present as a risk to the safety of the pilot or to members of the public.

Engineering analysis was conducted to determine the implications of the failure for the remainder of the F/A-18A/B fleet.

In the interests of safety, F/A-18A/B flying operations were temporarily suspended while the engineering analysis is undertaken.

Following analysis, an inspection regime and a specific maintenance procedure has been implemented allowing normal flying operations to resume.

This structural failure is unrelated to the Super Hornet fleet.

TALKING POINTS

- As a routine safety precaution, F/A-18A/B flying operations were temporarily suspended after a post flight inspection of an F/A-18A revealed a structural failure of a component of the nose landing gear system.
- The aircraft was conducting normal training operations.
• The structural failure was identified during Air Force’s rigorous routine post flight inspection. Air Force’s safety systems and procedures are effective.

• The failure did not result in damage to the aircraft or present a risk to the safety of the pilot or to members of the public.

• F/A-18A/B flying operations were temporarily suspended while further engineering analysis was conducted.

• Following analysis, an inspection regime and a specific maintenance procedure has been implemented allowing normal flying operations to resume.

• This suspension was precautionary and did not affect the ability to respond to operational requirements.

• The suspension was unrelated to Super Hornet flying operations.

• All Air Force flying operations are governed by a robust airworthiness system.

• Flying operations will recommence now that technical and operational airworthiness can be assured.

• Air Force continues to maintain the highest levels of safety.

• All Air Force aircraft are serviced and flown under a strict and controlled airworthiness and safety system. All aircraft are under constant surveillance to ensure that they maintain the highest standards.

• However, at times, aircraft do have some equipment failures that require replacement or repair.

If asked: **Will this affect the participation of the Hornets at the Avalon International Airshow?**
• All Air Force flying operations are governed by a robust airworthiness system.
• Air Force is continuing plans for Avalon International Airshow as scheduled.
• Defence is providing a variety of aircraft and displays for the event; the F/A-18A/B is just one.

If asked: **Is this a systemic issue? Is there a maintenance issue? Is there a link to the PC-9/A?**
• All Air Force flying operations are governed by a robust airworthiness system.
• The structural failure was identified during Air Force’s rigorous routine post flight inspection.
• This indicates that Air Force’s safety systems and procedures are effective.

If pressed: **Is this a systemic issue? Is there a maintenance issue? Is there a link to the PC-9/A?**
• The temporary suspension of PC-9/A flying activities and F/A-18A/B were unrelated.
• There are no systemic issues with Air Force maintenance.
• These are coincidental events.

Contact Officer: AIRMSHL Mark Binskin W: 02 6265 5474 M: 

Authorised by: AIRMSHL Mark Binskin W: 02 6265 5474 M: 

PA Clearance by: Ms Carolyn Chalker W: M: 

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ISSUE:     F/A-18A AIRCRAFT ABNORMAL RELEASE OF A PYROTECHNIC FLARE

SENSITIVITY: A pyrotechnic component has been abnormally released from an F/A-18A aircraft. If the item is handled there is a risk of injury or death.

KEY ISSUES:

- On 9 March 2011 a post flight inspection of a Number 75 Squadron F/A-18A aircraft found a pyrotechnic flare to be missing.
- The aircraft was on a routine training flight in the sparsely populated Tindal airspace to the west of RAAF Base Tindal.
- The potential area where the flare is likely to have fallen is in an area bounded by Tindal, Tipperary, Timber Creek and Delamere.
- The unexpended pyrotechnic flare is cylindrical in shape with a diameter of 35mm and a length measuring 110mm, approximately the size of a slim energy drink can.
- The pyrotechnic flare includes the igniter wire which, if pulled, will actuate the flare and therefore presents as a high risk to the safety of individuals.
- Use of the flares on Air Force F/A-18A/B aircraft has been suspended as precautionary measure, pending a formal investigation.
As further information becomes available updates will be provided.

