GOOD TO GO: FLTLt Michael Keightley and David Bowlzer run pre-flight checks in their F/A-18A Hornets before the first sortie of Exercise Red Flag at Nellis Air Force Base in the US. Photo: CPL Craig Barrett

GAME ON

Exercise Red Flag under way in Nevada, US

SPECIAL GUEST

US B-52 TOUCHES DOWN IN DARWIN

JOINT EFFORT CENTREPIECE

4SQN AND ARMY WORKING TOGETHER FOR A CENTURY

CENTENARY OF MILITARY AVIATION LIFTOUT
Red Flag test in US


News

New direction in OTS training

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CAF AIRMSHL Geoff Brown said over the past six months staff at OTS had reviewed and redeveloped IOC to align course content and methodologies with recommendations arising from the Broderick Report, New Horizon and Pathway to Change.

“The course will be more focused on contemporary air power,” AIRMSHL Brown said.

“OTS has developed a course focused on values-based behaviours and experiential learning that allows students to practice the skills they will require in their first posting and beyond.

“Students will now benefit from smaller course sizes with the number of courses run per year doubling from four to eight.”

He said this increase in course frequency created greater flexibility and reduced wait times for paneling of officer candidates and initial employment training following graduation from IOC.

“Also, through eliminating wasteful consecutive teaching practices and introducing concurrent learning, real savings are being seen in terms of cost and time,” he said.

“The new IOC uses a modern, practical approach to air power, contextualising a course visit designed to contextualise what the students have learned.”

The visits will likely include trips to Canberra and RAAF Bases Glenbrook, Richmond and Williamtown.

CAF said OTS would seek commanders’ ability to host various courses, for short periods, adding to students’ understanding of air power.

“It is our responsibility to mentor our junior officers to ensure their future success,” he said.

IN BRIEF

Maritime allowance

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Roulettes’ moving visit

CPL Nick Wiseman

AIR Force’s Roulettes team visited the Royal Children’s Hospital in Melbourne on January 24, presenting the kids with souvenirs and telling stories about their aerobatic adventures.

Dressed in flight gear and armed with a range of Air Force souvenirs, the 13 team members were warmly welcomed by the staff and children at the hospital.

Team member FLGOFF Clay Esler said the team was keen to get back to the hospital and spend some time with the children.

“It’s been great to engage these kids who might otherwise miss out and not be part of our displays,” FLGOFF Esler said.

“I personally take a fair amount of satisfaction out of taking our job to them.”

The children immersed themselves in the world of aerobatic flying, throwing around foam toy planes handed out by the Roulettes, with ground support team members building an air strip on a table for them to aim at and attempt to land their new toys.

One child decided to interview three of the team members, recording it podcast style, to later play-back to other children who could not be part of the visit. He grilled the visitors about what they did and why they enjoyed their work.

FLGOFF Esler said it was a great opportunity to be out in the community.

“All the kids were excited to be part of it,” FLGOFF Esler said.

“They made the team feel appreciated.”

The Roulettes will be part of the display at the Centenary of Military Aviation Air Show on March 1-2 at Point Cook (see special spotlight).

SPECIAL TIME: SGT Dean Saunders and FLTLT Dan Kehoe present Sebastian and his mother Nicole with a Roulette poster during a visit to the Royal Children’s Hospital in Melbourne. Inset, FLTLT Andrew Lynch and Stevie watch a Roulettes video on his mobile. Photos: David Grant
ADFA race team victory

LS Helen Frank

THE racing team from the Australian Defence Force Academy competed in Melbourne in December at the Formula SAE race against about 70 university teams from around Australia, impressing with a winning design.

The team placed first in the efficiency category and 11th overall.

Launching in the USA in 1980, Formula SAE is an international competition for Society of Automotive Engineers student members to form teams and design, build and race a small high-performance race car.

Around 40 students from business, science, engineering, humanities and information technology volunteered hundreds of hours over the past 12 months to research, design, manufacture, test, develop, market and manage the open-wheel racing car.

The team worked under the guise of a fictional manufacturing company which contracted a design team to develop a racing car.

Bachelor of Technology student and team captain PLITOFF Zachary Pearse said he was proud of what the team achieved.

“It was a really well designed and built car and we were very competitive at the Australian competition,” he said.

The competition had both static and dynamic aspects where everything from team finances to acceleration was reviewed and scored.

“We were extremely pleased with placing 11th and managed to finish every event,” PLITOFF Pearse said.

“Additionally, we placed first in the efficiency category with our car using just over 1.5kg of 98RON fuel for 22km of racing.”

“Working with such a professional and dedicated team has been a privilege.”

University of NSW Canberra Faculty Adviser Dr Ian Faulconbridge provided project management and systems engineering mentoring to the students throughout the project.

“They were a great team of passionate, experienced students who were interested in motor racing and developing themselves,” Dr Faulconbridge said.

“This project is about furthering their education and the practical application of knowledge. I really commend the students on their dedication and team work.”

WINNING DESIGN: The racing team from the Australian Defence Force Academy impressed at the Formula SAE race in Melbourne in December.

Anzac ballot to be drawn

APPLICATIONS to attend the 2015 dawn service at Gallipoli are being scrutinised ahead of a ballot draw with those attending to be informed before Anzac Day this year.

The Minister Assisting the Prime Minister for the Centenary of Anzac, Michael Ronaldson said the ticket provider was confirming applications.

“Ticketek will review and remove any duplicate, incomplete or incorrect applications before the ballot is drawn,” he said.

“The ballot draw is automated and comprises four cascades, providing some preference for direct descendants and veterans with qualifying or overseas service.

“Outside the ballot, there are places for Australian World War I widows who will be included as part of Australia’s official representative group and 400 places for secondary school children and their chaperones.”

All applicants – successful and unsuccessful – will be notified.

