Second Air Force SECFOR rotation to take over security at Tarin Kot

CHANGING OF THE GUARD:
Air Force SECFOR personnel at Multinational Base Tarin Kot will soon be replaced by the second rotation, which was farewelled at RAAF Base Amberley on May 9. Pictured below inset is DCAF AVM Leo Davies with SECFOR 2 member LAC Dave Palmer and his daughter at the farewell function. Photos: SGT Jessi Ann McCormick and CPL Casey Smith

SECFOR 2 farewelled at Amberley
Both security dets in action
AHEAD FOR SECFOR

➤ Under the reorganisation, three new squadrons will be stood up, with their headquarters at RAAF Bases Williamtown, Amberley and Edinburgh.

➤ They will come under the overall command of 95WAG and will command all SECFOR personnel within their allotted areas of responsibility.

➤ The three squadron headquarters will be responsible for relief manning and exercise support, standardisation, continuation training and workforce management.

➤ There will be a split between Air Force Police (APOL) and Air Force Security (AFSEC).

➤ APOL – a new policing role – will comprise 80 per cent of the existing SECPOL muster.

➤ APOL will comprise the remaining 20 per cent, and will also be responsible for guard and. duties, it will provide Service Police Investigators and qualified personnel for the ADFA investigative Service and continue training at the Defence Police Training Centre.

Michael Brooke: (02) 9359 2494

CONTACT US
Email: contactus@defencenews.gov.au
Fax: (02) 6266 7701
Mail: The Editor, Air Force News, R8-LG-048, PO Box 7909, Department of Defence, ACT 2600
Website: www.defence.gov.au/news/raafnews

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IN BRIEF

Talisman Sabre 2013
ABOUT 15,000 US and 7000 Australian personnel will participate in Exercise Talisman Sabre 2013, a biennial military exercise that combines air, land and maritime forces in late July and early August in Queensland. Some of the RAAF capabilities participating will be F-111s, C-130s, C-17A, AP-3C and E-7 Wedgetail aircraft and tactical and Expeditionary Combat Support Squadron elements.

Abuse response
DEFENCE personnel are reminded that May 31 is the cut off date for registering new reports of abuse alleged to have occurred before April 11, 2011. Members wishing to register an allegation of abuse need to contact the Defence Abuse Response Taskforce via the Government Hotline on 1800 424 991 or at DART@def.gov.au, provide their contact details and state that they wish to bring a complaint to the taskforce.

Telstra contract
DEFENCE’s satellite and tactical networks will be transformed to better integrate with its fixed telecommunication services. The long awaited contract awarding Telstra the six-and-a-half year contract represents the largest government tender awarding Telstra’s history to support military operations at home and abroad. Defendernews.com.au will work with Telstra to implement the transformed network solution, which has a targeted completion date of mid-2016.

Women’s awards open
WOMEN in the ADF are being urged to celebrate their achievements by entering the 2013 Telstra Business Women’s Awards. The awards offered women an opportunity to gain public recognition for their business success and allowed them to meet and share ideas with their peers and build new networks. Nominations for the awards can be made at www.telstraawards.com.au. Entries can be submitted until June 25.

Bomber ceremony
THE sixth annual commemorative ceremony of the Bomber Command Commemorative Day Foundation will be held at the Bomber Command Memorial in Canberra on June 2. The ceremony will start at 11am in the Memorial’s Sculpture Garden and will be attended by CAF Air Marshal Geoff Brown and former ADF personnel. For more information, contact Donald Southwell on (02) 9449 6515 or donald.southwell@canberra.com.au. RSVPs close on May 27.
Triton unmanned aircraft a possible fit for Air Force

AUSTRALIA will assess the suitability of the US Navy’s MQ-4C Triton unmanned aircraft to determine whether it is the right fit for the country’s maritime surveillance needs.

Defence Minister Stephen Smith and Defence Materiel Minister Mike Kelly announced on May 16 that the government would issue a letter of request to the US to gain access to detailed cost, capability and availability information on the MQ-4C Triton.

As outlined in the 2013 Defence White Paper, the government intends to replace the AP-3C fleet with P-8A Poseidon aircraft, complemented by unmanned aircraft capable of undertaking broad area maritime surveillance and fleet overwatch.

In a joint statement, Mr Smith and Dr Kelly said the goal was to provide “long-range, long-endurance maritime surveillance and response and an effective anti-submarine and anti-surface warfare capability”.

“The acquisition of high-altitude, long-endurance unmanned aircraft for maritime patrol and other surveillance is being developed under project AIR 7000 Phase 1B,” they said in the statement.

“One of the options being considered for Air 7000 Phase 1B is the US Navy MQ-4C Triton Broad Area Maritime Surveillance Unmanned Aircraft System produced by Northrop Grumman.”

The MQ-4C Triton is a developmental variant of the Global Hawk surveillance aircraft, which is being specifically developed for maritime surveillance roles.

“To help assess the suitability of the Triton for Australia’s requirements, the government will establish a Foreign Military Sales Technical Services Case with the US Navy to obtain detailed cost, capability and availability information to inform future government consideration of Project Air 7000 Phase 1B,” Mr Smith and Dr Kelly said.

“The release of a letter of request for the FMS Technical Services Case does not commit Australia to the acquisition of the MQ-4C Triton.”

They said Defence would continue to investigate options for a mixed manned and unmanned aircraft fleet to inform government consideration later in the decade.

Unique and historic role

For many, it will be the first opportunity they will have had to carry out their core skills in an operational environment; for some it will be the best experience of their career so far.

“The rotation is in the potential future unique and historic position to be some of last Australian combat personnel to meet over security of Multinational Base Tarin Kot and Afghanistan.”

SECFOR 2 was officially farewelled at an informal function at RAAF Base Amberley on May 9, attended by DCAF AVM Leo Davies.

“Partners and families may feel isolated and alone at times, however while SECFOR 2 is deployed, the unit will be in regular contact with the families, through electronic newsletters and information events,” SQNLDR Davies said.

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THE purchase of 12 new Growler aircraft, weapons and support systems was confirmed in the Federal Budget on May 14.

The government has allocated $200 million in the 2014-15 financial year towards the acquisition. The total value of the Growler purchases will be $2.7 billion.

Funding was identified to continue the acquisition and delivery of new capabilities, including the P-8A Poseidon maritime surveillance aircraft, Spartan C-27J battlefield airlifters and 2150 new G-Wagon vehicles.

To support the introduction of new capabilities over the coming decade, the full-time ADF workforce will aim to grow from about 56,700 to more than 58,000 members.

The government has provided $113.1 billion in funding for Defence over the next four years, which is around $10 billion more than allocated in the previous budget. This will be provided over the forward estimates with the Defence annual budget now set to grow from $25.3 billion in 2013-14 to $30.7 billion in 2016-17.

The government has also provided Defence with funding guidance of around $220 billion over the subsequent six years from 2017-18 to 2022-23.

Defence Minister Stephen Smith said the increase would ensure Defence was able to continue to operate effectively across all areas of its portfolio.

“The government remains committed to a Defence budget which ensures the ADF can meet the government’s operational, force posture and preparedness requirements and deliver the core ADF capabilities the government requires to protect Australia’s national security interests,” Mr Smith said.

The Defence funding model would be based on the four-year Forward Estimates Budget cycle, Mr Smith said. This was determined on an annual basis taking into account current strategic, economic and fiscal circumstances and additional six-year general guidance for Defence planning purposes.