BACKGROUND:

The KC-001 flare is an expendable countermeasure used on the F/A-18A to decoy infrared missiles. The flare is regularly used in training and operations. This is the first instance for the RAAF of a flare dislodging from its dispenser.

The KC-001 flare contains a flare pellet comprising a 160 g pyrotechnic composition. Outlines of the KC-001 Flare and Flare Pellet are detailed below in Figures 1 and 2 respectively.

When initiated the flare produces a fire ball of approximately 1m diameter which burns at approximately 2000 degrees centigrade.

The Flare Pellet is a cylindrical component measuring approximately 110mm in length with a diameter of approximately 35mm and wrapped in 2-3 layers of adhesive backed aluminium foil.

An outline of the Flare Pellet is detailed below in Figure 2. At one end of the Pellet protrudes a small cylindrical tip (Flare unit retainer) which is connected to an igniter assembly. Pulling on the igniter assembly will pull the friction wire and will ignite the Flare Pellet, causing death or critical injuries to personnel.

Upon discovery of a Flare Pellet a 25 meter exclusion zone should be set up and appropriate authorities (Northern Territory Police or Air Force Explosive Ordnance personnel) to dispose of the hazard.

Figure 1 KC-001 Flare Assembly

Figure 2 Flare Pellet

AUTHORISED:  

M.D. Binskin  
Air Marshal  
CAF  
09 Mar 11

CONTACT:  

N.C. Hart  
Air Commodore  
DGCP-AF  
09 Mar 11

F/A-18 HORNET MISSING FLARE OVER TINDAL TRAINING AREA

TALKING POINTS:
• Air Force today (Wednesday 9 March 2011) asked for Northern Territory residents to be aware of a missing pyrotechnic flare.

• During a routine training flight today, an Air Force F/A-18 Hornet aircraft from RAAF Base Tindal, near Katherine in the Northern Territory had a pyrotechnic flare separate from the aircraft during flight.

• The aircraft was operating in the sparsely populated Tindal training airspace, with an approximate location bounded by Tindal, Tipperary, Timber Creek and Delamere.

• The unexpended pyrotechnic flare is cylindrical in shape with a diameter of 35mm and a length measuring 110mm. The flare is approximately the size of a slim energy drink can and is dangerous. Under no circumstances should it be handled.

**IF ASKED: WHAT IF I FIND THE FLARE?**

• Members of the public who may discover the flare should report its location to the nearest Northern Territory police station on 131 444. DO NOT TOUCH THE OBJECT.

• The flare is likely to have separated in a sparsely populated area and the risk to the public of inadvertently finding the flare is low.

• If the flare is located, it should not be touched. Please report to the nearest Northern Territory police station on 131 444.

• Air Force takes safety seriously and appreciates the media and public’s assistance in this matter.

• The recovery of the flare will assist the Air Force investigation into this rare incident.

**IS THIS COMMON?**

• The loss of parts from aircraft during flight is unusual and the use of these pyrotechnic flares has been suspended as a precautionary measure while the cause is investigated.

• Air Force takes safety seriously and appreciates the media and public’s assistance in this matter.

**HOW WILL YOU STOP THIS HAPPENING AGAIN?**

• Air Force takes safety seriously.

• An investigation is underway.
- The use of pyrotechnic flares has been suspended as a precautionary measure while the cause is investigated.

- Air Force takes safety seriously and appreciates the media and public’s assistance in this matter.

**DO YOU HAVE AN IMAGE OF THE FLARE?**
- Air Force is currently sourcing an image to provide to the media as soon as possible.

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MSPA NNN/YY Wednesday, 09 March 2011

**AIR FORCE F/A-18 HORNET INCIDENT OVER TINDAL TRAINING AREA**

Air Force today asked for Northern Territory residents to be aware of a missing pyrotechnic flare.

During a routine training flight today, an Air Force F/A-18 Hornet aircraft from RAAF Base Tindal, near Katherine in the Northern Territory had a pyrotechnic flare separate from the aircraft during flight.