“Successful applicants are encouraged to make and pay for all travel arrangements as soon as they receive confirmation of their success in the ballot,” Mr Ronaldson said.

“This needs to include flights, accommodation, transport and travel insurance. Proof of travel, such as an airline ticket or tour package, must be provided to the Department of Veterans’ Affairs by October 25 this year in order to receive attendance passes.”

Mr Ronaldson said unsuccessful people could go on a waitlist until March 31, 2015, and be notified of available tickets if anyone couldn’t attend.

“Alternatively, unsuccessful applicants are encouraged to visit Gallipoli at another time in 2015, attend another Anzac Day service overseas such as Villers-Bretonneux in France, or watch the broadcast of the Gallipoli and Villers-Bretonneux services live on the ABC on Anzac Day,” he said.

A full program of activities will be rolled out over the Anzac Centenary period of 2014-2018 to mark the 100th anniversary of Australia’s involvement in WWI.

Mr Ronaldson encouraged communities across Australia to get involved by applying to their local federal member of parliament for funding under the Anzac Centenary Local Grants Program.

Funding of up to $125,000 per electorate needs to be applied for before May 30 this year.

For more information on Gallipoli 2015 visit www.gallipoli2015.dva.gov.au or the Anzac Centenary visit www.anzac-centenary.gov.au
B-52 touches down in Darwin

CPL Nick Wiseman

A United States Air Force B-52 Stratofortress touched down at RAAF Base Darwin on January 28 for the first time since August 2012 as part of bilateral training arrangements between the two nations.

CO No. 13 Squadron WGCDR Wes Perrett said due to the age, history and iconic status of the aircraft there was considerable interest in its arrival from both base personnel and the public.

Despite the infrequency of the visit, this was a relatively normal operation for both the US Air Force and RAAF,” WGCDR Perrett said.

“I met with the aircraft captain and his crew when they arrived to welcome them to Australia and to highlight some of the local Darwin attractions.

“Most of the crew had not been to Darwin before and they were thrilled to have had the opportunity to visit the city.”

The B-52 is assigned to Andersen Air Force Base in Guam as part of US Pacific Command and US Air Force rotational bomber presence in the Pacific.

WGCDR Perrett said these rotations enhanced the US ability to train, exercise and operate with Australia.

“This enhanced interoperability allows the US and Australia to quickly respond to a wide range of humanitarian crises and security efforts within the region,” WGCDR Perrett said.

Darwin Aviation Museum, located near RAAF Base Darwin, has had a B-52 on display for many years.

WGCDR Perrett said many people enjoyed the chance to see one flying.

“It was a unique opportunity for the community to see an operational B-52 landing at RAAF Darwin, whereas they may have only previously seen the static aircraft on display just minutes down the Sturt Highway,” he said.

“It also made for some fantastic photographic opportunities.”

After completing the training arrangements the aircraft left Darwin and returned to Andersen Air Force Base on January 30.


USAF B-52 AT A GLANCE

The B-52 is a long-range, heavy bomber that can perform a variety of missions. The bomber is capable of flying at high subsonic speeds at altitudes up to 15,166m. It can carry nuclear or precision-guided conventional ordnance with worldwide precision navigation capability.

Primary Function: Heavy bomber
Thrust: Each engine up to 17,000 pounds
Wingspan: 56.4m
Length: 48.5m
Height: 12.4m
Weight: 83,250kg
Maximum Takeoff Weight: 219,600kg
Fuel Capacity: 141,610kg
Payload: 31,500kg
Speed: 650 miles per hour (Mach 0.84)
Range: 8800 miles (7652 nautical miles)
Ceiling: 15,166.6m
Armament: 31,500kg mixed ordnance – bombs, mines and missiles. (Modified to carry air-launched cruise missiles.)
Crew: Five (aircraft commander, pilot, radar navigator, navigator and electronic warfare officer).
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CPL Nick Wiseman

INDIGENOUS dance group the Wiradjuri Echoes launched the 2014 academic year for staff and students of the Australian Defence College (ADC) on January 29.

Staff and students took the opportunity to be part of the group's traditional smoking ceremony and the 'Welcome to Country' held by Ngunnawal elder Aunty Agnes Shea.

Commandant of the Australian Command and Staff College BRIG Peter Gates said it was an important part of the studies on which students at the college were about to embark.

"This is about respect for indigenous culture and the contribution they have made and the place they hold in the ADF," he said.

"It marks the start of a journey for 170 students where they will be seeking to expand their knowledge of Defence issues and broader societal issues - and this is a key part of that preparation."

On behalf of the college BRIG Gates accepted a message stick hand-crafted from the Red River Gum tree, which is a traditional form of passing on messages and knowledge.

He said it was an incredible privilege and an honour for the ADC.

"It will have pride of place on display in the Blamey Theatre," he said.

"Today's events were an excellent opportunity for our local and international students to learn about the history and traditions of indigenous culture."

"This experience is something the students are not likely to forget."

POIGNANT START: Staff and students of the Australian Defence College watch as an indigenous dance group, the Wiradjuri Echoes, launch the 2014 academic year.

Photo: Lauren Larking

Smashing the stigma

Justine O'Brien

THE executive team at the Officers' Training School (OTS) at RAAF Base East Sale got into the spirit of mental health awareness by swapping their uniforms for 'R U OK?' kit late last year.

Former CO OTS GPCAPT Greg Frisina said the session came at the right time for the school.

"The theme of live well, be well with R U OK? was introduced through a recent scenario at OFS that had some staff spiralling into poor mental and physical health from lack of sleep, exercise and good eating," he said.

"R U OK? works on the premise that a conversation can change a person’s life. The organisation encourages people to regularly and meaningfully stop and ask people if they are ‘okay’."