Mr Smith said this aligned Defence funding with the Commonwealth’s broader budget process, which provided certainty for planning purposes in the short-term.

“And it is consistent with the historical management of the Defence budget and the inherent difficulty in forecasting fiscal circumstances in the longer term.”

Permanent & Reserve members – Help the ADF and Yourself!

The purpose of Civil Skills Data (CSD) is to improve visibility of the full range of member skills and experience, so as to increase opportunities for both the ADF and the individual.

- CSD reporting now extended to all uniformed members - permanent and reserve. (EDF Directive 18/2012 provides policy guidance re use of CSD).
- Use the relevant webform via your Orderly Room/Corporate Service Centres to record or update your CSD.
- The new aspect of CSD is that ‘self-claimed’ skills and experience can be recorded (ie not only formal qualifications) so your hobbies/skills or language skills can now be included (if potentially of use to the ADF eg carpentry).
- CSD includes:
  - Self-claimed skills (a wide range of skills are listed from which to choose)
  - Self-claimed language skills (languages acquired without examinations)
  - Professional Registrations and Licences
  - Membership of Professional Organisations
  - Civil Education Qualifications
  - Civilian Employment Details/History (reservists and regulars)
- Keep your Personal Data, CSD and contact data on PMKeyS up to date!

For more information: go to DGRES-AF website, CSD section.
For questions or help: email the CSD helpline (include your PMKeyS number): ADO.CivilSkillsData@defence.gov.au
Our first P-8A instructor

SQNLDR Arran Moore

A RAAF air combat officer has become the first non-US citizen to instruct on the US Navy’s newest aircraft, the P-8A Poseidon.

Members of the US Navy’s Patrol Squadron Five (VP-5) got a surprise during their recent conversion lesson on the weapons systems of the new P-8A when they realised their instructor was an Australian – exchange officer FLTLT Glen Gallagher.

Formerly of 92WG, FLTLT Gallagher is based with the US Navy’s operational conversion unit for P-3s and the P-8A at Naval Air Station Jacksonville in Florida and said it was a great honour to be there.

“It’s a once in a career opportunity to be at the forefront of a new capability like the Poseidon,” he said.

The VP-5 is now the second USN squadron to convert to the P-8A – the aircraft set to replace the RAAF’s AP-3C Orion fleet in about 2019.

In addition to being heavily involved in the training of US personnel, FLTLT Gallagher is also involved in training the first students straight from flight school on the aircraft and converting P-3 instructors across to the P-8A.

He holds a Level 500 instructor rating which is the highest rating in the US Navy – a great achievement according to OC 92WG GPCAPT Craig Heap.

“FLTLT Gallagher is the first exchange officer to receive the Level 500 qualification,” he said.

In order to achieve his rating, FLTLT Gallagher completed an intensive Weapons Tactics Instructor course run by the USN’s ‘Top Gun school’ in the Nevada desert, which included the airborne application of weapons such as the Harpoon, Maverick and Mk 46 and Mk 54 torpedoes.

“That Glen was selected for the course is testament to both his ability as an aviator and the close relationship between the RAAF and US Navy,” GPCAPT Heap said.

FLTLT Gallagher said the Poseidon was a fantastic anti-submarine warfare platform.

“The P-8A is a true game changer – the acoustic system is excellent,” FLTLT Gallagher said.

“It can process four times as many sonobuoys as a P-3, and can carry 50 per cent more of them internally, which helps.

“The reliability of the platform is exceptional. I’ve flown about 100 hours so far this year and the squadron is flying 24 hours a day, five-to-six days a week, so it’s a very busy transition period, something that can only be achieved because the aircraft is so reliable.”

One of FLTLT Gallagher’s first instructor students on the P-8A is his Australian replacement, 92WG air combat officer FLTLT James Best.

FLTLT Best said he was fortunate to be the first exchange officer to transition straight onto the P-8A.

“It’s a massive leap forward from the P-3,” he said. “The aircraft flies so well, it’s much smoother at low altitude than the P-3.”

GPCAPT Heap said with Australia’s planned acquisition of the P-8A scheduled for final government approval by 2015-16 and the withdrawal of the AP-3C Orion fleet planned for around 2019, the future looked bright.

“The P-8A capability is fast approaching and Air Force is preparing a transition plan that will maintain operational capability,” GPCAPT Heap said.

“I was able to fly the P-8A during its visit to Australia last year and from a pilot’s perspective it is an excellent aircraft to fly. It is very responsive and flies exceptionally well at low level.

The level of situational awareness for the pilot is way ahead of the AP-3C. It’s a great aircraft.”

The USN is scheduled to declare initial operational capability with the P-8A later this year.

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Force within the force

FOR every military force that deploys on operations overseas, there’s also a force supporting them to enable the sustainment of the mission.

Performing this role for all Australians at Multinational Base Tarin Kot is Force Support Unit 7 (FSU 7) – a triservice unit of 58 personnel.

Commanded by MAJ Anne Oliver, FSU 7 is due to return home to Australia next month after eight months on deployment.

MAJ Oliver said her personnel had many different jobs within the unit, with some of them working in a single capability role.

“My personnel work in the areas of health, finance, administration, postal, freight, freight distribution, operations, the Q-store, catering, workshops, ammunition section and a remediation section,” she said.

One of the main tasks the unit has dealt with since arriving in October last year is the remediation of Tarin Kot and treatment of thousands of pieces of materiel to be returned to Australia or disposed of through approved processes.

“We have 10 years worth of operational stock and equipment to remediate and move out of Tarin Kot,” MAJ Oliver said.

“The whole process will be a complex task and takes a lot of planning to correct accounts, decide what should stay here and what should go.”

Many of the answers have been provided by a deliberate planning team that has been working on the redeployment plans for the past 12 months.

Two Air Force members supporting this effort are CPLs Danielle Gibb and Pauline Devers.

CPL Gibb’s main role has her working as a pay clerk but she also performs a clerical administration role for Australians on base, including Air Force’s Security Force.

“It’s a busy job, I answer pay enquiries and also manage the paperwork for Australian personnel going on leave,” CPL Gibb said.

“The work I’m doing here is important, as I make sure people are being paid correctly.”

It’s an enjoyable, rewarding job and the unit’s like a family,”

CPL Divers works in the unit’s Q-store and keeps stock of thousands of items stored within the warehouse.

“My job has me mainly taking care of the registering, issuing and stocktaking of weapons and body armour,” she said.

“I also issue and take stock of the huge variety of other items we have in our warehouse, such as uniforms, dishwashing liquid, weapons parts and cups for the mess.”

CPL Devers said during her training and deployment she has learnt a lot about herself and life working with personnel from other forces.

“So far I’ve learnt how to take better control of situations, be a vehicle convoy commander, use a radio, cope in an IED incident and how to look after battle casualties,” she said.

“The best part of my job would be seeing how the Army runs a unit on a deployment and for me working with someone from a force other than the Air Force.

“It’s impressive to see how everything fits together here.”
Heron eyes still in focus

The ADF’s eye in the sky – the Heron Remotely Piloted Aircraft (RPA) – continues to provide vital intelligence to ADF and coalition forces operating on the ground in Afghanistan’s Uruzgan province.

As the ADF prepares to transfer the responsibility for security in Uruzgan to the Afghan National Security Forces, the Heron RPA Detachment is still delivering the important capability.