The aircraft was operating in the sparsely populated Tindal training airspace, within an area bounded by Tindal, Tipperary, Timber Creek and Delamere.
The unexpended pyrotechnic flare is cylindrical in shape with a diameter of 35mm and a length measuring 110mm. The flare is approximately the size of a slim energy drink can and is dangerous. Under no circumstances should it be handled.

Members of the public who may discover the flare should report its location to the nearest Northern Territory police station on 131 444. DO NOT TOUCH THE OBJECT.

The loss of parts from aircraft during flight is unusual and the use of these pyrotechnic flares has been suspended as a precautionary measure while the cause is investigated.

Air Force takes safety seriously and appreciates the media and public’s assistance in this matter.

Media contact: Defence Media Liaison: 02 6127 1999 or 0408 498 664
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<th>Cleared by: (Director: Public Affairs)</th>
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<td>AIRMSHL Binksin</td>
<td>CAF</td>
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09 March 2011
HIB Number 000802

Date/Time Transmitted: 28/03/2011 16:55

Subject: ASSAULT ON MEMBERS OF THE REPUBLIC OF SINGAPORE AIR FORCE

Comment: CAF

LIMITED DISTRIBUTION - NOT TO BE FORWARDED

HOT ISSUE BRIEF

ISSUE: Assualt on Members of the Republic of Singapore Air Force

SENSITIVITY: Issue relates to a serious assault in Perth on two Republic of Singapore Air Force (RSAF) members based at RAAF Base Pearce. The sensitivity arises from the injuries, possible concern for safety of foreign personnel and potential for media interest as the victims are RSAF members.

Key Issues

• 28 Mar 11. RAAF Base Pearce Security Police (SECPOL) advised that on Saturday 26 Mar 11 the Western Australian Police (WAPOL) reported that two RSAF members had been seriously assaulted in Perth and were in critical condition in the Royal Perth Hospital (RPH).

• The assault was by a group of allegedly dark skinned men in their twenties.

• The RSAF members’ cash and military IDs were stolen.

BACKGROUND
On 26 March 11 WAPOL advised SECPOL of a serious assault on two RSAF members. WAPOL advised that the members were in a critical condition at Royal Perth Hospital.

On 28 Mar 11 SECPOL advised that the assault was by a group of up to 7 or 8 men with dark skin believed to be in their early twenties.

The group was armed with a tyre lever and broken glass. The RSAF members continue to be in a critical condition at RPH, and one member may lose an eye.

The group stole the RSAF members’ wallets, which included military IDs and about $1,000.00 cash.

WAPOL is conducting an investigation but hold little hope of finding the culprits as there is no CCTV footage of the crime scene.

The RSAF have operated a flying training school at RAAF Base Pearce since 1993. Incidents involving RSAF personnel in the community are very rare.

The Commanding Officer of the RSAF detachment at RAAF Base Pearce advised that the Republic of Singapore’s High Commission in Australia had been notified of the incident and that the provision of welfare for the two RSAF members was under control.
HIB Number: 000830
Date/Time Transmitted: 18/05/2011 16:08
Subject: EJECTION OF TWO AIRCREW FROM PC-9/A
Comment: DCOORD-AF
Action Area: LIMITED DISTRIBUTION - NOT TO BE FORWARDED

HOT ISSUE BRIEF

ISSUE: EJECTION OF TWO AIRCREW FROM PC-9/A

SENSITIVITY: High
VERSION 1
1600pm, Wednesday 18 May 2011

KEY ISSUES:

- A RAAF PC-9/A experienced a suspected engine failure and required the 2 crew members to eject south of RAAF Base East Sale.
- The two crew members were assessed as stable at the scene by medics.
- They are now being transported to hospital.
- Next of Kin have been advised.
- All PC-9A operations are temporarily suspended, in accordance with standard RAAF procedures.
- No further information is available at this time.
- A media release and spokesperson is being prepared.