The mental health activity at East Sale incorporated this theme with presentations, followed by the opportunity to talk over morning tea.

Restriction on DRN and mobile phone use during the day helped to drive the message that it is okay to check on the wellbeing of a friend, family member or workmate.

GPCAPT Frisina tasked CPL Robert McLaren to organise the training activity as he was already running job and uniform-free sessions, that would encourage conversation in a relaxed environment.

"The benefit of wearing civilian attire for these types of activities essentially creates a rank-neutral environment as it breaks down the basic structure of a group and creates an open learning environment."

CPL McLaren said for senior ranks it could also lower the expectation that they needed to make all the decisions and be the best at the activity.

GPCAPT Frisina said it was refreshing to have a different method of delivery in a relaxed atmosphere.

"The methods taught for approaching someone who looked stressed were delivered well and made use of focus groups that provided feedback from all staff."

The CO opened the session with a guided discussion, which was followed by the CFCh providing an overview of mental health and key topics such as managing high-risk mental health concerns at work, as well as support and resources.

"What surprised me was the willingness of both staff and students to share experiences on a range of topics and issues," GPCAPT Frisina said.

"The difficulty in a training environment is how to include students in all activities while still providing protection to the staff – like not letting the students know about the personal issues of instructors – and maintaining professional distance between staff and students.

"But this wasn't an issue at all. The students in particular were very vocal and proved they could provide considered comment on the issues faced by Defence personnel."

He said the success of the activities came down to the innovation of CPL McLaren who made a mandatory activity fun, interesting and interactive.

"It's a reflection of teamwork operating across ranks, and is something that works well at the OTS, and will set us up for a good 2014," he said.

"The training environment here is quite unique as we are setting the scene for the future leaders of the Air Force."

WORKING ACROSS RANKS: Officers' Training School staff from left, CPL Robert McLaren, SQNLDR Tanya Evans, SQNLDR Dean Quilty, GPCAPT Gregory Frisina and SQNLDR Dean Bruce.

Photo: CPL Steve Duncan

February 13, 2014

News
Joining forces over Woomera

Aurora Daniels

The team responsible for monitoring the Woomera Prohibited Area has taken to the skies, conducting air patrols for the first time with the help of King Air aircraft from No. 38 Squadron.

Woomera Test Range Compliance Monitoring Team (CMT) is responsible for ensuring civilians who share the 124,000 sq km range with Defence are acting in accordance with their access permits.

While the sheer vastness meant the group could often only reach small sections of the range each trip, the recent joint effort meant the team could patrol wide areas of the range in record time.

Woomera Test Range Trials Security Manager SQNLDR Darren Shorter said information gained through the air operations was used to tailor ground patrols to investigate specific sites.

“Air operations also allow us to gain a better understanding of ‘patterns of normalcy’ within the prohibited area,” he said.

“These patterns can be analysed and the information used to tailor ground-based effects to ensure the team inspects and investigates any areas of interest.”

The remoteness also provides significant challenges for the team, with patrols travelling thousands of kilometres to observe a small portion of a patrol sector.

“The use of air power in direct support of the team’s mission extends its reach and persistence across the Woomera Prohibited Area – something that could not be achieved by ground-based patrols alone,” SQNLDR Shorter said.

“Coupled with our engagement program to help educate non-Defence users of the range, air operations help shape people’s expectations of our presence and gives us the ability to deploy rapidly to all parts of the range.

“Air-ground operations heighten the perception of our sustained presence throughout the range, which in turn helps promote voluntary compliance.”

FLTLT Benjamin Quirke, of 38SQN, took part in the activity and said it was a great opportunity for the pilots and crew to expand their skills.

“The mission profiles required to achieve CMT objectives presented some unique challenges and excellent training opportunities for the crews involved,” he said.

“This task was very different from the day-to-day operations that 38SQN is usually involved in and provided the crews the opportunity to further enhance the capability of the squadron and the King Air.”

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defencebank.com.au
RESERVIST SGT John O’Byrne has enhanced both his civilian and military career as a recent recipient of the Prince of Wales Award Scheme.

The award provides selected reservists with an opportunity to attend a professional development activity that will also directly benefit their civilian employer.

Under the scheme, SGT O’Byrne, an engineering instructor in Qantas technical training department, completed a KC-30 Multi Role Tanker Transport aircraft conversion course in order to gain an instructor qualification.

“I’ve been with Qantas for 25 years,” SGT O’Byrne said.

“I was recruited from Ireland in 1989 as an aircraft mechanic and have been an instructor for the past 10 years.

“Back in Ireland I’d been a member of the Army Reserve. I was keen to join the reserves [again] so, after gaining Australian citizenship, I joined No. 22 Squadron at RAAF Base Richmond as an Aircraft Technician in 1993.”

Qantas Defence Services (QDS) provides aircraft maintenance training to No. 33 Squadron at RAAF Base Amberley, using Qantas instructors to deliver the courses.

“I attended the six-week course in August and September last year,” SGT O’Byrne said.

“We practised systems operation on the aircraft flight simulators at the facility. This was especially useful in understanding the operation and the capability of the air-to-air refuelling system.

“Additionally, it was a great opportunity to watch and learn from the other instructors as they performed their practice. It also created useful network contacts with the QDS staff and members of 33SQN.

“The Prince of Wales Award provided an invaluable learning opportunity and has significantly accelerated my career development.”

SGT O’Byrne was adamant that the Air Force and Qantas would both benefit as a result of his participation in the scheme, and encouraged all reservists to take a close look at what it can offer.

“I’m now one step closer to my goal of becoming part of the KC-30 teaching team,” he said.