Heron RPA Detachment Commander WGCDR Adrian Maso said the work of the detachment had a direct impact on ground operations in Uruzgan.

“We get tasking from Combined Tasking Uruzgan at Tarin Kot and we form part of a picture for that team in order to allow them to assist the Afghan National Security Forces in developing their headquarters capabilities and also monitoring what’s going on in the battlespace,” WGCDR Maso said.

He said the Heron had proven to be an invaluable asset to the ADF during Operation Slipper, boasting impressive technical specifications, especially when it came to endurance and altitude.

“Because it’s a real aeroplane you fly it like a real aeroplane,” WGCDR Maso said.

“This aircraft weighs about a tonne and it goes a long way and you need to be able to put yourself in the aeroplane in terms of how you think and operate.

“The Heron is not a drone. Drone to me has a connotation of being an aircraft that isn’t smart, doesn’t think. We’ve actually got a bunch of very smart people that control the aircraft and have access to a lot of information that allows them to make very smart decisions about the way to operate the aeroplane.”

A modified shipping container called the Ground Control Station is the cockpit where the work is carried out. Fully qualified ADF aviators pilot the RPAs on daily missions out of Kandahar.

But the work doesn’t stop and start with the pilots. Imagery analysts put in long hours to make sense of the intelligence gathered by the aircraft.

One of those imagery analysts is LACW Jessica Salembier, who is a vital link in the intelligence gathering chain.

“My job is to analyse the real-time footage that Heron collects of situations that we’re seeing on the ground,” LACW Salembier said.

MAKE AN IMPACT: Above, from left, imagery analyst LACW Jessica Salembier and payload operator FLTLT Megan Shultz with a Heron RPA at Kandahar Airfield; far left, Heron Detachment Commander WGCDR Adrian Maso; left, FLTLT Shultz and pilot FLGOFF Mark Hannington operating a Heron inside the Ground Control Station. Photos: CPL Janine Fabre

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Fighterworld lands Pig

FIGHTERWORLD at Williamtown is now the proud owner of a retired F-111C. Departing RAAF Base Amberley by road convoy on May 4, the F-111, designated AB-148, arrived at its new home the next day.

Over the 900km journey, the convoy stopped in towns including Goondiwindi, Moree and Singleton.

The F-111 was delivered to the RAAF in December 1973. In 2006, it was one of four F-111s involved in sinking the seized freighter Pong Su, which was at the centre of a drug smuggling operation, off Jervis Bay using laser-guided bombs. The F-111 flew its final flight on November 23, 2010, and was officially retired on December 3 that year.

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Orions hunt Dechaineux

TWO AP-3C Orion aircraft hunted Navy submarine HMAS Dechaineux in the South China Sea as part of Exercise Bersama Shield 2013.

Operating out of RMAF Base Butterworth, the exercise was conducted between Singapore and the Malaysian Peninsula from April 8-18, marking the 42nd anniversary of ADF involvement in Five Powers Defence Arrangement exercises.

Australia was the only nation to deploy a submarine in support of Bersama Shield, which provided a worthy target for hunting practice for the two Orions from RAAF Base Edinburgh. Although there was close liaison between 92WG and HMAS Dechaineux before the exercise, the silent underwater vessel was able to “test exercise interoperability, capability expansion and communication between the Five Power Defence Arrangement nations”.

For the crew of HMAS Dechaineux, Bersama Shield provided an opportunity to practice the “hide and seek” of submarine warfare in busy waterways, conducting simulated attacks on surface ships from Malaysian, Singaporean and New Zealand navies.

The AP-3Cs flew seven sorties during the exercise, allowing the crews to hone their skills in a complex multinational exercise environment involving naval and air forces.

“The exercise enhanced the strength of relationships of participating nations, especially with the aircraft and support personnel operating from RMAF Base Butterworth,” SQNLDR Laroche said.

In addition to the AP-3Cs, RAAF liaison officers deployed to Butterworth to assist with the exercise.
ANTARCTIC EXPERIENCE

Erika Seymour

MOVEMENT operators CPL Marc Neiberding and LAC Adam Fraser had a work trip like no other at the start of this year.

They visited Antarctica in February during a six-month deployment with the Royal New Zealand Air Force in Christchurch on Operation Antarctica, managing US and New Zealand air movements and scientific interests in the New Zealand Antarctic Territory.

Their Antarctic task was to return New Zealand and American scientists who had completed a six-month scientific mission to the icy continent.

CPL Neiberding said it was a quick but memorable experience. "We were only there for an hour-and-a-half to check in passengers and load cargo but it was an amazing trip," he said.

"I remember the icebergs from the aircraft window looked like a mosaic pattern in the sea. Although it was minus 20 degrees Celsius, it wasn’t that cold surprisingly due to the very dry air. Even with my two kilo snow boots, frostbite wasn’t an issue," CPL Neiberding said.

LAC Fraser said when he got to Antarctica he realised how much it was worth it. "It was a fantastic experience," LAC Fraser said.

CPL Neiberding agreed. "I felt privileged to have set foot in Antarctica, considering less than 1 per cent of the world’s population have ever been there," CPL Neiberding said.

"When I joined in 2006, I could never have foreseen that a career in the RAAF would have taken me there."

LAC Fraser said when he heard about the Antarctica opportunity he applied straight away. "Marc and I didn’t know each other but we happened to be on a course together when we both found out we got it – we were chuffed," LAC Fraser said.

Both said working with the New Zealanders was a rewarding experience. "I just loved it; we worked hard and I gained so much professionally," CPL Neiberding said.

LAC Fraser has returned to RAAF Base Townsville, while CPL Neiberding is now back at RAAF Base Darwin.

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Marking 70th at Wings

Eamon Hamilton

THE longest continuously operating Air Force squadron held a "family reunion" at the Wings Over Illawarra Air Show on May 5.

This year marks 70 years since the formation of 38SQN, and the air show provided an occasion for all its major aircraft types to be reunited alongside one another.

A King Air from RAAF Base Townsville flew to Illawarra Regional Airport, and was parked alongside the Caribou and Dakota transports owned by the Historic Aircraft Restoration Society (HARS). Completing the line up was a Hudson bomber/transport, flown in by the Temora Aviation Museum.

Since 1943, these aircraft types have contributed to an unbroken flying record for 38SQN, making it the longest continuously serving operational flying squadron.

Only Central Flying School, formed in 1913 and continuously flying since 1940, has a longer continuous flying record.

Hosted by HARS, the Wings Over Illawarra Air Show was the seventh of its kind to be held at Illawarra Regional Airport and attracted more than 15,000 visitors.

A mix of vintage and current Defence aircraft, along with aerobatic displays by civilian aircraft, thrilled the crowds.

Serving aircraft were well represented at the show, including a trio of Hawk 127 Lead-In Fighters from 76SQN. They were joined by the Roulettes and the Air Force Balloons.

Navy brought examples of its rotary-wing fleet from nearby HMAS Albatross, including the new MRH-90, which has recently been cleared for service release.

Navy’s Bell 429, Squirrel and Seahawk were also in attendance.

Army’s Red Berets precision parachute display team conducted two drops on the day, including one from a HARS Caribou.

Volunteering to help at the show were 300 Australian Air Force Cadets, who also paraded for review by CAF AirMSHL Geoff Brown.

CO 38SQN WGCDR Stewart Dowrie said the air show was an opportunity for current members of the squadron to understand their lineage:

“IT gives people a perspective on what has changed, but also what has stayed the same,” WGCDR Dowrie said.