Contact Officer: W: M:
Authorised by: AM Mark W: 02 6265 5474 M:
Binskin CAF

Date issued: 1 January 2009
BACKGROUND:

Limited at this time. Update to be provided as soon as possible.

TALKING POINTS

- A RAAF PC-9/A experienced suspected engine failure, which required the 2 crew members to eject south of RAAF Base East Sale.
- The two crew members were assessed as stable at the scene by medics.
- The search and rescue response by base emergency services were swift and appropriate.
- They are now being transported to hospital.
- Next of Kin have been advised.
- All PC-9A operations are temporarily suspended, in accordance with standard RAAF procedures.
- No further details are available at this time.

IF ASKED: Relationship with previous PC-9A suspension of flying

- This incident will be investigated.
- It is too early to draw these kinds of conclusions.

IF ASKED: Further PC-9A flying

- All PC-9A operations are temporarily suspended, in accordance with standard RAAF procedures.

IF ASKED: Air Force safety (general)

- Air Force continues to maintain the highest levels of safety.
• All Air Force aircraft are serviced and flown under a very strict and controlled airworthiness and safety system.

• All aircraft are under constant surveillance to ensure that they maintain the highest standards.

• However, at times, aircraft do have some equipment failures that require replacement or repair.

• There are no indications of any safety issues unique to the PC-9 fleet or 4 Squadron.

Contact Officer: W: M:
Authorised by: AVM Mark Binskin, W: 02 6265 5474 M:
CAF
PA Clearance by: W: M:
HOT ISSUE BRIEF

ISSUE: EJECTION OF TWO AIRCREW FROM PC-9/A

SENSITIVITY:  High

VERSION 2 – UPDATES IN HIGHLIGHT
1800pm, Wednesday 18 May 2011

KEY ISSUES:

• A RAAF PC-9/A experienced a suspected engine failure, approximately 7 kilometres south of RAAF Base East Sale

• The two crew members attempted to glide the aircraft back to the airfield

• The crew members ejected 3 kilometres short of the threshold of Runway 04

• The aircraft wreckage crashed about 1 kilometre short of the threshold of Runway 04

• A helicopter responded from RAAF Base East Sale and was first on the scene.

• The two crew members were assessed as stable at the scene by medics.

• They have now been transported to hospital and have been assessed to be in a satisfactory condition.

• They will be kept overnight at hospital for X-rays and precautionary observation.
• Next of Kin have been advised.
• The crash site has been secured by RAAF.
• All PC-9A operations are temporarily suspended, in accordance with standard RAAF procedures.
• An Aviation Accident Investigation Team will be onsite at RAAF Base East Sale on Thursday 19 May to begin the investigation.
• A media release has been issued on afternoon of Wednesday 18 May 2011, to provide an initial notification of the incident.
• A spokesperson, Officer Commanding, Group Captain Glenn Coy has been prepared as a spokesperson for media on Thursday 19 May 2011, if required.
• A media alert will be issued to advise media of this opportunity if required.

Contact Officer: W: M: 
Authorised by: AVM Mark W: 02 6265 5474 M: 
Binksin, CAF

BACKGROUND:
Refer to key issues. A MINSUB is being prepared on the longer term impact of a suspension of PC-9A flying operations to capability and training.

TALKING POINTS
• A RAAF PC-9/A experienced a suspected engine failure, on a routine training flight, which required the two crew members to eject south of RAAF Base East Sale.
• The two crew members were assessed as stable at the scene by medics.
• The search and rescue response by base emergency services were swift and appropriate.
• They have now been transported to hospital and have been assessed to be in a satisfactory condition.
• The aircrew will be kept overnight at hospital for X-rays and precautionary observation.
• Next of Kin have been advised.
• All PC-9A operations are temporarily suspended, in accordance with standard RAAF procedures.
• No further details are available at this time.

IF ASKED: Crew
• The crew was comprised of a qualified flying instructor, and an instructor trainee (ie, a qualified pilot training to become an instructor of other pilots).