DEDICATION: SGT John O’Byrne (left) displays his Prince of Wales Award with Mark Todd (centre), of the Defence Reserves Support Council, and Glen Steed (right), of Qantas. Photo: AB Jesse Rhynard
A weighty challenge

CAPT Chris Rickey

AIR Force played an integral part of the remediation and redeployment of equipment and personnel from Multinational Base Tarin Kot last year, particularly when it came time to move bulk cargo and equipment like the Kalmar lifter – a type of crane used to move shipping containers.

With help from the US Air Force’s 451st Expeditionary Logistics Readiness Squadron, the Australian Air Load Team, led by FLGOFF Lauren Bishop, successfully loaded the crane onto a C-17A Globemaster for the flight to Kandahar Air Field.

The crane weighs 115,000 pounds, just over 52 tonnes. To put it in perspective, an unloaded C-130J Hercules weighs just over 72,500 pounds.

“The Air Load Team had to carefully prepare the Kalmar for air transport by first weighing the vehicle and calculating its centre of gravity,” FLGOFF Bishop said.

“From there we developed a load plan for the vehicle, which ensured the C-17A was correctly balanced and weight limits for the airframe were not exceeded.”

It took two attempts to get the Kalmar onto the aircraft due to its size and weight. Once on board, 54 separate restraints were used to secure it.

“This was to ensure the forward, aft, vertical and lateral restraint requirements were met before flight,” FLGOFF Bishop said.

The successful operation was a major achievement for the 15 Australian Air Load Team members and their US Air Force counterparts.

HEAVY LOAD: A Kalmar lifter is loaded into the cargo hold of a C-17A Globemaster for the short flight to Kandahar Air Field during the remediation of equipment from Multinational Base Tarin Kot.

Photos: FLGOFF Lauren Bishop

February 13, 2014

RCEAIR F

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CAPT Chris Rickey

AIR Force played an integral part of the remediation and redeployment of equipment and personnel from Multinational Base Tarin Kot last year, particularly when it came time to move bulk cargo and equipment like the Kalmar lifter – a type of crane used to move shipping containers.

With help from the US Air Force’s 451st Expeditionary Logistics Readiness Squadron, the Australian Air Load Team, led by FLGOFF Lauren Bishop, successfully loaded the crane onto a C-17A Globemaster for the flight to Kandahar Air Field.

The crane weighs 115,000 pounds, just over 52 tonnes. To put it in perspective, an unloaded C-130J Hercules weighs just over 72,500 pounds.

“The Air Load Team had to carefully prepare the Kalmar for air transport by first weighing the vehicle and calculating its centre of gravity,” FLGOFF Bishop said.

“From there we developed a load plan for the vehicle, which ensured the C-17A was correctly balanced and weight limits for the airframe were not exceeded.”

It took two attempts to get the Kalmar onto the aircraft due to its size and weight. Once on board, 54 separate restraints were used to secure it.

“This was to ensure the forward, aft, vertical and lateral restraint requirements were met before flight,” FLGOFF Bishop said.

The successful operation was a major achievement for the 15 Australian Air Load Team members and their US Air Force counterparts.

HEAVY LOAD: A Kalmar lifter is loaded into the cargo hold of a C-17A Globemaster for the short flight to Kandahar Air Field during the remediation of equipment from Multinational Base Tarin Kot.

Photos: FLGOFF Lauren Bishop
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Family day opens eyes to life in RAAF

FLTLT Samuel Baldock

No. 11 Squadron opened its doors to family and friends at RAAF Base Edinburgh on January 18 to thank them for their support and to demonstrate what squadron members do at work.

On display were the various weapons and search stores employed on the AP-3C Orion and maintenance-specific training aids, including a T56A14 engine cut-away display.

CO 11SQN WGCDR John Grime said 2013 was a busy year for 11SQN. “Given our operational focus and tempo, stress is often placed on a member’s family and friends,” he said. “The family day aimed to increase awareness of their partner’s roles and responsibilities [in Air Force] and express my gratitude for their support.”

Attendees viewed various life support equipment used by 11SQN aircrew and walked through two static display Orion aircraft.

CAE and No. 292 Squadron also provided support to the advanced flight simulator, which allowed visitors to experience flying an Orion, while kids enjoyed activities such as a bouncing castle and face painting.

PILOT’S VIEW: LACW Kim Greenslade watches her partner’s father, Clarence, as he flies the AP-3C Orion simulator during the No. 11 Squadron family day.

Photo: CPL Colin Dadd

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Michael Brooke

Sixty ADF cadets have returned from New Zealand after participating in EXCADET150, which involved 1000 cadets from various nations in the Asia Pacific.

The joint exercise at the Waiouru Military Camp from January 25 to February 1 marked the 150th anniversary of the New Zealand Cadet Forces (NZCF).

The Australian contingent, which comprised cadets ranging in age from 14-18, and 10 adult staff, flew to and from the exercise in a C-130J Hercules from RAAF Base Richmond.

VCDF AIRMSHL Mark Binskin met with the cadets in Richmond as they were departing Australia.

“It was fantastic to chat to the cadets and staff before they boarded their Hercules,” AIRMSHL Binskin said.

“They were really excited about the exercise and, for many of them, it was the first time they had travelled overseas.

“This is a truly unique experience and a great opportunity for cadets to meet their New Zealand counterparts. Our two nations share a long and proud military history and I have no doubt this group of young men and women will continue the tradition, coming home with new friendships across the Tasman.”

The exercise featured a five-day program of challenging activities and celebrations, which included obstacle course and mud runs, trekking through Tongariro National Park, sailing and use of a flight simulator.

ANZAC CONNECTION: VCDF AIRMSHL Mark Binskin farewells the Australian Air Force Cadet contingent before they embark on a joint exercise with cadet forces in New Zealand.

Photo: CPL Mark Friend

PILOT’S VIEW: LACW Kim Greenslade watches her partner’s father, Clarence, as he flies the AP-3C Orion simulator during the No. 11 Squadron family day.