“If you look at the first missions 38SQN flew with the Hudson, you’ll see that it was light transport support, carrying light cargo and doing VIP missions.

“This is exactly the type of support that the King Air provides today.”

WGCDR Dowrie said he believed one of the secrets to 38SQN’s unbroken record was its history of ‘‘doing the job’’ at hand, without seeking accolades or flying the “brightest and shiniest” aircraft.

“We are always equal to the task,” WGCDR Dowrie said.

BIG HIT: 38SQN aircrew members talk to visitors of their KA350 King Air static display during the Wings Over Illawarra Air Show.

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MEMORIES: A retired Caribou aircraft, operated by HARS, and a Hudson aircraft, operated by the Temora Aviation Museum, were among the attractions at the Wings Over Illawarra Air Show. Both aircraft were formerly operated by 38SQN, which marked its 70th anniversary at the show. Left inset, former 38SQN flight engineer Robert St John with the Caribou. Photos: SGT Ricky Fuller

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Over Illawarra show

One veteran reunited with 38SQN at Illawarra was former Caribou pilot Jock Castles, who enjoyed a brief career with 38SQN.

Having spent 25 years with the Royal Air Force flying Spitfires and Sunderland flying boats, Mr Castles came to 38SQN in 1966.

Despite the jet age being well underway, Mr Castles was happy to convert on to the Caribou at RAAF Base Richmond. 

"I was getting on in years and Caribou flying was nice and slow, which fit my age," he said.

Following conversion, he spent a year in Vietnam with 38SQN Caribous before returning to 38SQN to complete his flying career in 1970.

"It was nice to finish up on Caribous – I enjoyed it," Mr Castles said.

The Caribou’s 45-year innings with 38SQN represents just one chapter of the squadron’s outstanding service, which began on 14 September, 1943.

Formed at Richmond, it flew Lockheed Hudsons until the following year, when enough Dakota transports became available to the squadron.

The Dakota would be the squadron’s charge for the next 20 years. During that time, they flew journalists to Hiroshima weeks after the atomic blast, carried paintbrushes from civil war in China, and supported Allied units in Malaya and Korea.

Delivery of the Caribou took 38SQN to Indonesia, Pakistan, East Timor and Solomon Islands, as well as consolidating the unit’s record of flying in Papua New Guinea.

NICE CRAFT: CAF AIRMSHL Geoff Brown looks over former Air Force pilot Matt Hall’s MXS-R air race plane, which Mr Hall flew during the Wings Over Illawarra Air Show, right. Above right, crowds enjoy the 38SQN history on display with the KA350 King Air alongside retired Caribou and Dakota aircraft on the air show flightline.

Photos: SGT Ricky Fuller
Air Force’s SECFOR continues to protect Multinational Base Tarin Kot as the second rotation prepares to take over

SGT Jessi Ann McCormick, US Army

AFTER nearly seven months protecting Multinational Base Tarin Kot, members of the Air Force Security Force (SECFOR) are preparing to hand over the important role to the second SECFOR rotation, which was farewelled for Afghanistan on May 9.

The first rotation comprised of airfield defence guards (ADGs) from 1 and 2 Airfield Defence Squadrons at RAAF Base Amberley, the first SECFOR rotation has been conducting ground defence patrols, with support from Army combat forces on and off base.

As well as base patrols, SECFOR members undertook dismounted ground defence patrols in Tarin Kot, which is also used as a means to gain awareness about the local population near the base.

Ground Defence Officer FLGOFF Will Drewitt-Smith, who led the recent dismounted ground defence area patrol in Tarin Kot, said the task was designed to protect assets, establish, maintain and enhance relationships with the local Afghanistan people and ground commanders from ground attack.

“We conducted the patrols as part of our hardened posture around the base to provide that defence in depth,” he said. Also in that patrol was ADG LAC Dylan Roberts, who said it was a great experience to interact with the Afghans.

“A lot of locals came out and were interested about us being in the area,” LAC Roberts said. “We were able to come out and talk to them, which was good to see, and we got a lot of local information, which is what we were after.”

FLGOFF Drewitt-Smith said there were about 40 locals along the patrol route which was cleared by 7th Battalion soldier before entering the area.

“We were able to connect with the Afghan civilians, both men and women, while out on the patrol,” in proximity of the base, FLGOFF Drewitt-Smith said. “The ADGs put on a security force face and also for coalition forces on and off base.”

After arriving in November last year, SECFOR set about learning from their Slovak Army predecessors the job of protecting multinational forces on and off base.

As part of their organisation and put into practice the tasks they will perform in Afghanistan.

“Our role right now will include patrols outside the wire, running the entry control points, the base and training quick reaction teams, which are all designed to help ensure the protection of our personnel and assets,” FLGOFF Drewitt-Smith said.

Apart from the improvement of individual skills, one of the largest lessons learnt on the MRE was putting the theories of entry control and quick reaction teams into practice in a large dynamic environment.

The Army units are also deploying and the live-embedding provides a combat training centre (CTC) realistic training environment.

“We expect the deployment to be challenging, especially with the deployment of coalition forces at Tarin Kot, which means we will need to use our training in the role of the base security requirements,” FLTLT Kurylowicz said.

“Tarin Kot is an airfield operation and said he had deployed on Operation Slipper to Campbelltown Air Force to command an MRV platoon,” FLTLT Kurylowicz said.

“I am not sure what to expect from this trip to Tarin Kot, but from past experiences in Afghanistan I will enjoy myself,” he said.

“Tarin Kot is the length of the CTC will go to add realism to the challenging training scenarios and real-world effects.”

LOCAL MEETING: SECFOR member FLGOFF Will Drewitt-Smith interacts with an Afghan boy during a dismounted ground defence patrol in Tarin Kot before he makes his way to security forces in Afghanistan.

Preparing for the real thing: SECFOR 2 practice drills during their mission rehearsal exercise at the Townsville Field Training Area. Left is LAC Cohen Thamn; centre is LAC Patrick Bird; and below left, LAC Jake Murphy, ACP Matt Brouff and FLGOFF Sam Goldspring.

Photos: CPL Mark Doran

Rehearsing the mission

CPL Mark Doran

BEFORE departing for Multinational Base Tarin Kot in Afghanistan, the second Air Force Security Force (SECFOR) rotation completed their mission rehearsal exercise (MRE) at the Townsville Field Training Area from April 11-24.

SECFOR 2 was farewelled for Afghanistan at RAAF Base Amberley on May 9 and will be the last significant deployment for 1 and 2 Airfield Defence Squadrons at RAAF Base Amberley as part of the handover to Afghanistan leadership.

SECFOR 2 Commander FLTLT Ben Kurylowicz said the MRE was an opportunity for them to complete their organisation and put into practice the tasks they will perform in Afghanistan.

“Tarin Kot is an airfield operation,” FLTLT Kurylowicz said. “As part of their organisation and put into practice the tasks they will perform in Afghanistan.”

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PREPARING FOR THE REAL THING: SECFOR 2 practice drills during their mission rehearsal exercise at the Townsville Field Training Area. Left is LAC Cohen Thamn; centre is LAC Patrick Bird; and below left, LAC Jake Murphy, ACP Matt Brouff and FLGOFF Sam Goldspring.

Photos: CPL Mark Doran

Rehearsing the mission
A NEW Air Force initiative will provide up-to-date aeronautical information and aviation publications in digital formats, available globally and at any time.

The ADF Electronic Aeronautical Information (EAI) Project will transform the policy, production, distribution, management and physical handling of more than 8000 aeronautical information and aviation publications over the entire ADF in a step towards a fundamentally paperless environment.

The project is a $7.38 million investment from the Defence Reform Board and is expected to run for more than two years. It will also support the use of portable computer devices both on the ground and in-flight, known as Electronic Flight Bags.

The HQAC AFI Program Director, Sandra Onus, said it was great to see Defence investment into a reform project that would fundamentally improve how aeronautical information was handled on the ground and in the air.

“We are working closely with all of our Service partners to coordinate and resolve policy, airworthiness and safety issues, with a focus on delivering real benefits,” Ms Onus said.

She said Jacobs Australia was selected from a DMO Support Services tender process to provide system design and implementation of the project, including trials on select ADF platforms, and the project team would also be looking at similar improvements in the Royal Air Force and US Air Force.

“The benefits from this reform project will include reducing the costs of amending publications, reducing the time it takes to distribute updated information, and reducing hardcopy print costs,” Ms Onus said.

Further information on the Aeronautical Information Project is available on the HQAC intranet site under Projects.

New prop package for 92WG

CONSULTATION time on complex maintenance tasks by 92WG technicians will be reduced, thanks to a new maintenance package for propeller changes.

The new work package for propeller changes was successfully developed, trialled and implemented by 92WG as an initiative to improve maintenance practices by developing a single document that combined the relevant mandated technical procedures with the “best practice” tips gleaned from years of 92WG experience.

An important challenge was to ensure that the document complied with airworthiness regulatory requirements. 92WG has historically relied on the use of multiple technical publications combined with the knowledge and experience of senior technicians to guide the performance of complex maintenance tasks. A major problem with this approach was that the information needed to perform these tasks was scattered throughout a variety of publications.

The package, led by FSGT Paul Carpenter of 92WG’s Capability Improvement Team, was intended to be the test case to achieve endorsement from the relevant authorities, assess the utility of the initiative and serve as a template for production of follow-on packages.

The propeller change package was compiled and refined through rigorous testing with the assistance of numerous 92WG subject matter experts, and the approach has been enthusiastically embraced by 92WG technicians and managers alike. The availability of formally approved and controlled technical procedures and knowledge now allows newly posted or junior technicians to immediately benefit from expertise that took their predecessors years to develop.

OC 92WG GPCAPT Heap said the standard work package ensured that all technicians benefited from 92WG’s considerable corporate memory.

“This should ensure that complex maintenance tasks are performed safely and efficiently, and without having to relearn old lessons,” he said.

“This first package was completed in less than four months, which is an excellent achievement.”

Following the success of the propeller change package, 92WG Maintenance Standards Section is now working hard on the development of follow-on packages for other complex tasks such as engine changes.

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**Snow farewelled**

**IN MEMORIAM**

AIR Force honoured the passing of WOFF John "Snow" Coughlan CGM with a Service funeral in the chapel at the Victorian Police Academy at Glen Waverley, Victoria, on April 22.

WOFF Coughlan was the first RAAF member to be awarded the Conspicuous Gallantry Medal, the highest flying award for non-commissioned ranks (other than the Victoria Cross), since World War II.

While a crewman with 9SQN in Vietnam, WOFF Coughlan went to the assistance of personnel from an American gunship helicopter which crashed into dense jungle inside enemy-held territory. Although the downed aircraft was burning fiercely, its ammunition and rockets exploding dangerously, WOFF Coughlan volunteered to be winched to the rescue of the badly injured crew.

He successfully accomplished this, though frequently forced to take cover from shrapnel. Three months later he performed a similar feat in aid of another downed US helicopter.

WOFF Coughlan remained in the RAAF after his tour in Vietnam. When he retired in 1989 he was universally respected for his thorough professionalism, quiet modesty and commitment to service.

WOFF Coughlan’s 29 years of service is a significant part of Air Force history. Additionally, his post-service contribution, in particular as a founding member of the RAAF Vietnam Veterans’ Association, saw him providing continued support to former members.

Air Force was represented at the funeral by Director General Personnel - Air Force AIRCDRE Bob Rodgers, who paid tribute to WOFF Coughlan’s 29 years of exemplary service.

“Snow was an iconic Australian airman whose memory and influence are an intrinsic part of Air Force today,” AIRCDRE Rodgers said.

WOFF Coughlan’s widow Gill was presented with a folded RAAF Ensign in honour of his Air Force service.

**ICONIC:** WOFF John “Snow” Coughlan when he was a helicopter crewman with 9SQN during the Vietnam War. Inset, WOFF Coughlan’s service funeral at Glen Waverley.

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**Reunion to unite C-130E community**

A REUNION on July 12 will bring together past members of Air Force’s C-130E Hercules community.

Citing with celebrations for 37SQN’s 70th anniversary, the reunion will be held at Windsor RSL and is being organised by former C-130E loadmaster Col Coyne.

Mr Coyne said the C-130E, which served Air Force from 1966 until 2000, was an evolutionary step.

“ Our reunion is a venue for former C-130E aircrew and maintenance personnel to gather and reminisce before the memories of our exploits are forever lost to history,” he said. “The camaraderie developed between members over the years, irrespective of squadron, produced friendships that extend long after separation from the service.”

A fleet of 12 E-model Hercules was delivered to 37SQN in 1966, providing a considerable boost to Australia’s airlift capacity during the Vietnam War.

The C-130E held status as Air Force’s strategic airlifter for overseas operations, but was also a common sight on transport flights within Australia.

In the twilight of their service, four C-130Es were flown by 36SQN as the C-130J was introduced to 37SQN service.

More information on the reunion is available from http://ra.af/ZV7m47 or to register interest in attending, contact Col Coyne at colcoyne949@bigpond.com

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New aviation technical training contract to increase productivity and efficiency

AVIATION technical training has a new name, new modern training aids and systems and a new focus at RAAF Base Wagga.

BAE Systems Australia, in partnership with the Royal Melbourne Institute of Technology University (RMIT) and Pennant, have formed the Defence Aeroskills Training Academy (DATA) to deliver training in conjunction with the RAAF School of Technical Training (RAAFSTT).

After an open and competitive tendering process, DATA was awarded the training contract, which provides a balance between traditional hands-on training and the use of modern training systems.

The contract, signed on March 8, brings with it significant changes. In line with current productivity and performance-based contract methodology, the new arrangement includes a productivity improvement program with efficiency gains that will continually ensure value in the total cost of ownership.

The contract also includes options to extend to 20 years based on performance.

Commander Air Force Training Group AIRCDRE Brian Edwards said the new arrangement would deliver a productivity improvement program with efficiency gains that will continually ensure value in the total cost of ownership. The new contract also means that DATA will take over some of the Registered Training Organisation role of the ADF in issuing formal aeroskills competencies to graduating students.

This reduces an overhead currently absorbed by the ADE. "The new contract also means that DATA will take over some of the Registered Training Organisation role of the ADF in issuing formal aeroskills competencies to graduating students. This reduces an overhead currently absorbed by the ADE," GPCAPT Graeme Davies said.

The transfer, sale and disposal of the old RAAFSTT training aids represents a reduction in logistics support requirements for RAAFSTT," he said.

"The new contract also means that DATA will take over some of the Registered Training Organisation role of the ADF in issuing formal aeroskills competencies to graduating students. This reduces an overhead currently absorbed by the ADE." OC Ground Training Wing GPCAPT Graeme Davies said the modernisation of training aids, introduction of blended learning techniques, and increase in the number of competencies assessed at Wagga would result in ADF technicians better prepared for work when they hit the squadrons.

"The new arrangement with DATA will result in significant benefits with more autonomy and responsibility for the contractor, more modern and effective training aids and training methods, continual productivity improvement, and techs getting out in the field quicker with more competencies under their belt," GPCAPT Davies said.

DATA began delivering training on April 8.

Trainees race chariots for charity

MAD FUN RUN: The 1RTU ‘Red Titans’ race against the RAAFSALT team in the Wagga Chariots for Charity event.

SGT Dave Morley

AIR Force trainees from RAAF Base Wagga were given a run for their money when they took on their Army counterparts in the annual South Wagga Wagga Lions Club Chariots for Charity event on April 28.

Four Defence teams took part in the event, with a team of Army PTIs from Kapooka crossing the line first, but only seconds in front of a team of Army craftsmen from the RAAF School of Technical Training (RAAFSTT), led by WOFF Jack Joce.

No. 1 Recruit Training Unit’s team, led by FSgt Ivan Petrovic, finished third, while a team from the RAAF School of Administration and Logistics Training, led by FSgt Jason Roberts, scored fourth place.

WOFF Joce said his team of Army aviation trainees had been training hard for weeks.

“We were looking forward to getting in and flying the flag for RAAFSTT,” he said.

FSgt Petrovic said he was happy with his team’s result.

“1RTU’s ‘Red Titans’ raised more than $350,” he said. “Hopefully next year we’ll be back with even more teams – it’s all good fun.”

FSgt Roberts said he entered his RAAFSALT team because Defence needed to be a part of the community.

“We held a selection for our team with a 100 metre sprint and the four quickest guys came through to the team,” he said.

“The guys were all volunteers, but the jockey had no choice – she was selected because she was the lightest.”

A total of $6000 was raised by Defence and community teams in the event.

FSgt Roberts said RAAFSALT had also been busy recently raising money for the Wagga Women’s Refuge through Social Club barbecues, donations and raffles.
Through its paces

New vehicles are put to the test in the Simpson Desert, reports Michelle Perks.

MAGINE driving for thousands of kilometres through the desert in the middle of summer. You start off in Melbourne, head up to Adelaide and then on to Coober Pedy. You then drive to Uluru, Alice Springs and up and down countless sand dunes in the Simpson Desert before making the long trip back to where the journey started.

Dedicated teams from DMO have completed such trips in recent months to ensure critical systems in the G-Wagon variants are functioning properly and meet the needs of ADF operators. The vehicles have been tested in a variety of conditions and terrains, helping provide assurance that they meet specifications and are fit for operations.

Though the G-Wagon is a proven vehicle and is widely used by other defence forces around the world, some of the variants DMO is acquiring for the ADF are unique.

Unlike the standard model that could be tested before purchase, these variants have been made specifically for Australia and until now have not existed to test.

As the G-Wagon’s manufacturer, Mercedes-Benz Australia, delivered these specialist variants, DMO launched a full verification and validation activity to ensure they each complied with the specifications outlined in the acquisition contract.

MAJ Michael McMillan is a DMO engineer on the ground in the Land 121 Overlander Program and has played a critical role in these variant testing activities. He said two different G-Wagon test events had been held in the Simpson Desert in the past six months as part of the verification and validation activity.

“The first included a confirmation of the surveillance and reconnaissance vehicle’s (SRV) long-range fuel tank and was about 5500km in length,” he said.

“The second included a reliability task for the SRV held in the height of summer that covered about 9000km and significant cross-country driving.”

Standing on the other side of these testing activities, MAJ McMillan said DMO could be confident the SRV was a reliable vehicle, which met Air Force’s requirements.

“These tests and others conducted throughout 2012 allowed us to identify and remedy quirks in the system and then check that they had been ironed out,” he said.

“The good news is that the vehicles passed this latest test with flying colours.

“Over the course of three weeks of rugged testing, the vehicles consistently performed to a high standard.

“The activity confirmed that the SRV is fit for purpose and capable of meeting all of the specified performance requirements.

“The testing outcome provided Air Force with the assurance required to accept the variant of the G-Wagon.

DMO ensured the SRV mission system was safe, fit for purpose and a mission-capable platform.

The trial’s results provided the confidence that comprehensive testing has been completed, and follow-up action taken by the contractor, with Defence receiving the best value for its investment in the equipment.

➤ Originally written for the DMO Bulletin

New vehicles are put to the test in the Simpson Desert, reports Michelle Perks.

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Have you served?

VVCS is a free, confidential counselling service dedicated to supporting the mental health and wellbeing of the Australian ex-service and veteran community and their families.

VVCS can help to work through emotional or psychological issues arising from your military service, including stress management, relationship, family or lifestyle challenges.

VVCS offers:
• Counselling;
• Group programs to address anger, depression, anxiety and fitness;
• Veterans Line - after-hours crisis counselling;
• Support with the transition from military to civilian life; and
• Self-help resources and referrals to other services.

VVCS services are available for all Australian veterans, peacekeepers, eligible members of the Defence Force community and their families, along with F-111 fuel tank maintenance workers, their partners and immediate family members.

If you need support, or would like more information, please call or visit our website.

1800 011 046*
www.dva.gov.au/vvcs

* Free local call. Calls from some mobiles and pay phones may incur charges.

SYDNEY MARCH: Above, 1EHSS members, from left, FLTLT Ajitha Sugnanam and AC Luke Papp Marsden sell pins for the Anzac Day appeal outside the Melbourne Cricket Ground before the Anzac Day march between Essendon and Collingwood. Photo: AB Dove Smithett

ISTANBUL BAZAAR: Above, Australia’s Federation Guard member LAC Luke Greene at the Grand Bazaar during a cultural tour of Istanbul in the lead up to Anzac Day activities in Gallipoli, France and Belgium. Photo: CPL Raymond Vance

FRENCH GUARD: Right inset, AC Mathew Mitchell, of Australia’s Federation Guard, during preparations for the Villers-Bretonneux ceremony in France. Photo: CPL Melia Young

ON APPEAL: Below, trainees ACW Kerrilee Ashton and AC Luke Papp Marsden sell pins for the Anzac Day appeal outside the Melbourne Cricket Ground before the Anzac Day march between Essendon and Collingwood. Photo: AB Dove Smithett
Thinking about buying a new car?

Consider a novated lease. It’s the most tax effective way to finance your new vehicle.

What are the advantages of novated leasing?

No need to drive a lot
Recent changes in legislation mean that everyone can save, no matter how many km you drive or how much you earn! This means even more people can benefit from taking up a novated lease.

Enjoy the flexibility
You can choose which car you want to drive – whether it’s new, used, or even your existing car. You can also update the vehicle you are leasing every few years.

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Your lease repayments and running costs are broken down into manageable monthly payments, which means no more large lump sum payments.

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Check out our novated lease calculator online to get a detailed picture of how much you could save, along with an obligation-free quote. Or call us and speak to one of our friendly leasing consultants.

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*Annual savings of $2,500 are indicative only and are based on an annual salary of $85,000 and 15,000 km travelled per annum. Actual savings will depend on your tax bracket, vehicle model, lease term and individual circumstances.
Duty suspension

CAPT Scott Ritchie
Director Military Discipline Law

IF AN AUTHORISED officer suspects, on reasonable grounds, that a member has committed a service offence under the Defence Force Discipline Act 1982 and orders an investigation, they may suspend the member from duty for the period of the investigation.