IF ASKED: Roulettes
• This was a routine training flight by Central Flying School that did not involve the Roulettes.

IF ASKED: Wreckage
• The aircraft wreckage crashed about 1 kilometre short of the threshold of Runway 04 at RAAF Base East Sale
• The aircraft is on the edge of the base, and partly on private property.

IF ASKED: Relationship with previous PC-9A suspension of flying
• This incident will be investigated.
• An Aviation Accident Investigation Team will be onsite at RAAF Base East Sale on Thursday 19 May to being the investigation.
• It is too early to draw these kinds of conclusions.

IF ASKED: Further PC-9A flying
• All PC-9A operations are temporarily suspended, in accordance with standard RAAF procedures.

IF ASKED: Air Force safety (general)

• Air Force continues to maintain the highest levels of safety.
• All Air Force aircraft are serviced and flown under a very strict and controlled airworthiness and safety system.
• All aircraft are under constant surveillance to ensure that they maintain the highest standards.
• However, at times, aircraft do have some equipment failures that require replacement or repair.
• There are no indications of any safety issues unique to the PC-9 fleet.

Contact Officer: W: M:
Authorised by: AM Mark Binskin, W: 02 6265 5474 M:
CAF
PA Clearance by: W: M:
HIB Number: 000868

Date/Time Transmitted: 02/09/2011 14:46

Subject: ADF MEMBER INVOLVED IN SINGLE VEHICLE ACCIDENT ON CUNNINGHAM HIGHWAY NEAR RAAF BASE AMBERLEY 0610H 2 SEPTEMBER 2011

Comment: DCAF

LIMITED DISTRIBUTION - NOT TO BE FORWARDED

SENSITIVITY: News helicopter arrived shortly after accident. Incident has been broadcast on local radio and television.

KEY ISSUES:

- Accident has attracted media attention.
- Cause of accident unknown.
- Further media attention may occur depending on cause of accident.
- Member is in stable satisfactory condition.

Contact Officer: Sergeant
Sharene Fechner

W: 07 5361 6408

Authorised by: Wing Commander
Murray Jones

W: 07 5361 6401

Date issued: 2 September 2011 1300h
SENsitivity: The significance of the charges preferred by NSW Police and the fact the individual is an ADF member suggests there is potential for media interest in this issue.

KEY ISSUES:

- On 5 September 2011, a member did not report for duty. After attempts to contact the member failed, was phoned.
- Advised that the member was arrested in the PM hours on 1 September 2011. chose not to disclose any further information.
- During the morning of 5 September 2011, requested that the RAAF Security Police investigate the whereabouts of the member with the NSW Police.
- At 11.30 am the RAAF Security Police received a report and were advised by the NSW Police that the member had been arrested on 1 September 2011 and has been subsequently charged with seven counts of indecent assault against a minor.
- On 2 September 2011, the member appeared in the Parramatta Magistrates Court where he was denied bail and placed in the Silverwater Correctional Facility.
- The member remains detained in the Silverwater Correctional Facility and is due to appear again in the Parramatta Magistrates Court on 8 September 2011.
The NSW Police report indicated that the member is unlikely to receive bail.

No contact has been made with the member since he left work on 1 September 2011. However, a Chaplain and a unit representative are expected to visit and provide support within 48 hours.

Contact Officer: GPCAPT Andrew Elverson

Authorised by: AVM Neil Hart

Date issued: 6 September 2011.

BACKGROUND:
TALKING POINTS.

• Defence is aware of an incident involving a RAAF member.

• Defence understands the member is facing criminal charges for indecent assault against a minor.

• The member was off duty at the time of the alleged offences.

• This matter is being investigated by NSW Police and Defence will cooperate fully with the investigation.

_if asked: Personal details of the member_

• Due to privacy concerns no further details can be provided at this time.
HIB Number 060895
Date/Time Transmitted: 07/10/2011 13:06
Subject: SUICIDE OF AN AIR FORCE MEMBER
Comment: DCOORD-AF
Action Area

LIMITED DISTRIBUTION - NOT TO BE FORWARDED
IN-CONFIDENCE:STAFF

HOT ISSUE BRIEF

ISSUE: SUICIDE OF AN AIR FORCE MEMBER

SENSITIVITY: There is potential for media interest due to the nature of the member's death.