Photo: CPL Colin Dadd

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For almost 100 years, No. 4 Squadron has worked alongside Army to enhance training, sustainment and build operational preparedness. SGT Dave Morley visited the squadron at RAAF Base Williamtown to learn more.

The squadron worked very closely with Allied ground forces on the Western Front during World War I, and the squadron’s aircraft today are still employed primarily to support Army, according to XO SQNLDR Adrian Greener.

“4SQN’s primary role is to provide air support to the Army through a wide array of missions to enhance training and sustainment, which is termed ‘battlefield operation support,’” SQNLDR Greener said.

“We support a number of Army units from Special Operations Command and Force Command, and each year we conduct joint terminal attack controller courses as well as joint fire support courses,” he said.

Army units from 4SQN’s air support over the last year include the 1st Cavalry Brigade, 2 Commando Rgt, 1 Rgt, 511 Rgt, the School of Classics, 1 Air Land Rgt, Special Forces Training Centre, 171 Squadron and 113 Squadron.

A unique relationship

A unique relationship exists between 4SQN and Army’s Joint Terminal Attack Controller (JTAC) Troop, allowing each unit to complement each other in delivering active JTAC capability to the ADF, according to MAJ William Bradbury, 4SQN’s Joint Terminal Attack Controller (JTAC) Training Officer.

“JTAC Troop was formed in 2006 and the professionals relationship that has evolved in the JTAC environment has grown from strength to strength with 4SQN’s JTAC Troop,” MAJ Bradbury said.

“Recent operational commitments and the growing demand for JTACs has enhanced the close ties between the two units as we work together to prepare combat-ready JTACs.”

He said the recent ADF JTAC training had achieved ongoing accreditation from the US Department of Defense under the terms of the Memorandum of Agreement.

The units have shared operational experiences in support of both Force Command and Special Operations Command and sought to integrate the capabilities into the JTAC annual training.“The units rely very closely, especially during the annual JTAC courses. We have a lot of overlap in skills and we help to enhance each other’s capabilities,” he said.

The units also look to enhance capabilities by conducting mutually beneficial operational, training and integration activities, techniques, tactics and procedures, and working together to provide world-class capability.

“Working in the joint environment is particularly rewarding with a range of professionals with broad experiences who add to the combat readiness of Australian Air Force.”

Aircraft enhancements

If you need to talk to a lot of people and the F-Model has three radios versus two in the trainer.

“Sometimes you may need to use one of the radios to bounce communications between other agencies, such as the tactical air control party, to request additional close air support.”

External fuel tanks allow the FAC(A) to remain on station for up to four hours to support the ground element of manoeuvre in remote areas.

“A FAC(A) is a specially trained and qualified airborne fixed-wing aircraft pilot who specializes in control of the air and indirect fire units as part of the joint fires effort,”sqn. Adrian Greener said.

“A FAC(A)’s primary objective is to achieve the ground force commander’s desired effect. FAC(A) will work together with the Joint Terminal Attack Controller and Joint Fire Observers on the ground.”

FORWARD AIR CONTROLLER (AIRBORNE)

A FAC(A) is a specially trained and qualified airborne fixed-wing aircraft pilot who specializes in control of the air and indirect fire units as part of the joint fires effort.

A FAC(A) provides targeting and bomb control for CAS missions as well as bombing and marking ground targets.

“FAC(A)’s primary objective is to achieve the ground force commander’s desired effect. FAC(A) will work together with the Joint Terminal Attack Controller and Joint Fire Observers on the ground.”

A FAC(A)’s primary objective is to achieve the ground force commander’s desired effect. FAC(A) will work together with the Joint Terminal Attack Controller and Joint Fire Observers on the ground.

Air support pilot and 4SQN his- tory

“Since 2005, ADF JTACs have been accredited by the US. Accreditation is an ongoing process every two years,” he said.

“Accreditation is a process to maintain and ensure the highest standards for JTACs operating in the joint environment,” he said.

With the Accreditation programme, the JTAC is able to work alongside other coalition forces.

“JTACs have a vital role in ensuring the safe delivery of air power in the close air support fight, when operating alongside other coalition forces,” he said.

“JTACs enhance the chance of fratricide while enhancing the capability to deliver this on the ground.”

SQNLDR Greener said 80 per cent of 4SQN’s JTACs graduate from Special Operations Command and Forces Command.

“JTACs are a vital part of the joint fires effort, and it is a privilege to work alongside them.”

Photo: CPL Craig Barrett

PICTURE CAPTION

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Life for one medical student in Air Force is not all sick parades on a Monday morning and hydration advice on hot days, as CPL Aaron Curran reports.

FLGOFF Joe Monteith has a promising career as a Medical Officer ahead of him. Commissioning in the Air Force in 2011 under the Graduate Medical Scheme, FLGOFF Monteith recently completed a five-week general practice rotation at RAAF Base Tindal away from his studies in Melbourne.

“The RAAF allowed me to complete the rotation at Tindal’s health centre,” he said.

But FLGOFF Monteith’s work did not end inside the gates of Tindal. As well as his time at the base, he also visited indigenous communities, which he described as an “eye-opening experience”.

“As a medical student, successfully delivering health care to indigenous patients is something I have found to be my greatest challenge,” FLGOFF Monteith said.

“It takes time to be integrated into indigenous communities, which is difficult when you’re a student who is placed in the area for only a few weeks. It’s hard because you have the passion but you can’t really make a difference in the community until you become a doctor with the skills and time.”

On base, FLGOFF Monteith faced challenges different to that out in the communities.

“I did a lot of preventive health care at Tindal and dealt with some fairly complex cases,” he said.

“There was a huge variety of work with lots to do.”

FLGOFF Monteith has had an interest in the ADF for a long time with multiple family members having served. His brother, LAC Mitchell Monteith, is also a serving member.

“I originally joined the ADF as it offered a unique mix of general practice and medical administration, while also being able to aid in overseas deployments and humanitarian operations,” he said.

“Learning the organisational structure and internal workings of health services within Defence really interested me and I’ve been able to follow my intended career path as a general practitioner.”

FLGOFF Monteith said the Air Force presented itself as the most welcoming of the services and gave medical officers a wide range of training opportunities.

“I also really liked jets – so it just had to be Air Force,” he said.

“I see myself having a long career with Air Force and I’m looking forward to the challenges it will bring.”

FLGOFF Monteith recently took on the role as the National President of the General Practice Students Network – Australia’s fastest growing medical student organisation with more than 11,000 members.

His other appointments for 2014 include Vice President of the University of Melbourne Medical Students Society and convenor of the MD student conference.

VARIETY OF WORK: FLGOFF Joe Monteith, a Graduate Medical Scheme participant, recently conducted a general practice rotation at RAAF Base Tindal and says he is looking forward to a medical career in Air Force.

SNOW DAY: Air Component Commander GPCAPT Tony McCormack snapped these photos of a C-130J Hercules on the tarmac at Kabul International Airport in Afghanistan after the first snowfall of the winter season.

First snow of the season
CAGE III: enhancing the warfight

CAPT Bill Heck

A SPECIAL experiment conducted at the Battle Simulation Centre in Brisbane is seeking answers to tough questions about how systems can be linked.

“The Coalition Attack Guidance Experiment (CAGE), now in its third iteration, brings together specialists in air, land and sea forces to develop and integrate digital systems across the services and in conjunction with coalition partners,” Capt Bill Heck said.

CAGE III is not an exercise in the normal sense – it is an experiment conducted by the Defence Science and Technology Organisation and Joint Capability Coordination Division, which uses ADF digital systems to connect with coalition partners and manage joint fires.

FLTLT Luke Petrini, a Joint Battlefield Airspace Control Officer posted to the Amphibious Task Group as Battlefield Airspace Control Officer, said a couple of kilometres past the front gate I swerved to miss a wallaby but over-corrected and hit a tree.

She hit her head hard on the passenger seat and suffered serious facial and skull fractures. Her workmates from the fire section at No. 322 Expeditionary Combat Support Squadron (now No. 17 Squadron) received a shock when they, along with the NT Fire Brigade, were the first on the scene.

“I was then airlifted from Katherine Hospital to Royal Darwin and intubated for two weeks,” she said.

“It was there that the CO of 17SQN, WGCDR Mark Larter, visited me and sat by my bedside while I was in a coma.

“I came out of post-traumatic amnesia on August 3 and in September I was flown to the Princess Alexandria Hospital in Brisbane.”

LACW Melissa Roberts completed the remainder of her recovery before being discharged to the care of her partner and the Air Force.

Less than six months later, on November 18, she went back to work part-time on light duties at the RAAF Base Amberley fire section.

“I believe my quick recovery was attributed to my health and fitness before the accident,” LACW Roberts said.

“I was also determined to continue to improve. My aim is to return back to full capability within the next 12 months and continue my service from there.”

LACW Roberts said she flew back to Tindal in November so she could say a proper goodbye.

LACW Melissa Roberts hasn’t let serious injury stop her from serving in Air Force, as CPL Aaron Curran explains.

“SUFFERING serious head injuries can potentially be a career ending event, but for one Air Force firefighter a strong will and a lot of help from the Air Force community helped her successfully recover.

LACW Melissa Roberts was driving out of RAAF Base Tindal on June 24 last year when an encounter with a wallaby ended in tragedy and set her on a difficult course to recovery.

“I was leaving the base to head home to Katherine after supporting an exercise,” LACW Roberts said.

“A couple of kilometres past the front gate I swerved to miss a wallaby but over-corrected and hit a tree.”

She had a profound effect on base personnel.

“She was a very popular and professional member of 17SQN and we were all willing her to make a speedy and full recovery,” he said.

“It was great to see Mel return to the unit to say goodbye. We will miss her – she has many friends here.”

Strong will aids recovery

LACW Melissa Roberts was the first on scene.

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Defence Housing Australia (DHA) is progressively rolling out a new Living In Accommodation (LIA) booking and allocation service, allowing Defence members and employees to actively manage all types of LIA bookings via Online Services.

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Quest for improvement

Staff at No. 1 Recruit Training Unit have embraced the continuous improvement culture and achieved impressive results.

IMPROVEMENTS to the way trainees are transported from No. 1 Recruit Training Unit to various RAAF locations have saved Air Force almost $100,000 a year.

The changes were made after 1RTU staff worked with the local Air Force Improvement (AFI) team to assess its processes.

While many members only need to travel locally to the RAAF School of Administration and Logistics Training and the RAAF School of Technical Training after graduation from 1RTU, some need to travel interstate in a short period of time, particularly future Airfield Defence Guards travelling to RAAF Base Amberley.

1RTU’s Training Management Officer FLTLT Joel Hardy said this was a problem because there were no direct flights to Brisbane from Wagga Wagga.

“The limited number of flights out daily from Wagga Wagga can often lead to oversubscribed flights,” FLTLT Hardy said.

“Also, there’s a significant amount of kitting requiring transport which, when done within traditional air carrier baggage limits, comes at a significant cost to 1RTU. Then there are the additional costs of transporting trainees from Brisbane Airport to Amberley.”

As part of the AFI assessment, a plan was devised to fly trainees to Brisbane while transporting the excess baggage to the RAAF Security and Fire School (RAAFSFS) as consigned freight.

While trainees were arriving on time, it was still an expensive option as priority freight and airfares from Wagga Wagga were costly, according to FLTLT Hardy.

“So staff at 1RTU didn’t stop there. Adopting a philosophy of continuous, incremental improvement, they searched for an even more efficient method of getting trainees to Amberley on time.”

After some research, a local bus company was chartered to transport the trainees by road. Two 45-seat buses were required for the journey, allowing plenty of room for the trainees and their equipment.

After further negotiation between 1RTU and the bus company, a circa large enough to carry the trainees’ equipment for a second bus.

Trainees graduating from 1RTU and travelling to Amberley are now transported by bus, which leaves Wagga Wagga early on a Friday morning and arrives at Amberley in the evening.

“The trip is a convenient solution and has proven extremely cost effective,” FLTLT Hardy said.

“Not only do trainees arrive ready for training on the Monday morning, but all of their equipment has travelled with them, meaning they don’t need to wait until it arrives at the RAAFSFS warehouse to begin further training.”

CO 1RTU WGCDR Billy Merkx said the initiative was a great example of how members should question the way “things have always been done.”

“With reducing budgets, we have to find ways to continue to provide a capability but in a more efficient manner,” WGCDR Merkx said.

“I’m proud of how my staff have worked with the AFI team to come up with these new processes – and they won’t stop looking for ways to improve.”

The initiative has resulted in a reduction in trainee transport costs of about $94,000 a year.

1RTU staff are now collecting data on the process with a view to rationalising it even further in the future.

Air Force Improvement

Air Command drives capability enhancement

Sandra Onus

THE Air Force Improvement (AFI) team at Headquarters Air Command (HQAC) has attained its second operational capability milestone for the Air Command Capability Framework (ACCF).

The ACCF is an ICT program on the Defence Secret Network (DSN). It has been a challenging initiative, driving changes in how Air Force manages IT, tracks performance and improves deficiencies.

“Attaining this milestone (known as Operational Capability 2, or OC2) is a significant accomplishment, with a number of important upgrades being completed to ensure Air Force is at the forefront of capability management,” Deputy Director ACCF WGCDR John Harvey said.

During the upgrade, the AFI team was supported by personnel from the Directorate of Capability within HQAC and from the force element groups, in particular the capability management staff office.

WGCDR Harvey said contractor support was also invaluable for development and roll out of the upgrade.

The Air Command Board directed the team to focus on attaining the second milestone on December 13. This directly supported the team tasked with upgrading the ACCF into 2014.

The system will support alignment of all commands and support management, deficiency remediation and improving performance.

The ACCF first went live in July 2012, and achieved interim operational capability in March 2013 – one of the fastest rollouts in Defence.

In 2014, the future milestones are capability management and performance reporting platform onto the DSN.

“IT is certainly a lot harder than rolling out iPads for another HQAC AFI project, the Electronic Aeronautical Information Project (Electronic Flight Bags),” he said.

“Both of these projects are important, and both are on track.

“This is a big milestone for us – a significant upgrade to support situational awareness across Air Command.”

LONG ROAD AHEAD: No. 1 Recruit Training Unit graduates now travel by bus to interstate training organisations, decreasing waiting times and saving money.

“Both of these projects are important, and both are on track.

“IT is certainly a lot harder than rolling out iPads for another HQAC AFI project, the Electronic Aeronautical Information Project (Electronic Flight Bags),” he said.

“Both of these projects are important, and both are on track.

“This is a big milestone for us – a significant upgrade to support situational awareness across Air Command.”

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Photo: AFI
Increase to match rise in rents

MEMBER contributions for housing will increase from March 13 as a result of annual adjustments to the Group Rent Scheme.

Assistant Director Military Conditions and Housing Policy Bruce Jackson said Defence subsidised 50 per cent of the nationally weighted average cost of housing for ADF members.

“During the last year there have been varying rates of increase in the national rental market, with the greatest increases being 4.9 per cent for rent bands four and five,” he said.

“The lowest increase was 2.4 per cent in rent band three.”

For those using rent allowance, Mr Jackson said it was important to realise Defence did not provide housing accommodation, Defence will provide it,” he said.

Jackson said it was important to realise the condition of service.

“For those using rent allowance, Mr Jackson said it was important to realise Defence did not provide housing assistance to ADF personnel as a condition of service.

“Rent allowance is provided on a needs basis. If someone needs the accommodation, Defence will provide it,” he said.

“However, if members own a suitable home in their posting locality they cannot normally receive assistance in the form of rent allowance or a service residence.”

Personnel receive rent allowance as a non-taxed benefit that is paid into their bank account at the same time as their pay. Calculations are based on a yearly revaluation of service residences in the locality.

An independent valuation of service residences is conducted yearly and Defence sets each rent band based on the rental value of each property in each band per location, which is then aligned to each of the ADF rank groups,” Mr Jackson said.

He said personnel also needed to be aware of their responsibility to inform their chain of command and DMA of any changes that may affect their eligibility to receive rent allowance.

Failure to do so may result in a loss of housing allowances and potential fraud charges.

FORTNIGHTLY RENT CONTRIBUTIONS FROM MARCH 13

<table>
<thead>
<tr>
<th>Housing classification</th>
<th>Rank group</th>
<th>Current 3 bedroom Rate per fortnight</th>
<th>New 3 bedroom Rate per fortnight</th>
<th>Dollar Increase</th>
<th>Percentage Increase</th>
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<td>Rate per fortnight</td>
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<td>FLGOFF, PLTOFF, SGT, CPL or lower $476.96</td>
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<td>B2</td>
<td>FLTLT, WOFF, FSgt $563.97 $580.41 $657.41</td>
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<td>$1388.15 $64.97 4.8 per cent</td>
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For more information go to http://internet.defence.gov.au/deployed information in chapter 7, part 6 or through the chain of command.

Free health care now available for families

FAMILIES of full-time ADF personnel can now receive free basic health care with the official launch of the ADF Family Health Program, which started on January 31.