A member who is charged with a service or civil offence may also be suspended from duty.

If convicted of a service offence, members may be suspended from duty pending review of the decision of a service tribunal by a reviewing authority.

Generally, a suspension imposed on a member ends only when a charge does not continue or is abandoned, the proceedings are terminated or when an investigation ends.

However, if an investigation results in the member being charged the suspension continues.

During the period of suspension, the member is not required to perform their duties and can only be paid when permitted by the authorised officer and when the suspension has not occurred as a result of an investigation.

When a member is not being paid by the ADF as a result of being suspended from duty, they may choose to engage in employment outside Defence.

SUSPENDED: A member may be suspended from duty if they are under investigation, charged with or convicted of a service or civil offence.

Photo: LS Helen Frank

APRIL TRIAL RESULTS

Other rank
Defence Force Magistrate

One charge of theft
DFDA s 47C

One charge of signing a false service document
DFDA s 55(1)(a)

The member was accused of obtaining funds from a person or organisation when not authorised to do so and signing a service document verifying a false amount relating to the funds. The member pleaded guilty to all charges and was found guilty of all. The member was reduced in rank, forfeited seniority, required to pay reparation of $11,427 (paid in fortnightly instalments of $100) and required to undergo detention for 90 days (first charge) and 28 days (second charge).

Officer
General Court Martial

One charge of suppressing a service document
DFDA s 55(1)(c)

Three charges of making false entry in a service document
DFDA s 55(1)(d)

Two charges of making away with a service document
DFDA 55(1)(d) (1 in the alternative)

The member was accused of making false entries and suppressing and removing service documents relating to detainees. The member pleaded not guilty to all charges. The member was found guilty of two charges of making a false entry in a service document. The member was reduced in rank and forfeited seniority.

NCO
Defence Force Magistrate

One charge of prejudicial conduct
DFDA s 59(1)

The member was accused of making an inappropriate comment to another member. The member pleaded guilty and was found guilty. The member was severely reprimanded.

Note: All Court Martial and Defence Force Magistrate trial results are subject to command review and appeal. The results indicated are of trials across the ADF.

www.dan.gov.au/airforce

CONNECTION • SHARE • ENGAGE

THE DAN IS A SECURE NETWORK AVAILABLE TO CURRENT AND FORMER DEFENCE MEMBERS

THE DAN A SOCIAL NETWORK FOR DEFENCE

Photo: LS Helen Frank
Purchasing or owning an investment property might make sound financial sense, but ADF members should be aware of the potential impact on their future eligibility to Defence housing assistance.

Defence housing assistance provided to ADF members is based on a member’s need and bedroom requirements. As such it is not a condition of service but is provided to members posted to locations where they do not own a suitable home, according to Assistant Director Military Conditions and Housing Policy, Bruce Jackson.

Mr Jackson said members needed to be “conscious of the unintended consequences that purchasing a home may have on their eligibility for housing assistance”.

“Defence decides to lease out a suitable home and as a consequence is unable to occupy it, the home will remain a suitable home and the member will not be eligible for housing assistance if they are posted to the location of the home,” he said.

“One of the most common questions asked of our Directorate and Defence Housing Australia is whether or not a member’s home is considered to be a ‘suitable own home’.

The ADF Pay and Conditions Manual defines a ‘suitable own home’ as a home owned by the member or any of their dependents in the member’s posting location and with enough bedrooms to accommodate the member’s family.

However, a home purchased using any form of Defence housing assistance, such as the Defence Home Ownership Assistance Scheme, Defence Home Owner Loan, Home Purchase Assistance Scheme or the Home Purchase Sale Expenses Allowance will be considered suitable for the member’s current posting and all subsequent postings to the location of the home irrespective of the number of bedrooms.

Mr Jackson said some investment schemes enabled members to purchase a property and then arrange to lease it for extended periods.

“A suitable own home purchased under one of these schemes will still be considered a suitable home and the member will not be entitled to a service residence or rent allowance when posted to the location of the home,” he said.

In addition to seeking independent professional financial advice before proceeding with the purchase of a home, members should also ensure that their purchase would not deny them Defence housing assistance.

In the first instance members are encouraged to read chapter 7 in PACMAN.

Don’t forget to have your say

There is still time to have YourSay and to influence important Defence decisions about your pay, your conditions and your workplace.

The YourSay survey will remain open for responses until May 27.

If you would like to know more or have any questions or comments, contact the YourSay research team at your.say@defence.gov.au.

About 3500 people had their say in February. Here are just a couple of the comments made:

➤ Nine out of 10 Air Force people said having resources to do their jobs was important but less than half were satisfied with the resources available to do their job.

➤ Two out of 10 Air Force people did not think Defence senior leaders are steering Defence in the right direction.

New Horizon focus at People Expo

Annabelle Haywood

Air Force’s New Horizon program was among the key items on the agenda when Defence’s IR professionals gathered for the annual People Expo in Canberra on April 30.

Defence People Group hosted the expo, where information was shared on people reform programs across Defence.

Deputy Secretary of Defence People Group Carmel McGregor said the People Expo was a signature gathering of people professionals and stakeholders from across Defence to showcase success and innovation in the personnel area.

“These presentations covered a broad scope of reform programs and cultural change initiatives in the single Services, VCDF Group, Intelligence and Security Group and the Defence People Group,” Ms McGregor said.

The presentations included an update on Defence’s leadership development program, the Air Force New Horizons program; the Army’s Personnel Administrative Centres, implementation of the Broderick Review recommendations and the Suakin Reserve Reform program.

Ms McGregor said three questions and answer sessions highlighted the issues that were of most concern and interest.

“We had a range of questions that generated discussion on issues that are quite new for Defence, such as widespread access to flexible work, mentoring programs and the reforms under Suakin,” she said.

Attendees were encouraged to browse the kiosks that showcased the fields of diversity, organisational culture, performance management, reform and work health and safety.

For further information on the People Expo, visit the PeopleConnect site on the Defence intranet.

DAN hits 10,000 members

The Defence Alumni Network (DAN) – a social network built by Defence for Defence – hit 10,000 members this month, and has so far facilitated more than 6000 reconnections.

The DAN is open to current and former members of the ADF and recently opened to Defence APS and Australian Defence College students graduates (Australian and overseas). More than 10,000 people have joined the DAN, with Profiles, Groups and Events among the most popular sections of the social network.

CAPT Harry Lok, Project Manager for the DAN, said the platform had helped thousands of current and former ADF personnel reconnect.

“One of the underlying objectives of the DAN has always been to facilitate ongoing connections between Defence personnel and I am thrilled that more than 10,000 people see the platform as a valuable way to stay in touch,” he said.

“The fact we are universally accessible online and also a secure network built just for Defence have been key factors in our success.”

“Joining the DAN is easy – all you need is your Service ID or PMky® number and an email address and you’re in.”

CAPT Lok said 2013 would be a big year for the DAN, with a focus on increased contribution to the platform from existing members, and significant changes to the site’s Jobs section.

To join the DAN, visit www.dan.gov.au

Ride a Motorcycle?

We are a Tri-Service Club looking for ex-military or Serving members!

Conditions of Entry
Must own and ride a min 250cc motorcycle or cruiser type road bike.
Must have or be sourcing in Australia, New Zealand or other Allied Defence Forces (Regulations or Reserve).