KEY ISSUES:

- At 1.00 am on 7 October 2011, an Air Force member died as a result of injuries sustained having been hit by a train on 6 October 2011.
- South Australian Police notified Air Force that the member had been hit by a train in the vicinity of Lynton, South Australia.
- South Australian Police are treating the incident as suicide.
- [Redacted]
- Next of Kin were notified at the time of the incident and are being provided support.
Contact Officer: Wing Commander Pat Keane
Authorised by: Air Marshal Geoff Brown

Date issued: 7 October 2011

LIMITED DISTRIBUTION NOT TO BE FORWARDED

TALKING POINTS

• Defence is aware that an Air Force member had been hit by a train in the vicinity of Lynton in South Australia.

• The member was in a critical condition in hospital and subsequently died from his injuries.

• The next of kin has been notified. Defence will not be releasing the name of the member at this time.

If asked: Was this a suicide?
• Defence will cooperate with the South Australian Police’s investigation of this incident.

• It would be premature to speculate on the cause at this time.

If asked: Was it true the member has mental health issues?
- Defence will not comment on the personal details of the individual involved.

- ADF members can access mental health care in defence by talking with their Commanding Officer or supervisor, presenting to health facility on their base, contacting their local Mental Health and Psychology Section or by calling the All Hours Support Line on 1800 628 036 which offers 24 hour/7 days per week access to crisis counselling and referral for treatment and support.

Contact Officer: WGCWR Pat Keane
W: 02 6265 9158

Authorised by: AIRMSHL Geoff Brown
W: 02 6265 5474 M:

PA Clearance by: Ms Caroline Chalker
W: M:

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IMPORTANT: This email remains the property of the Department of Defence and is subject to the jurisdiction of section 70 of the Crimes Act 1914. If you have received this email in error, you are requested to contact the sender and delete the email.
HIB Number: 000897
Date/Time Transmitted: 18/10/2011 17:20
Subject: SUICIDE OF AN AIR FORCE MEMBER
Comment: 
Action Area: DCOORD-AF

LIMITED DISTRIBUTION - NOT TO BE FORWARDED

SENSITIVITY: There is potential for media interest due to the nature of the member's death.

KEY ISSUES:

- At 1.00 am on 7 October 2011, an Air Force member died as a result of injuries sustained having been hit by a train on 6 October 2011.
- South Australian Police notified Air Force that the member had been hit by a train in the vicinity of Lynton, South Australia.
- South Australian Police are treating the incident as suicide.
- Next of Kin were notified at the time of the incident and are being provided support.

Contact Officer: Wing Commander Pat Keane

Authorised by: Air Marshal Geoff Brown
TALKING POINTS

• Defence is aware that an Air Force member had been hit by a train in the vicinity of Lynton in South Australia.

• The member was in a critical condition in hospital and subsequently died from his injuries.

• The next of kin has been notified. Defence will not be releasing the name of the member at this time.

If asked: Was this a suicide?
• Defence will cooperate with the South Australian Police’s investigation of this incident.

• It would be premature to speculate on the cause at this time.

If asked: Was it true the member has mental health issues?
• Defence will not comment on the personal details of the individual involved.
• ADF members can access mental health care in defence by talking with their Commanding Officer or supervisor, presenting to health facility on their base, contacting their local Mental Health and Psychology Section or by calling the All Hours Support Line on 1800 628 036 which offers 24 hour/7 days per week access to crisis counselling and referral for treatment and support.

Contact Officer:  WGCDDR Pat Keane
Authorised by:  AIRMSHL Geoff Brown
PA Clearance by:  Ms Caroline Chalker

W: 02 6265 9158  M:
W: 02 6265 5474  M: