WE ARE RESOLUTE: 10SQN avionics technician LAC Nathan Unsworth keeps in contact with the AP-3C crew as they prepare to taxi out for a routine patrol at RAAF Learmonth in WA. The bare base was activated in record time by 381ECSS personnel last December to support the ramp-up of Operation Resolute, the ADF’s contribution to the protection of Australia’s maritime borders. Pictured below inset, 11SQN ACO FLTLT Simon Longley conducts pre-flight checks of an operation sortie at his work station, known as a Tactical Rail, aboard the AP-3C.

Photos: CPL Chris Moore

Record activation of RAAF Learmonth for Op Resolute

QUICK TIME

G’day JJ: Meet your WOFF-AF

Page 2

Fast forward: Aid for PNG’s needy

Page 3

High fliers: Aussie honours

Page 4
Digger’s return a sad start to year

By Andrew Stackpool

AIR FORCE ended 2008 on a sombre note when 57 and 36SQNs returned to Australia the body of LT Michael Fussell, the seventh Australian Service- man killed in Afghanistan.

Sadly, 36 and 37SQNs opened 2009 on the same sombre note when they returned to Australia the body of a eighth soldier killed.

PTE Gregory Michael Sher, a member of 1st Commando Regiment (1 CMD REGT), died instantly on January 4 when a Taliban rocket scored a direct hit on the Afghan army forward base compound where an Australian element was deployed.

After turning to Tarin Kowt on January 7, his body was farewelled by his comrades and placed aboard a 37SQN C-130 and then transferred to a 36SQN C-17A with a ramp ceremony performed by other members of his unit. CDF ACM Angus Houston and Minister for Defence Science and Personnel Warren Snowdon also took part in the farewell.

ACM Houston said PTE Sher was well regarded by his colleagues and mates in the Special Operations Task Group and 1 CMD REGT.

“He is a very different Air Force from the one I joined 20 years ago and I really think it’s a far better Air Force,” he said.

He said the Air Force would not survive without its airmen. It can have the shiniest, most advanced aircraft out there, but if it doesn’t have someone to fix them, refuel them, house, feed and clothe the pilots that fly them, those aircraft are “just a piece of shiny kit”.

“We have some awesome people out there doing great work,” WOFF-AF Millar said. “I am here to support them, to listen to them and to help them get what they need.”

“The Air Force has really moved ahead in the last few years with technology and acquisitions, but also because of that we don’t want to lose some of the things like the basics – the basics of being great airmen.

“It is a very different Air Force from the one I joined some 20 years ago and I really think it’s a far better Air Force,” he said.

See the next edition for WOFF-AF Millar’s first Air Mail column.

By LAC Aaron Curran

FROM the open space of the bush to an office in Canberra – that has been the journey for Air Force’s new Warrant Officer of the Air Force, WOFF-AF JJ Millar.

WOFF-AF Millar took over the senior airman’s job from WOFF-AF Ray Woolnough on December 16 in a ceremony at Russell Offices in Canberra.

Born in Papua New Guinea, WOFF-AF Millar lived most of his life in Queensland prior to joining the Air Force in 1988 as a GSE Fitter. He is a fitter and machinist by trade and spent eight years working from Gordonvale in the north of the state to Somerset Dam in the south.

“That job and those years working ground me in my trade and gave me the ability to relate and work with all sorts of people,” WOFF-AF Millar said.

“That broad knowledge of all types of people and places has helped me throughout my Air Force career and with the new role of WOFF-AF it is particularly relevant.

WOFF-AF Millar’s Air Force career started at SQN, then progressed to 38SQN, an MSI at No. 1 Recruit Training Unit from 1994-98, back to Fairbairn, started at 5SQN, then progressed to the new role of WOFF-AF it is particu larly relevant.

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Outreach to PNG II

By FLGOFF Eamon Hamilton

OPERATION PNG Assist II has made for a timely achievement for RAAF Hercules on their 50 years of service to Australia and the region. The 37SQN C-130H left RAAF Base Richmond for Papua New Guinea (PNG) with 13,000lbs of aid loaded on board on December 13, half a century to the day after the first Australian Hercules touched down at Richmond.

In early December last year, as many as 50,000 people on the north west coast of PNG and the island province of New Ireland were affected by severe sea swells which destroyed several hundred homes.

Defence responded with Operation PNG Assist II, which called on a 37SQN C-130H to be retasked from a scheduled PNG training flight to deliver aid to airfields at Kavieng and Momote.

On return to Kavieng, the crew found the number three engine intake had ingested the bird, requiring the engine to be replaced. Located on the island of New Ireland, Kavieng’s isolation from PNG and Australia proved a challenge in rotating the 37SQN personnel and equipment for the repairs.

C-130H captain SQNLDR Scott Watson said: “PNG has a fairly transient population, especially in the lead-up to Christmas, and there were limited civilian flights in and out of Kavieng.”

With limited local accommodation for the crew and aid workers, local Rotary Club member Peter McEwan assisted the crew with beds, along with blankets and food to provide temporary shelter.

In Kavieng, the Hercules was able to drop 13,000lbs of aid from an Australian Government’s assistance. The C-130H delivered 13,000lbs of aid from Australia, along with another 19,000lbs from Port Moresby.

An ambulance was also transported from Port Moresby to Madang.

The task however became a test of 37SQN logistics problem-solving when the C-130H suffered a birdstrike on take-off from Kavieng airport on December 16.

On return to Kavieng, the crew handed out tablets to be distributed in the worst-hit areas.

In Kavieng, the crew was met by Salvation Army’s 176 Air Dispatch Squadron specialist advice on military compensation claims.

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CONGRATULATIONS to the following Air Force members for being recognised on the 2009 Australia Day Honours List.

- **Member (AM) in the Military Division**
  - AIRCDRE Margaret Staal
  - For exceptional service in logistics strategic planning as Director of Logistics Support Agency – Air Force and Director General Strategic Logistics, Joint Logistics Command.
  - GPCAPT Alexander Cato
  - For exceptional service to the Air Force Specialist Reserve as the Director of Air Force Health – Reserves – Personnel, and Senior General Surgeon – deployable surgical elements within the ADF.
  - Photo: CPL Andrew Eddie

- **Conspicuous Service Cross (CSC)**
  - GPCAPT Alexander Cato
  - For exceptional service to the Air Force Specialist Reserve as the Director of Air Force Health – Reserves – Personnel, and Senior General Surgeon – deployable surgical elements within the ADF.
  - WOFF Sally Pearson.
  - Photo: LAC Domenico Ferrone

- **Conspicuous Service Medal (CSM)**
  - WOFF Wayne Milligan
  - For meritorious achievement in support of air combat capability as the CO of the Strike Reconnaissance Logistics Management Unit.
  - WOFLT Gregory Kerr
  - For meritorious service as an Airworthiness Flight Systems Engineer at Air Movements Support Unit.
  - WOFF Jason Waller
  - For outstanding achievement as the General Support Equipment Systems Engineer at RAAF Base Scherger.
  - WOFLT John Maddigan
  - For meritorious service as the Executive Officer of the ADF Counter Improvised Explosive Device Task Force.
  - WOFLT Richard Trotman
  - For exceptional service as a WOFLT Richard Trotman
  - For exceptional service as a
  - Senior Flying Training Group
  - Air Reconnaissance Training Detachment.

- **Conspicuous Service Medal (CSM)**
  - WOFLT Gregory Kerr
  - For meritorious service as an Airworthiness Flight Systems Engineer at Air Movements Support Unit.
  - WOFLT John Maddigan
  - For meritorious service as the Commander Task Group 633.4 on Operation Slipper in the Middle East Area of Operations.
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By Andrew Stackpool

Defence Force Chief ACM Angus Houston said he was honoured on January 16 to salute the first Australian recipient of the Victoria Cross (VC) in more than 40 years.

SASR trooper Mark Donaldson was awarded the first Australian-issued VC in recognition of his actions during a firefight with a heavy force of Taliban insurgents in Afghanistan on September 2.

The presentation of the VC was made at Government House, Canberra.

According to his medal’s citation, TPR Donaldson’s acts of exceptional gallantry in the face of accurate and sustained enemy fire ultimately saved the life of a coalition force interpreter and ensured the safety of the other members of the combined force.

ACM Houston said the VC was presented only to those who displayed the most conspicuous gallantry in the face of the enemy.

“We in the ADF stand united in our pride as one of our own is admitted into the most exclusive of military fraternities. TPR Donaldson has been inducted into the ranks of those military personnel deemed to be the most gallant; the most heroic; the most devoted,” he said.

ACM Houston said that while the personnel were away from families and friends over the Christmas period, they quickly developed a strong sense of purpose for the task.

Commander combat operations 10SQN’s SQNLDR Lee Read said the heat and fatigue were the biggest challenges for the maintenance crews and flight crews respectively; however, they were well trained and prepared for the deployment.

“By Sunday night when we got here, the advance party had set up the mess and we had a hot meal waiting for us. To my knowledge, it’s the fastest a bare base has ever been stood up and it was a matter of hours after the main body arrived that we were generating aircraft sorties out of here,” WCDR Murray said.

WGCDR Davis praised the squadron’s efforts in setting the base to work.

“We three kings: 381ECSS firefighters, from left, CPL Graham Watkins, LAC Ben Ryan and CPL Aaron Dever spread Christmas cheer as they patrol the flightline at RAAF Learmonth during Operation Resolute. More than 200 personnel and three Orions deployed to the base during the December period as part of the ADF’s ramp-up of support to the operation, and the normally bare base was activated in record time.

Austime AIR FORCE February 5, 2009

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Ready and resolute at Learmonth

Air Force personnel’s ‘can do’ attitude was convincingly demonstrated recently when RAAF Learmonth was activated and manned in record time.

During December, a decision was made to ramp up support to Operation Resolute, the ADF’s contribution to the protection of Australia’s maritime borders.

The Air Force contribution included a total 162-strong AP-3C contingent from 92WG at RAAF Base Edinburgh that deployed three Orions to the base as the centre of its maritime reconnaissance flights, focusing on the North-West Cape.

The contingent comprised aircrews and operations, administration and maintenance personnel.

Contingent commander WCDR Kevin Murray said that while the wing conducted daily reconnaissance over the area as part of its routine surveillance activities, operating from Learmonth was “a bit unusual”.

While the 92WG Task Group was preparing to move, the task of reactivating the remote base fell to 381ECSS at RAAF Base Williamtown.

The squadron was supported by personnel from RAAF Bases Richmond, Darwin and Townsville.

WCDR Peter Davis said that within two days of receiving its deployment warning orders, the advance party was ready to deploy while the main body finalised preparations to move.

“They opened up the base, provided emergency, medical and fire services, food, housing, and all the things that you need to have the base ready to accept aircraft and to generate flights out of here,” WCDR Davis said.

“By Sunday night when we got here, the advance party had set up the mess and we had a hot meal waiting for us. C-130s from 37SQN flew the personnel and their equipment to the base.

WGCDR Murray praised the squadron’s efforts in setting the base to work.

“To my knowledge, it’s the fastest a bare base has ever been stood up and it was a matter of hours after the main body arrived that we were generating aircraft sorties out of here,” WCDR Murray said.

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WGCDR Murray said that while the personnel were away from families and friends over the Christmas period, they quickly developed a strong sense of purpose for the task.

There are three kings: 381ECSS firefighters, from left, CPL Graham Watkins, LAC Ben Ryan and CPL Aaron Dever.
Maintenance crew is awarded again at Orion detachment

By FLTTLT Skye Smith

TASK Group 653.2 maintenance members have been recognised with a Commander’s Commendation for their outstanding efforts over a three-month deployment to the Middle East in support of Operations Slipper and Catalyst.

Commander Task Group 653.2 WGCDR Perry Jolley presented the Orion ‘Spider Maintenance’ Shift 24 Alpha from 11SQN with a group commendation for their proactive approach to aircraft maintenance.

“The initiative displayed by each member of the team has seen you overcome many maintenance issues that could have adversely affected Task Group 653.2’s operational capability,” WGCDR Jolley said.

“Your maintenance actions are all the more significant given the nature of the environment in which you performed them. Your efficiency, team work and technical skill ensured that Task Group 653.2 did not drop a mission during a period of high operational tempo.”

The ‘Spider Maintenance’ technicians are maintaining their impressive track record, having received a group commendation mid-last year by former task group commander WGCDR Craig Meighan.

The previous commendation was in recognition of their hard work and tireless efforts in achieving a 100 percent AP-3C launch mission rate over the previous 12 months from August 2007.

The maintenance shift’s dedication to duty and excellent technical skill has ensured the ongoing success of the Orion detachment’s operations.

By FLGOFF Martin Alderette

ONE piece of the puzzle in stabilising Iraq sits with the members of the Australian Security Detachment (SECDET XIV) team comprising Army and Air Force personnel.

Members from No. 2 Airfield Defence Squadron (2AFDS), based at RAAF Base Amberley, play a key role in providing security to personnel working at the Australian Embassy, Iraq.

These members are trained in ground defence within Air Force and provide close-in and far-reaching security.

OC SECDET XIV MAJ James Davis said members from 2AFDS and soldiers from the 5th Battalion, the Royal Australian Regiment, provided physical security to the embassy location.

“They assist in controlling access into and out of the embassy, conduct roving patrols and maintain observations on the approaches to the Australian Embassy,” he said.

“The Australian diplomatic mission here is supporting the Iraqi people in reconstruction efforts, including education support and physical reconstruction.

“The day-to-day task of SECDET is to assist the diplomatic mission so they can do their job, by moving personnel safely around the International Zone and Baghdad to key meetings and appointments.”

Another part of the puzzle includes the support staff, who provide communications 24 hours a day, seven days a week. This allows the commander of SECDET to control, issue and receive orders, and keep the flow of communications moving.

STILL CRUISING: An Orion crew prepares for another operational mission in the Middle East. The task group’s successful launch rate is thanks to the ongoing efforts of the ‘Spider Maintenance’ technicians. Photo: CPL Mick Davis

VANTAGE POINT: LAC Lachlan Pegg looks out over Baghdad from SECDET XIV Headquarters in Iraq for any potential threats. Photos: CPL Mick Davis

CHECKING TRAFFIC: Above, LAC James Liskefett, a shooter in the Australian Light Armoured Vehicle for SECDET IXV, on an early morning sustenance run through the International Zone and down Route Irish. This once notoriously dangerous road now carries a steady flow of traffic as Coalition forces mount checkpoints, controlling vehicles in and out of Baghdad.

EMBASSY SECURITY: Left, LAC Matthew Hatton, who provides security at the Australian Embassy in Baghdad, takes a moment to chat to a member of the Ugandan Guard.

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THALES
Flying on girl power

By FLGOFF Eamon Hamilton

HISTORY was made on December 8 when a 36SQN C-17A lifted off the runway at RAAF Base Amberley—flown by an all-female crew.

The flight was the first time an all-female crew has flown a RAAF multi-crew aircraft. At the controls were WOFGC Katrina Salveson and SGTs Paula Ivanovic and Samantha Webster, with WOFF Katrina Salveson and SGTs Paula Ivanovic and Julie Snell crewing as loadmasters.

On board to witness history in the making were other female personnel of 36SQN.

Co-pilot FLTLT Webster said: “We were all wearing bright pink hats so it certainly looked a little unusual on the flight deck, but it was a great feeling of accomplishment when we took off.

“It was a short, very busy sortie from Amberley to Ballina, then along the coast to the Gold Coast before returning to Amberley.”

The aircraft attracted the public’s attention on the Gold Coast, but few could have guessed at the significance of the flight.

“Upon return we taxied through an honour guard of two new Panther fire trucks from the Amberley Fire Section, which was a good final,” FLTLT Webster said.

The flight capped off a successful posting for WOFGC Corbould, who handed over command as CO 36SQN to WOFGC Adam Williams in late November.

FLTLT Webster said it was appropriate that WOFGC Corbould, the first female CO of an operational Air Force squadron, was seen off with an all-female crew.

“It was WOFGC Corbould’s last flight as CO, and it was two years after the day she took delivery of the first RAAF C-17,” she said. “It seemed a fitting tribute to show just how far she has come, from being one of the very first female pilots in the Air Force, to now running an entire squadron with a large percentage of women in aircrew roles.”

The year proved a milestone for WOFGC Corbould, who handed over command as CO 36SQN to WOFGC Corbould, WOFGC Linda Corbould, WOFGC Katrina Salveson and CPL Evtia Westwood.

The flight was the first time an all-female crew had flown a C-17 with 36SQN in completing delivery of its four C-17As, as well as role expansions for aero-medical evacuations and air drops.

Role expansions and support to ADF operations will continue for 36SQN through 2009, with plans for the delivery of a C-17A full mission simulator to Amberley.

The simulator, along with a new 36SQN headquarters building, will be ready at the base in 2010.

Making history: Clockwise from top left: WOFGC Katrina Salveson, SGT Julie Snell, FLGOFF Erin Rinaldi and LACW Nicole Klein-Essink in the cockpit, with WOFGC Linda Corbould and FLTLT Samantha Webster at the controls.

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Year in the air

It was business as usual for WOFF Bob York the day he became the first Airborne Electronics Analyst (AEA) to spend one year – 8760 hours to be exact – in the air aboard an Orion aircraft.

WOFF York, from Crew 4 of 10SQN, was on a transit flight from RAAF Base Pearce to RAAF Base Edinburgh on September 5 last year when the moment ticked over.

His achievement was announced over the PA system by the aircraft captain and then it was heads down again.

“I was aware it was looming, but I didn’t realise I was the first AEA to attain one year,” WOFF York said.

He will reach 30 years in the Air Force on July 2.

He graduated on No. 3 AEA Basic course on July 25, 1985.

Before joining the Air Force, he was a teacher in Queensland and still calls the Sunshine Coast home, even though he has lived in Adelaide for the past 25 years.

Although the history-making flight was a routine transit, his Air Force career has been anything but mundane.

His first deployment was to RAAF (now RMAF) Base Butterworth in Malaysia for Operation Gateway in 1986. He has deployed there numerous times since, most recently in 2008.

WOFF York delights in showing troops in the Orion’s intelligence, surveillance and reconnaissance role was one of his most rewarding challenges as an AEA.

In recent years, WOFF York has deployed to the Middle East Area of Operations (MEAO) four times – that’s another year he’s clocked up, but over a more four-year period.

And when AIR FORCE News goes to press, he expects to be in training for another MEAO deployment starting in April.

WOFF York said he still enjoyed flying but plans to retire late this year. How many other retirees get to brag that they spent a whole year of their life up in the air?

8760 HOURS UP: WOFF Bob York at a familiar station aboard an Orion as an Airborne Electronics Analyst. His milestone was announced over the PA system.

Photo: AC Vasilis Solomou

Since graduating, WOFF York has held qualifications on Radar, ESM (Electronics Surveillance Measures) and Acoustics. He describes one of the highlights of his career as simultaneously tracking two submarines during an exercise off Perth.

He said supporting coalition troops in the Orion’s intelligence, surveillance and reconnaissance role was one of his most rewarding challenges as an AEA.

Students get a closer look

The RAAF School of Technical Training (RAAFSTT) took delivery of a Hamilton Standard propeller from a C-130 late last year for use as a training aid for students who will be posted to 37SQN at RAAF Base Richmond or 10 and 11SQNs at RAAF Base Edinburgh.

Initial inquiries were made in 2004 by National Aerospace Training Centre of Excellence (NATCOE) instructor Steve Linder, with staff from both Wagga and Richmond coming together to organise its transfer to the school.

SNCO Aircraft Technical Training SGT Wayne Lee said he was given the task of chasing the prop up about two years ago.

“There was a lot of correspondence between us and Air Lift Systems Program Office over this time,” he said.

FSGT Paul Argus from 37SQN Engine Build-up Section (EBUS) first heard about the school’s inquiry in March 2008.

“The prop was a de-commissioned one and sourced from Safe Air (New Zealand), which is the overhaul facility,” he said.

After CAF signed off on the transfer, personnel from 37SQN swung into action, packaging the prop and then transporting it to Wagga by C-130, while a team went by road.

Calling all Defence Force personnel

If you are based at Amberley or being transferred to Amberley, you need to escape to the leafy surrounds of...
“TO EVERY enlisted person there should come that special moment when they are tapped on the shoulder by their superiors and acknowledged as a peer. This is such a moment.”

Quoting the words of Health Support Wing (HSW) member WOFF Tim Lempriere, OCHSW GPCAPT Karen Leshinskas said that all health personnel were entitled to wear the traditional symbol of military health professionals, the medical Caduceus, from December 1 last year.

The Caduceus is an adaptation of the winged staff of Asclepius. In ancient Greek mythology, Asclepius, who was the son of Apollo, was a practitioner of medicine. It comprises a rod surrounded by a single snake, surmounted by the wings of a dove. It is an ancient Greek symbol and has been used to identify health organisations and wearers as health professionals ever since.

“Only health officers have worn the Caduceus on their Service uniform, and the recognition of the airmen health trades has been behind their officer counterparts and the other Services for some time. ‘Airmen roles increasingly require professional qualifications, registration and achieve recognition in their own right,’” she said.

Air Force has now aligned the airmen with their officer counterparts, with all health musterings and specialisations wearing the Caduceus on their uniforms.

“It recognises the contribution of our highly-trained airmen health personnel in defining what it is to be a military health professional and why it is so rewarding. The decision is important recognition by Air Force on the value of its health services. ‘Wear your medical insignia with pride and be confident in the knowledge that across all of your uniforms, you stand beside us, not behind us, as Air Force health professionals.’

This article was provided by GPCAPT Karen Leshinskas.

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- Advocate fair and equitable treatment and retirement benefits for former ADF members.
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ONE TEAM: From left, FSgt Andy Da Roit, FSgt Frank Alcantarr, WOFF Tim Lempriere and WOFF Janet Brennan with OCHSW GPCAPT Karen Leshinskas. Photo: AC Dan Phithom

SYMBOLIC: AC Alastair Neil receives his Caduceus badge from CO Area Health Services South Australia WCDRO Margaret Hine at a short ceremony at RAAF Base Edinburgh while other members wait to receive theirs. Non-commissioned health professionals were permitted to wear the ancient symbol of healing from December 1 last year.

Photo: LAC Vasilis Solomou

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Runners now on track in Wagga

By LAC Aaron Curran

RUNNERS at RAAF Base Wagga will be bouncing in their shoes after the recent opening of a new synthetic running track.

Built by Thiess, the $700,000 improvement was up and running last November after more than three months’ work. The track has an underlay of concrete and tarmac with the surface being a synthetic that absorbs impact and is very stable.

At 400 metres in length, it is perfect for the 2.4 km PFT practice.

Involved in the planning of the track was former base PTI WOFF Lou Debono.

WOFF Debono said that most of the recruits and trainees had run on the track since it was opened, with outstanding feedback from users.

“We had a few people carrying injuries who worked on the track and ended up passing their fitness test,” he said.

“The doctors on base say that since it has been in use, incidents of lower limb injuries are down.”

The track gets used regularly, with recruits and trainees attesting to its popularity and effectiveness.

The PTI staff benefit from it as well. In the past they would need multiple PTIs to view the run component of a PFT, whereas now they only need one because the track is in an open space. It is the only one of its type in the Air Force.

“I would eventually like to see one at all bases,” WOFF Debono said.

After nine years as a PTI at Wagga, WOFF Debono has taken over the OPSO role at the base. He joined the Air Force in 1973, and spent 10 years as a general hand before remustering to PTI.

He has had postings to Perth, Adela and Wagga.

WOFF Debono was at Wagga for the opening of the high ropes course, the only one in the Air Force, used by the School of Postgraduate Studies (SPS).

He has seen many changes at SPS and the RAAF School of Administration and Logistics Training, as well as the big move on to base of No. 1 Recruit Training Unit from RAAF Base Edinburgh.

“I loved the job and I will miss it,” he said. “The interaction and outcomes with the students has been outstanding. At times I have learnt from them as well.”

“It was a hard decision to make but after 35 years I figured it was time for a change.”

By LAC Aaron Curran

MAKING TRACKS: Former PTI the then FSgt Lou Debono looks back over his 35 years on the new Wagga running track, which was completed last November.

Photo: LAC Aaron Curran
BEING called out at short notice to respond to critical incidents was a common occurrence for CPL Scott Broad, who has returned from a six-month deployment to East Timor as a RAAF Security Police Investigator with the Australian Defence Force Investigative Service (ADFIS).

He was one of the two ADFIS investigators working in Dili.

The other was the Joint Investigation Office commander, SGT Tony Hagerty, from the Australian Army Corps of Military Police.

The roles of the investigators were to provide the Commander of the International Stabilisation Force (ISF) with an investigative capability and to respond to any serious and sensitive incidents involving members of the ADF while they were deployed in East Timor.

“We were often called out at short notice to respond to critical incidents at all hours of the day and night,” CPL Broad, from RAAF Base Wagga, said.

“Sometimes, that required our flying in Black Hawks in order to get to a scene.

“We continually liaised with the Australian Federal Police, United Nations Police and the local Timorese police force regarding incidents and investigations, which allowed us to build a strong working relationship with the Timorese.

“This was made easier by the excellent work done by the locally employed interpreters who assisted us on a number of occasions.

“During the deployment, ADFIS investigated a number of serious and sensitive incidents, some of which are still ongoing.”

As ADFIS is a tri-Service unit, the RAAF Security Police Investigators working for ADFIS have been given a number of deployment opportunities in all Areas of Operations.

“During some rare downtime, we assisted with a few local projects, which included a fence-building project for a local orphanage. The fence was intended to keep out the wild animals from the land being cleared to grow fruit and vegetables,” CPL Broad said.

“The orphanage’s aim was to assist with the long-term sustainability of food for the Timorese people. For both the ISF members and locals involved, this was a rewarding experience.

“The deployment to East Timor has given me valuable investigative and operational experience and laid the foundations for future deployment opportunities.”

CPL Broad served with an Army Reserve infantry unit in Bendigo, Victoria, before joining the permanent Air Force in 2004 and becoming a RAAF Security Police Investigator.

He is currently completing a Bachelor of Policing (Investigations) through Charles Sturt University.

He was one of approximately 750 ADF personnel serving in East Timor as part of Operation Astute, the Australian Government’s response to the Timorese Government’s request for assistance in restoring peace to the country.

FSU-1 deploys to MEAO

A SMALL contingent of Air Force personnel has deployed to the Middle East Area of Operations (MEAO) as part of the latest rotation of the Force Support Unit.

The unit, known as FSU-1, comprises logistics personnel from across the three Services and supports all Australian military operations in the MEAO, including Afghanistan.

The FSU-1 group spent the past month in intensive training preparing for the conditions and possible scenarios that await them.

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By LAC Aaron Curran

CPL Emma Campbell’s deployment to the Solomon Islands last year brought her closer to a grandfather she barely knew.

CPL Campbell, a clerk from RAAF Base Amberley, was part of the Combined Task Force 635 (CTF 635) serving as part of the Regional Assistance Mission to the Solomon Islands (RAMSI). She spent seven months there from July as the postal manager handling all the mail and parcel needs of CTF 635.

CPL Campbell’s grandfather, CPL Gordon Campbell, served in the RNZAF on Guadalcanal during the vicious fighting there in 1942-43. It is a place often described as ‘hell on earth’ by people who served there.

“He died when I was quite young so I never got to really know him, which was a shame,” CPL Campbell said.

“I knew that he served in the Solomon Islands, but unfortunately I didn’t know much about him. “My father had done quite a bit of research into his service history and that’s where I got my information from.”

Her grandfather was a sawyer at a sawmill in New Zealand before the war, and when he joined the RNZAF he was posted to No. 1 Islands Works Squadron and sent to Guadalcanal in October 1942. There he operated the sawmill processing timber for the advancing allied forces at airfield number two, now a golf course in Honiara.

When the then US First Lady, Eleanor Roosevelt, planned to visit the troops in early 1943, he was tasked with refurbishing Admiral “Bull” Halsey’s personal yacht, Manawa-Nui. It was built in New Zealand and pressed into service in the Pacific and for the duration of Mrs Roosevelt’s stay, she was to reside on it. It is still sailing the coast of the US.

“I knew he worked at the airfield and on Admiral Halsey’s yacht and when I went to the golf course where the airfield used to be it was a very surreal experience.”

CPL Campbell, an avid reader of history books, already had a firm grasp of the events that occurred on Guadalcanal and its importance to Australia and New Zealand.

“I just wanted to go and see all the things I had read about. The island is full of history and left over pieces of equipment. I saw tin hats, cartridge cases, old aircraft, tanks and random bits and pieces lying around.”

CPL Campbell was the only Air Force member in a sea of Army personnel.

“The Army liked to give it to me a bit about being in the Air Force, and the only one there in the Solomons.”

She said her deployment was one of the most amazing things she had ever done because she was able to be in such a different place from what she was used to and to walk in her grandfather’s footsteps.

“Because we were both there, although many years apart, that is something we can share even though he is not around,” she said.

“It was a very important deployment to me and it tugged at my heart strings.”

TRACING HIS STEPS: CPL Emma Campbell at a sawmill near the old number two airfield in Honiara, where her grandfather served in World War II. Photo: LAC Aaron Curran

Solomons gets a tick on health

THE FIRST results from a national study of the health of ADF personnel have shown no immediate health issues unique to Solomon Islands veterans.

The Solomon Islands Health Study, the first under the Deployment Health Surveillance Program (DHSP), showed almost no difference in the mental or physical health of ADF personnel who deployed as part of Operation Anode, compared to those who did not.

The head of the DHSP, Associate Professor Susan Treloar, said the study included specific health issues such as mortality and cancer rates and post traumatic stress disorder, as well as general health and lifestyle factors. “This may or may not change in the future, as some health effects may take longer to develop and will require additional follow-up,” she said. “The study, however, provided a valuable insight to the Service and ex-Service population, with the most stressful factors for respondents while on deployment including separation from family or friends, leadership, the Australian military hierarchy and sorting out problems at home.”

In addition, nearly 40 per cent of the personnel surveyed reported being diagnosed with back or neck pain, as well as high cholesterol and insomnia.”

For more information about the DHSP, visit: www.uq.edu.au/cmvh/DHSP or contact the research team on 1800 886 567 or dhsp@cmvh.uq.edu.au

ADF Transition Seminar Calendar 2009

ADF Transition Seminars have been designed to assist with preparing your transition to civilian employment, by providing 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 and Administration
- Reserve Service
- Superannuation
- Health Insurance
- Department of Veterans’ Affairs
- Veterans and Veterans’ Family Counselling Services

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Bringing back the Bou

Skill and hard work in PNG recovers aircraft

By FLGoff Eamon Hamiton

THE COMPLEX task of recovering a Caribou from an airfield near the Kokoda Track has been accomplished with ingenuity, the Air Force units involved, who demonstrated ingenuity in the face of physically-challenging conditions to bring their aircraft home.

The Caribou A4-285 was conducting support for the PNG community when it sustained damage to its left wing, engine and landing gear during a landing at Efogi Airfield on September 5 last year.

The four aircrew and nine PNG passengers on board the aircraft were able to get off the plane before it was written off.

After the incident, an Air Force security detail and an initial investigation team deployed to the aircraft, while a preliminary inspection of Caribou operations was instigated.

It was quickly established that the aircraft was beyond economic repair, setting limits on ALG and CSG’s task of bringing the aircraft home.

A recovery team, made up largely of 38SQN’s maintenance workforce, arrived in Port Moresby by 509SQN C-17A. It was supplemented by logistics, ground defence, medical, engineering and PNG Defence Force personnel who provided equipment support to the team.

Recovery team leader and 38SQN engineering officer SQNLDR Graham Elvin said the security detail had already established ingenuity in the face of physically-challenging conditions to bring their aircraft home.

Flying the Caribou from Efogi Airfield on September 5 last year. Photos: SGT Bill Guthrie

Working tools separated the pieces of the aircraft from each other and the television tower had to be dis-assembled.

Frequent rains and varying temperatures tested the recovery team, which made the effort to also interact with the local community and Kokoda trekkers.

The recovery team tackled a segment of the Kokoda Track on a rest day, giving them some appreciation of what fellow Australians experienced during the Second World War.

Following removal of the engines, wings and landing gear, the centre section of 285 – a vital component – was lifted out.

Tulliy Douglas Lamps from 38SQN works on removing the port wing tip from the damaged Caribou.

On TRACK: Specialist personnel deployed to Efogi Airfield for the recovery of Caribou A4-285 stop for a breather by a sign on the Kokoda Track during a trek on their next day.

Ready to load: Above, Air Movements staff prepare to load the Caribou cockpit recovered from Efogi Airfield on to a waiting C-17 at Port Moresby International Airport.

The severed nose cockpit area of Caribou A4-285 is hauled away on a makeshift sled for removal and eventual airlift back to Port Moresby.

Top right: Local Efogi land owner and elder Henry Elodo shows his appreciation for the effort to also interact with the local community and Kokoda trekkers.

For the investigation and support for the PNG community.

A large group of PNG Defence Force personnel provided equipment support to the team.

“Nevertheless, 285’s recovery is a credit to the Air Force units involved, who demonstrated ingenuity in the face of physically-challenging conditions to bring their aircraft home,” SQNLDR Elvin said.

Caribou A4-285 is carefully removed from the tail boom by personnel during the recovery.

Arm the cockpit. Below right, the rudder assembly from Caribou A4-285 is carefully removed from the tail boom by personnel during the recovery.

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refreshing change on offer

By LAC Aaron Curran

SITTING near the top of the many career options for airmen in the Air Force today are Any Airmen (ANYA) positions. ANYA positions are open to airmen of all ranks and mustering and are in most posting locations across Australia. ANYA employment, which involves a posting tenure of up to three years, offers a member a change from their current day-to-day duties by providing a wide range of possibilities when returning to their mustering.

Members who have completed an ANYA tenure often find it beneficial when it comes to promotion or when seeking a new career path within the Air Force. For many it is simply a refreshing change.

Directorate of Personnel – Air Force (DP-AF) Personnel Manager FSGT Trent McIntosh said there were many opportunities and benefits.

"Some of those opportunities allow you to gain additional skill sets and the chance to specialise in areas such as instruction, training design, safety coordination, personnel management, counselling or facilitation," he said. "They also provide the opportunity for training, interviewing, there are also facilitator positions at the School of Postgraduate Studies (SPS); Defence Interviewer and Careers Counsellor positions at Defence Force Recruiting (DFR); Consultancy positions at Management Service Agency (MSA); numerous instructional and training development positions and employment as Personnel Managers (PM) within DP-AF."

MSIs perform a unique role requiring skills in leadership, command and control, and a strong understanding of the Defence Force Disciplinary Act, ground defence and service knowledge. The majority of MSIs are employed in recruit training where they guide the transition of civilians to service life through the delivery of training.

MSIs are also employed at the Defence Force Correctional Establishment and RAAF Base Wagga's Military Training Flight, which provides continuation training and support in drill and ceremonial, ground defence and disciplinary matters for trainees and base staff.

"I am here because I enjoy instructing recruits and teaching people new things," she said. "I enjoy the change it has given me, being in Wagga you are close to Sydney and Melbourne, so it gives me the best of both worlds."

When asked about the ANYA positions, job profiles are listed on the Air Force People Central and are base and employment fields, I have found it an extremely rewarding experience and DP-AF are calling for EOIs from interested members. The opportunities and benefits are numerous in ANYA employment and those members interested in positions starting January 2010 will need to apply in the first quarter of 2009," FSGT McIntosh said.

"Having had the opportunity to complete tenures in many of the ANYA employment fields, I have found it an extremely rewarding experience and would encourage anyone interested to give it a go."

For more information on ANYA positions visit: www.airforce.gov.au

Q: How do I apply?
A: The EOIs are located on Air Force People Central and applications are normally via a Standard Application (FEPS), however it is important to follow the instructions listed in the EOI as some may differ.

Q: What information do I need to include in my EOI?
A: You are required to clearly and concisely address the applicable selection criteria; if this is not done your application will not be competitive.

Q: Are CO and Section Commanders comments important?
A: CO and Section commanders comment are vitally important as they are utilised in the selection process.

Q: What happens when I dispatch my application?
A: Once your application is received by DP-AF you will receive email notification of its receipt and will receive further notification of the result or what is required from you further.

Q: Can I apply for a position of higher rank if I have not been identified for promotion?
A: Yes, if you meet the criteria and believe you will be competitive for promotion in January 2010.

For the right person, an ANYA position can be both personally and professionally rewarding and DP-AF are calling for EOIs from interested members.

How to apply

All ANYA positions are notified via Expressions of Interest (EOI) through Air Force People Central and are based on selection, which range from posture based selections through to formal selection boards, where in all cases the most suitable and available members are selected for the positions.

Members considering applying for ANYA positions are listed on the Air Force People Central website.

there is a balance."

VARIETY: FSGT Talwyn Davies from Defence Force Recruiting. "You're not desk-bound, nor are you always out and about; there is a comfortable balance."

SKILLS THRILL: 1RTU MSI CPL Bailey Baker. "I am here because I enjoy instructing recruits and teaching people new things."

IMPARTING KNOWLEDGE: SGT Russell Martin, a facilitator at SPS, speaks to members of a SGTs’ promotion course.

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MSIs are also employed at the Defence Force Correctional Establishment and RAAF Base Wagga’s Military Training Flight, which provides continuation training and support in drill and ceremonial, ground defence and disciplinary matters for trainees and base staff.

"I am here because I enjoy instructing recruits and teaching people new things,” she said. “I enjoy the change it has given me, being in Wagga you are close to Sydney and Melbourne, so it gives me the best of both worlds.”

When asked about the ANYA positions, job profiles are listed on the Air Force People Central and are base and employment fields, I have found it an extremely rewarding experience and would encourage anyone interested to give it a go.”

For more information on ANYA positions visit: www.airforce.gov.au

Q: How do I apply?
A: The EOIs are located on Air Force People Central and applications are normally via a Standard Application (FEPS), however it is important to follow the instructions listed in the EOI as some may differ.

Q: What information do I need to include in my EOI?
A: You are required to clearly and concisely address the applicable selection criteria; if this is not done your application will not be competitive.

Q: Are CO and Section Commanders comments important?
A: CO and Section commanders comment are vitally important as they are utilised in the selection process.

Q: What happens when I dispatch my application?
A: Once your application is received by DP-AF you will receive email notification of its receipt and will receive further notification of the result or what is required from you further.

Q: Can I apply for a position of higher rank if I have not been identified for promotion?
A: Yes, if you meet the criteria and believe you will be competitive for promotion in January 2010.

For the right person, an ANYA position can be both personally and professionally rewarding and DP-AF are calling for EOIs from interested members.

“How to apply

All ANYA positions are notified via Expressions of Interest (EOI) through Air Force People Central and are based on selection, which range from posture based selections through to formal selection boards, where in all cases the most suitable and available members are selected for the positions.

Members considering applying for ANYA positions are listed on the Air Force People Central website.

there is a balance."

VARIETY: FSGT Talwyn Davies from Defence Force Recruiting. “You’re not desk-bound, nor are you always out and about; there is a comfortable balance."

SKILLS THRILL: 1RTU MSI CPL Bailey Baker. “I am here because I enjoy instructing recruits and teaching people new things."

IMPARTING KNOWLEDGE: SGT Russell Martin, a facilitator at SPS, speaks to members of a SGTs’ promotion course.

The opportunities and benefits are numerous in ANYA employment and those members interested in positions starting January 2010 will need to apply in the first quarter of 2009,” FSGT McIntosh said.

“When asked about the ANYA positions, job profiles are listed on the Air Force People Central and are based on selection, which range from posture based selections through to formal selection boards, where in all cases the most suitable and available members are selected for the positions.

For the right person, an ANYA position can be both personally and professionally rewarding and DP-AF are calling for EOIs from interested members.

“Having had the opportunity to complete tenures in many of the ANYA employment fields, I have found it an extremely rewarding experience and would encourage anyone interested to give it a go.”

For more information on ANYA positions visit: www.airforce.gov.au

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Focus on home

Work-life balance matters, says CAF

COMMANDERS, supervisors and individual members are all responsible to ensure members’ work-life balance expectations are met, according to CAF AIRMSHL Mark Binskin.

In a recent directive, AIRMSHL Binskin said that Australian society had changed and people had greater work-life balance expectations.

He said that Air Force’s military service needs must remain paramount. The organisation’s first priority was to provide government with first-rate air power.

Nevertheless, “Our organisation is committed to enhancing attraction and retention through effective policies that assist members to achieve a suitable work-life balance,” AIRMSHL Binskin said.

Air Force was also committed to supporting both genders to manage the impact of work on their dependant care responsibilities.

“I intend that Air Force remains an employer of first choice,” he said.

Air Force recognises that the availability of innovative flexible work and leave policies are an important factor in assisting members to balance their work and private lives.

“Accordingly, the provision of flexible work and leave policies and practices aims to achieve the best possible match between the needs of Air Force and those of individual members.”

AIRMSHL Binskin said that it was important that members enjoyed their work and were proud to be part of the Air Force’s ‘One Team’.

He expected members to know about flexible work and leave options available to them.

Details are available in DI(AF) PERS 8-2 and the ADP Pay and Conditions Manual.

Regular discussions with supervisors will also provide them greater understanding of suitable flexible work and leave options.

Also, members are to regularly use their annual leave for rest and relaxation purposes.

They are responsible for aligning and prioritising workplace tasksing.

“Commander’s Intent-Air Force: One Team; DI(AF) PERS 8-2-Flexible work arrangements for members of the Air Force and those of individual members.”

AIRMSHL Binskin said commanders have overall responsibility to ensure Air Force needs impact minimally on members’ personal and family commitments.

“If you believe current workloads are unsustainable, it is your responsibility to raise the matter through your chain of command,” CAF said.

“You are to remain aware of flexible work and leave options and policies, to proactively manage flexible work and leave arrangements within your units/squadrons and wherever possible, provide the opportunity for its use through prudent and empathic activity planning.”

Understanding your members and their personal and family commitments is important. However, actually demonstrating your genuine concern and empathy for their work-life balance requirements is a true test of your leadership qualities.”

AIRMSHL Binskin said commanders had an important role in assisting members to achieve a suitable work-life balance.

They are responsible for aligning and prioritising workplace tasksing.

HAPPY FAMILIES: CAF is asking commanders to understand their members’ personal and family commitments as part of a new work-life balance directive. 

“Further information is available at: Commander’s Intent-Air Force: One Team; DI(AF) PERS 8-2-Flexible work arrangements for members of the Australian Defence Force; the ADP Pay and Conditions Manual; and CAF directive 1 1/08 dated August 10, 2008.

FLIGHT TEST SYMPOSIUM

The Flight Test Society of Australia will hold its annual Symposium at the Australian International Airshow & Aerospace and Defence Exposition - Avalon 2009. Members of the Society provide Australia’s research, development, testing, evaluation and associated engineering in the civil and military aerospace industry.

This Symposium (along with the Society) provides opportunities for; 

- operational, regulatory and policy networking,
- professional development, and
- awareness of current experimental, developmental and operational testing.

The Symposium will be held at the Expo Conference Centre on Thursday 12th March 2009.

Who should attend:


Details are available from the Society: randall.mccutcheon@defence.gov.au or markboast@msn.com

www.ftsa.org.au
Aviatrix inspires

By Andrew Stackpool

AN AUSTRALIAN living treasure who died recently was an inspiration for Air Force female pilots.

Nancy-Bird Walton died on January 13 at the age of 93 and was given a State funeral. She was one of Australia’s most famous aviators and its first female one.

She was born in 1915 and later said that her passion for flying started when she was about four years old as she jumped off fence posts, flapping her arms.

She was inspired to fly in 1930 by the visit to Australia by famous American aviatrix Amy Johnson. During a visit to Sydney that year, she had a trial instruction flight at Mascot Aerodrome (now Kingsford Smith Airport) and that convinced her flying was what she wanted to do.

At the age of 15, she met Charles (later Sir Charles) Kingsford Smith who invited her to Mascot to learn to fly. Two years later she did so.

She qualified as a pilot at the age of 17 and two years later gained her commercial licence; the first Australian female to do so and in the face of the prevailing, prejudicial view that women were ‘biologically unsuited’ to being aircraft pilots.

She acquired a Gypsy Moth aircraft and set off barnstorming; visiting towns, shows and race meetings and offering joy flights at 10 shillings a head.

In 1935, she set up an air ambulance service in western NSW. It was called the Far West Children’s Health Scheme and she flew for the scheme until 1938.

She then embarked on a two-year study of aviation around the world.

During World War II, Nancy was appointed commandant of the Women’s Air Training Corps. Then, in 1950, she established the Australian Women Pilot’s Association, serving as its president for the next 40 years.

In addition to her flying in Australia, she participated in the American all-female ‘Powder Puff Derby’. She spent time doing promotional work in Europe for a Dutch airline and was tireless in promoting Australian aviation. Nancy also promoted several charities. For this she received the Order of the British Empire in 1966. In 1999, she was appointed an Officer of the Order of Australia for service to aviation.

The National Trust of Australia declared her an “Australian Living Treasure” in 1997, while Qantas named its first Airbus A380 after her.

Later in life, she wrote two books, “Born to Fly” and “My God, It’s a Woman!”

Nancy was an inspiration for generations of female aviators, with many women enlisting in the Air Force because of her.

Former 36SQN CO WGCDR Linda Corbould said that Nancy Walton had been a true inspiration for her.

“She paved the way for women flying within Australia and it is through her contribution to aviation that we have the opportunities we have today,” she said.

“Her drive and commitment meant that she never let anyone tell her that she couldn’t or shouldn’t fly because she was a woman. It is that same attitude that I’ve adopted during my flying career.

“Nancy was indeed ahead of her time but her interest and involvement in aviation remained strong throughout her life.

“In meeting her, she affected my life as a military aviator as she has done for other Air Force female pilots. Her strength of character and engaging personality had a most positive influence and she made you feel that anything was possible if you were prepared to give it your all,” WGCDR Corbould said.

See Page 7 for the story on Air Force’s first all-female flight crewed by WGCDR Corbould and FLTLT Webster.

MEMORABLE: FLTLT Samantha Webster (left) and WGCDR Lisa Corbould visited Nancy-Bird Walton at her Sydney nursing home in January 2007. They shared flying experiences and here Nancy discusses her book “My God! It’s a Woman!” with the two Air Force pilots.

Photo: Robert Thompson, Dynamic Media

Engineers aren’t the only ones who build bridges!

Would you like to be able to:

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V-series a top ute

By CPL Andrew Hetherington

WHEN I was handed the keys from a well-dressed, slightly anxious Holden salesman, I began to wonder what effect a 6000cc 270kW V8 engine would have on a ute and its driver. My first thought was “lunacy”.

I slid into the grey leather driver’s seat of the VS Series ute, visualising what grip it would give me on tight corners. I hoped it would bag me a bit harder and longer than your lavender-scented grandma would after thanking you for your present of bath bombs on Christmas Day.

I turned the key and the deep, throaty roar of the V8 shook me from my backside to my brain. The glorious engine note was piped through four exhaust openings, each resembling a Carl Gustav 84mm anti-tank weapon.

If the devil lived in Australia, I’m sure this would be his vehicle of choice. He’d have number plates that read ‘666 666’ and would install a sensor that automatically shut down the lights and still carry a kid’s cubby house or half a tonne of garden fertiliser in the back.

I was met with nearly a whole second of pause - shifting, it was smooth and reassuring to know appointing, although when left to its own auto -shifting, it was smooth and reassuring to know each gear selected felt right, allowing me to concentrate on the road, pedestrians, other vehicles and most importantly, speed cameras.

The SS V-series ute is an essential piece of hardware for someone who doesn’t think the regular ute looks tough enough.

Externally and internally it’s quite similar to the VE SS (purple) ute I drove in June last year, with the difference being the lockable hard cover, the 19-inch alloy wheels and the leather seats.

As a friend commented: “The normal SS ute looks good, but this one looks the duck’s guts!” I guess that should say it all, but unfortunately it doesn’t. In these times of fluctuating fuel prices, which could see the price of fuel rise faster than a 15-year-old boy’s blood pressure at a Kylie Minogue concert, the six-litre engine has not been trained to sip. It drinks in mouthfuls, with a combined average on test at 14.1 litres per 100km. But it wasn’t as thirsty as I thought it would be and I was also impressed it would also accept cheaper E10 (part ethanol) fuel.

The aspect of it which didn’t match its SS pedigree was the automatic transmission used in active select mode. After going to the trouble of shifting the lever to manually shift gears and expecting exhilarating and fast gear changing, I was met with nearly a whole second of pause before the transmission caught up. A little disappointing, although when left to its own auto -shifting, it was smooth and reassuring to know each gear selected felt right, allowing me to concentrate on the road, pedestrians, other vehicles and most importantly, speed cameras.

The SS V-series ute is an essential piece of hardware for someone who doesn’t think the regular ute looks tough enough.

Case Study - When rent money is not dead money

Bill is considering buying a property. He has 2 options – buying his own home or purchasing an investment property and renting a place to live. Bill consulted with Spectrum who provided him with the 3 scenarios outlined below.

<table>
<thead>
<tr>
<th>Weekly Rent</th>
<th>Cost of Home</th>
<th>Weekly Rent</th>
<th>Cost of Inv. Property</th>
<th>Tax Refund (after all deductions)</th>
<th>Rent Received</th>
<th>Home Loan Interest (p.a.)</th>
<th>Interest on Bank Loan (p.a.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>$400/wk</td>
<td>$500,000</td>
<td>$20,800</td>
<td>$350</td>
<td>$6,585</td>
<td>$400</td>
<td>$31,250</td>
<td>$31,250</td>
</tr>
<tr>
<td>$125 wk</td>
<td>$500,000</td>
<td>$400</td>
<td>$350</td>
<td>$6,585</td>
<td>$400</td>
<td>$31,250</td>
<td>$31,250</td>
</tr>
</tbody>
</table>

So by investing and continuing to pay rent Bill would be $250 per week better off!

Other advantages of Bill continuing to rent are:
- He can rent a nicer home than he can afford to buy.
- His investment property can be purchased in a good capital growth area and not tied to a location close to work.
- Not having to continually buy and sell as he is posted around the country.

Spectrum also considered what benefits DHOAS could provide to Bill and when he should take advantage of this offer.

The figures above are based on a number of assumptions and will vary on a case by case basis. This case study is for illustrative purposes only and not to be construed as financial advice. You need to consider your own personal circumstances and seek professional advice when making an investment decision.

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**Bike right**

Stationary bicycles provide a convenient and low-impact cardiovascular workout. **LT Rob Orr** explains how you can get the most out of using upright and recumbent cycles.

Before delving into the correct exercise techniques for cardio theatre bikes, it’s important to understand the differences between recumbent and upright cycles.

The recumbent cycle has a back rest to support the upper body with the feet out in front of the body. The upright bicycle is the more familiar style of cycle. The lower limbs are below the hips and the body is either seated upright or inclined forward towards the handlebars.

Most upright cycles allow the rider to free-wheel or stop pedalling when the wheel continues to spin. Some of the spin-type cycles have a dependent action where the pedals are forced to rotate when the wheel stops.

For efficiency, injury prevention and greater training benefit, a prescribed saddle height and distance is required.

A recommended position for the upright cycle is where the lower leg is slightly bent at the bottom of the stroke and for the recumbent cycle at the furthest point in the pedal rotation.

**Rounded back**

Due to the flexed hip position on the recumbent cycle, many riders tend to round their lower back and have their hips curl away from the support when fatigued. This may increase lower back stress.

The upper back also may be subjected to a poor postural position when you reach down for the handles at the side of the seat or reach forward towards the control panel.

On the upright bicycle, the back and abdominal muscles must work to maintain a natural spine position. If these muscles fatigue, gravity causes the posture to slump and the upper and lower back to round.

Even when leaning forward and using profile bars to support the upper body, the upper back and neck can round if proper posture is not maintained.

**Solution**

You should focus on the correct back and neck posture and conduct a posture check at the start of the session.

To check your posture, start from your head and work down to your lower back. If you are unsure of correct posture, consult your PTI or physiotherapist.

**High or locked knees**

If the seat is too low on the upright bicycle or too close on the recumbent bicycle, the degree of knee bend is increased. This produces greater forces through the knee joint, especially when the bend passes 90 degrees, which increases the chance of injury.

If the seat is too high on the upright bicycle or too far away on the recumbent bicycle, you have to over-extend at the furthest point in the pedal’s revolution. This can lead to jarring the knee joint as it locks out and can also increase the load through the hip joint.

**Solution**

Check the seat height and distance prior to training on the cycle.

**Knees in / out**

A common technique flaw is when the knees are facing inwards or outwards at some point in the revolution. This is often caused by poor seat position, the resistance on the cycle being too high, or the incorrect position of the foot on the pedal.

Solution

Check the seat height and distance before training. Select a resistance that allows correct technique and every few minutes conduct a foot check by glancing down at your feet and ensuring they are facing forward in line with the rotation of the pedal.

Finally, it is generally accepted that optimal pedal revolutions per minute (RPM) are at a cadence of around 70-110 rpm for recreational cyclists.

Too high a pedal cadence can cause additional stress on the stabilisation systems of the joints while too low a pedal cadence places additional stress on the joints if the slow pedal rate is due to excessive resistance.
Cache in on a craze

By FLTLT Jaimie Abbott

THE Air Force may take people to places around the world they’ve never seen before, but now some members have discovered a way to get more up close and personal to their deployed locations.

Geocaching is a growing craze that is fast becoming an international phenomenon, and now it has grabbed the attention of dozens of Air Force personnel.

Similar to a high-tech scavenger hunt, participants post on the internet the coordinates of caches they have hidden for others to find using their GPS devices.

Inside the caches are trinkets, memorabilia and “geocoins” that can be tracked around the globe. The contents may include magnets, ‘Happy Meal’ toys, and bride and groom statues. If the visitors take something, they’re expected to leave something in return. The caches can be found anywhere, from a footpath to a remote cliff.

During Exercise Bersama Lima in Malaysia late last year, FSGT Justin Galbraith and CPL Michael Repacholi devoted their spare time to this challenging sport. In the humid Malaysian weather, they climbed Penang Hill to complete their geocaching missions.

“It’s a sport anyone can do, and it’s taken us to places we normally wouldn’t have ventured to,” FSGT Galbraith said.

CPL Repacholi added: “The idea is not so much what kind of ‘treasure’ you discover but it’s more about the location of the cache box.”

Geocaching has attracted approximately three million participants worldwide. In almost every location that Air Force personnel deploy, there is a new challenge. There are more than 700,000 geocaches hidden around the world.

“It doesn’t cost a lot of money and all you really need is the internet and a GPS,” FSGT Galbraith said.

It’s fast becoming addictive in the Air Force with each new deployment or exercise attracting newcomers to the sport. During Exercise Bersama Lima late last year, even more members from RAAF Base Edinburgh became hooked.

“It’s a great way to see the world, learn new skills and get fit at the same time,” CPL Repacholi said.

To get started participants need to log on to: www.geocaching.com and type in their desired location.

GIVE AND TAKE: FLGOFF Geoff Young with his wife Janelle and their two-year-old daughter Madi Maddson, who gets to pick the goodies they leave.

All systems geo for hooked family

FROM underwater hockey to canoe polo and tenbase, the modern sporting world has no trouble coming up with novel pursuits.

But geocaching is the pastime which has fired the imagination of FLGOFF Geoff Young and his family.

They began geocaching last February as team ‘Madstars’ after FLGOFF Young was posted to RAAF Base Williamtown.

“Being new to the area, we found geocaching a fantastic way to explore Newcastle, the Hunter Valley and Nelson Bay,” he said.

“My wife Janelle maps out where we will head for the day with our daughter, Maddison, 2.

“We select a few caches that interest us and it is a good idea to take note of any clues, maps and general info for each cache you select. We drive to the vicinity, where the real adventure begins by using the GPS to help find the cache.

“At this point you may find you need to review the information or clues to determine the exact location.

“One you locate the cache, you must sign the log with the date and your code name. You are welcome to take an item from the cache, but it is ‘good manners’ to replace it with an item of equal value.

“We take a bag of small toys with us and let our ‘geotoddler’ pick a toy from each cache we find and then let her choose something from our trove to replace it with, thus creating a recurring treasure for the next person.”

For more information, email FLGOFF Young at: geoffrey.young1@defence.gov.au or FLTLT Jason Keir at: jason.keir@defence.gov.au.
YOU could win many plaudits by naming OFFCDT Sean Jamieson next time you’re asked to list one of Australia’s world champion fighters. Well, he’s hardly a household name – not in Australia, anyway.

But you’d be spot on. OFFCDT Jamieson, 22, of Adelaide, won the World Eskrima Kali Arnis Federation (WEKAF) men’s super middleweight double sticks championship in Cebu City in the Philippines last year.

“Stick fighting? What’s that?” is a common question OFFCDT Jamieson gets asked.

Answer: the modern version of the sport originated in the Philippines in 1989. It is based on a Filipino self-defence discipline used against the Spanish invaders in the 1500s and it now has participants from 30 countries, albeit only 100 or so in Australia.

Competitors fight three one-minute rounds with either one or two sticks. The sticks are made from rattan and are 71cm long. Judging is similar to that of boxing and competitors wear armour including a helmet, padded suit and gloves.

OFFCDT Jamieson is an Air Force undergraduate in airfield engineering at the University of Adelaide. He started stick fighting in 2004. The world titles are held every two years and he won three bronze medals at the 2006 championships in Orlando, Florida. Last year he won three Australian titles in Wollongong, qualifying him for another shot at the world titles in July.

The atmosphere in the Philippines was very different from the well-ordered setting of Orlando. About 500 competitors from 28 countries fought in single and double stick divisions.

“The Filipinos are passionate people when it comes to one of their national sports and it showed,” he said. “When a star Filipino fighter lost, the crowd of hundreds could only be compared to that of soccer crowds in the UK.”

OFFCDT Jamieson competed in the single and double stick super middleweight divisions against competitors from countries including the Philippines, US, Britain, Norway, Austria, Canada, Mexico and Italy.

He won the bronze medal in the single stick and after four hard fights in the double stick division, won the world title. The next world titles will be held in 2010 in Mexico.

As reigning world champion, OFFCDT Jamieson does not have to qualify for the double stick division. But he still plans to contest the Australian titles at Mt Isa in July to qualify for the single stick division.