Meetings and Rides
Rides occur with an emphasis on good manners and safety.
Rides occur with a minimum of 1 full month, sometimes its a day ride and sometimes an overnight.

What is the New Horizon program?
The New Horizon program is a leadership development program designed to prepare Defence’s IR professionals for future leadership roles.

Benefits of the New Horizon program:
- Exposure to different roles and locations
- Development of leadership and management skills
- Networking opportunities within the Defence IR community

Who is eligible for the New Horizon program?
The program is open to all Defence’s IR professionals, including managers and future leaders in the field.

How does the New Horizon program work?
The program involves a series of rotations across different Defence locations, where participants take on leadership roles and gain experience in various areas of Defence’s IR operations.

What are the benefits of joining the Defence Alumni Network (DAN)?
The DAN provides a platform for current and former Defence members to reconnect, share knowledge, and network with others in the Defence community.

What are the most popular sections of the DAN?
Profiles, Groups and Events are among the most popular sections of the DAN, allowing members to connect with others based on shared interests.

Who is the DAN open to?
The DAN is open to current and former members of the ADF, including Defence APS and Australian Defence College students graduates.

What were the key objectives of the People Expo?
The People Expo aimed to showcase success and innovation in the personnel area, featuring presentations on reform programs and cultural change initiatives.

What are the implications of Defence housing assistance for ADF members?
Defence housing assistance provided to ADF members is based on need and bedroom requirements, and may be conditional on a member’s future eligibility.

What is the significance of the DAN reaching 10,000 members?
The DAN has facilitated more than 6000 reconnections, helping Defence members stay connected and network with others in the Defence community.

What is the focus of the People Expo?
The People Expo focused on Defence’s leadership development program, the Air Force New Horizons program, and implementation of the Broderick Review recommendations.

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VARIATIONS to training and developing performance revolve around the manipulation of volume (how much) and intensity (how hard). Resistance/weight training is governed by sets, repetitions and rest. However, when training the body for metabolic events, like running, swimming and cycling, other methods are used.

Over the next three editions we will look at long, slow distance; Fartlek; and interval training, as well as high intensity interval training methods.

Long slow distance
The aim of a long, slow distance session is to keep moving at a constant pace for a long period of time.

The session requires work rates of about 60-80 per cent of the maximum heart rate depending on fitness level and distance to be covered.

A generic formula to find your maximum heart rate is 220 minus age.

This pace ensures that metabolic byproducts, like hydrogen ions that can limit performance, is fairly limited with dispersion rates equal to or greater than production rates.

Long slow distance also encourages the development of muscles and bones to withstand more intense training, which is vital for injury prevention and later optimal performance.

Aerobic metabolic pathways that are developed through this training form the base of all metabolic conditioning, even short duration high-intensity activities like recovering from a sprint down the pitch.

Beginners should have at least six weeks of continuous long, slow distance training before progressing to true Fartlek sessions.

If you have had a break from endurance training it is recommended that you always restart your training with long, slow distance sessions.

However, if done to excess this method can lead to overuse injuries, so it should not be considered the basic training methodology that can be covered continuously as a default session, as variety is needed to prevent injury.

Fartlek (speed play)
This form of training is also commonly referred to as “surging”.

It involves a series of varying intensity activities interspersed with a relaxed moving recovery.

An example would be increasing pace to a light pole ahead then slowing down for the next two.

As the Swedish name implies, it is “speed play” and was originally designed as a means of allowing athletes to train as they feel, enabling them to push hard then slow down to a recovery pace and, when ready, push hard again.

It is also the introduction to working with speed and should be introduced before more intense interval sessions.

The fast pace should not be a flat-out effort but rather a mild elevation of the current pace.

Two examples of Fartlek training after a warm-up are:

- 15-minute cycle, going fast for 30 seconds then slow for two minutes. Repeat six times.
- 4.5km run, going slow to the sixth light pole then fast to next one. Repeat six times.

Fartlek improves active aerobic recovery from anaerobic (fast/surging) work as well as improving aerobic system responses to a change in intensity, for example becoming efficient quickly after a change of pace.

It also benefits the anaerobic systems by improving the ability of the body to develop energy without oxygen.

Next edition
We will look at interval training and the scientific guidelines governing its use, as well as applying these training methods to improve your 2.4km (or other distance) run times.
Setting the pace

FOUR Air Force competitors placed strongly in the Defence Cross Country Championships at Mount Stromlo in Canberra on May 4.

Both men and women completed the 8km course consisting of four 2km undulating loops along Mount Stromlo’s Robert De Castella Cross Country running track.

The men’s open division was tightly contested, with first and second place finishing within 15 seconds of each other.

Air Force’s OFFCdt Joshua Fidele-West, of ADFa, took out the title. He led from the starting gun, setting a fast pace and finishing in 27min 52secs.

LACW Lisa James, competing in cross country for the first time since high-school, placed first in the open female division and said she was shocked with the result.

“I wasn’t expecting to win,” LACW James said.

“I mostly do road running, but the soft spongy grass felt so much better on my joints.”

AIRCdr Hayden Marshall, who placed second in the masters male division, awarded race place getters with their medals.

Placing second in the veteran male division was runner and event coordinator SGT Lance Purdon, who recently won the Australian Masters Athletics Championships in 5km, 8km and 10km events at the same course.

SGT Purdon said in preparing for the event, he trained four days a week.

“This normally included 25km runs, speed work and intervals,” he said.

“My goal is to break the three-hour mark on the Gold Coast Marathon in July this year, which is also the Defence Marathon Championships.”

SGT Purdon’s wife, Jodie Barker, took out first place in the APS division.

The event was jointly hosted by the Australian Defence Running and Athletics Association and the ACT YMCA Runners Club.

The Defence Cross Country championships will be held in Canberra in May 2014. For further information on defence running and athletics competitions, visit www.adfcoolrunning.com.au.
The Women’s Air Force Rugby Union (AFRU) team pulled out a ‘secret weapon’ on May 10 in its training regime ahead of the 2013 Australian Services Rugby Union (ASRU) Carnival – a 40-tonne C-130J. The mission – to pull the Hercules along the runway at RAAF Base Richmond and help build up their strength for the carnival, being held from May 12-18.

Despite some initial reluctance, the transport giant got moving after the men’s AFRU team added a little extra muscle to the effort.

Team Manager FLGOFF Esther Suh said while they all had high hopes of doing it without the men’s help, it showed how they really worked as a combined entity.

“It’s just another example of our teamwork in rugby union and the wider Air Force,” she said.

Team member LACW Lorna Hill said it was a bit daunting to start with because of the C-130’s size, but they came through – despite a weighty obstacle.

“At the time of going to print, the ASRU carnival was still in progress, with the combined Air Force and Navy women’s team set to take on Army in the final on May 18 at Victoria Barracks in Sydney. Called the Two Blues, the combined outfit was being captained by CPL Rebekah Allen.

“We had good preparation so it gave some of the girls a chance to get hit pretty hard before going into the Army game,” CPL Allen said.

Leading up to the carnival, the teamwork between the men’s and women’s teams had been a key factor to the success of the women.

“We work really well with the men’s team and are fortunate enough to have our great coaches to help in our training,” CPL Allen said.

“They really embraced the women’s team, which was great, and one of the reasons why we are so successful as a team.”

Full coverage of the ASRU carnival will feature in the next edition.