The program, which also extends to the families of reservists on continuous full-time service, will reimburse ADF dependants for out-of-pocket expenses when visiting their local general practitioners.

Family members may also claim up to $490 a year for allied health services such as physiotherapy, dentistry and mental health support.

More than 22,000 ADF family members have already registered with the program, which is available throughout Australia.

At the official launch at Gallipoli Barracks in Brisbane, Assistant Defence Minister Stuart Robert said he wanted to get the word out to all families of ADF members.

“ADF members and their families face unique challenges, such as regular postings every two to three years, which means access to routine health care may be disrupted,” he said.

“This initiative will help ease the pressures on Defence families who fulfil the vital role of supporting their uniformed loved ones.

“ADF personnel are the most important military capability we have and looking after our personnel and their families is my number one priority.”

For more information on the ADF Family Health Program, go to www.defence.gov.au/health/Dependant_Healthcare/i-healthcare.htm

VITAL SUPPORT: ADF families are now eligible for free basic health care under a program launched in recognition of the important support role family members play.

Photo: LACW Kylie Gibson
The new year is a great time to make positive financial changes, says ASIC chairman Greg Medcraft.

Make this the year you resolve to improve your financial health. Follow these simple steps and increase your net worth by the end of 2014.

Evaluate and budget
Do a stock take of everything you own, your savings and investments (your assets) and everything you owe (your debts). Subtract your debts from your assets to see your net worth.

Create a budget for 2014 to see what costs you can cut back on so you can put more into savings.

Reduce your debts
Make a list of each credit card, loan or other debt you have.

Use any spare cash to make extra repayments on the debt with the highest interest rate first (remember to continue paying at least the minimum amount on the other outstanding balances too).

When that first debt has been repaid, move on and tackle the debt with the next highest interest rate and so on.

If you are struggling, you may need advice from a financial counselor.

Manage emergencies
Create an emergency fund by putting a portion of any extra money you have found in your budget into a high-interest savings account.

Aim to have enough money to cover unexpected costs such as your car breaking down or finding yourself temporarily out of work.

Weigh up investments
You may want to get advice from a licensed financial planner to help you decide where to put any extra money, but here are some options:

Consider adding to your super
Super is the most tax-effective way to get a regular income after stopping work.

Making regular super contributions throughout your working life is the best way to build a healthy super balance.

Remember there are limits on how much you can contribute each year.

Pay more towards your mortgage
You might be better off repaying your mortgage early.

It’s not only a hugely satisfying achievement but, once you’ve repaid it, you’ll be able to redirect that repayment amount towards building other investments.

Invest in shares or a managed fund
If your investment timeframe is five years or longer, consider investing in shares or a managed fund.

These types of investments usually do better than bank accounts or term deposits over the longer term, but be aware there may be greater risks involved.

Make it a lifetime plan
Aim to increase your net worth every year.

Be sure to re-evaluate the plan as your circumstances change, such as retirement or paying for your child’s education.

For more information and tips about improving your financial health and for useful calculators and other tools to help you achieve your goals, visit www.moneysmart.gov.au

Positive change in your pocket

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DHOAS VALUE HOME LOAN

5.09% p.a.  5.14% p.a.

Interest Rate  Comparison Rate

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dhoas.adcu.com.au

Terms and Conditions, Fees and Charges and lending criteria apply. *Comparison rate based on a loan of $150,000 over 25 years with monthly repayments. This comparison rate is true only for the examples given and may not include all fees and charges. Different terms, fees or other loan amounts might result in a different comparison rate. Rates are current at the time of publication and are subject to change. Transfers of existing ADCU DHOAS loans not eligible. Visit www.adcu.com.au/dhoas for more details. Australian Defence Credit Union Limited ABN 48 087 649 741 AFSL No. 237 988. Australian credit licence number 237 988.
Discuss your intentions

It’s important to make your organ and tissue donation intentions clear, as Michael Weaver explains.

Defence is putting its collective weight behind the importance of registering donation decisions on the Australian Organ Donor Register.

In a similar vein to the Defence Blood Challenge, Defence has partnered with DonateLife Australia to urge its members to have a discussion about recording their wishes on the register.

Defence Blood Challenge organiser Gary Schulz said the partnership was a natural association with great opportunities to promote awareness of DonateLife Week through Defence.

“Males and young adults aged between 18 and 29 are the least likely to have discussed or decided about organ and tissue donation and there’s a fair chunk of Defence people who fall into that demographic,” Mr Schulz said.

Suzi Clark, of the Organ and Tissue Authority, said Defence’s support was important in creating greater awareness of the need to discuss donation decisions with loved ones.

“We’re really looking to focus on the importance of family discussion and knowledge of donation decisions,” Ms Clark said.

“We also want to promote the importance of registering donation decisions on the Australian Organ Donor Register.”

DonateLife Week will take place from February 23 to March 2 and Ms Clark said it was the ideal time to begin a conversation.

“We also suggest that people attempt to identify any interested donor families, recipients or other people engaged with organ and tissue donation within Defence to act as advocates for organ and tissue donation.

“They could speak at events or appear on any Defence-specific posters and brochures, in a similar way to the blood challenge ambassadors from Navy, Army and Air Force,” Ms Clark said.

Open Discussion: ADF members have been encouraged to discuss their organ and tissue donation intentions with their families and then register on the Australian Organ Donor Registry.

Photo: CPL Max Bree

Help us change lives for another 100 years

Are you up for the challenge?

We’re challenging all Defence Force Bases around Australia to compete against each other to see who can raise the most funds for Red Cross.

Join our Defence Force Challenge this March and help people in need.

REGISTER or DONATE NOW redcrosscalling.org.au 1800 008 831
Anzac Peak (2530m). Mt Cook at 3724m. Around the New Zealand’s highest mountain, Julian McMahon and LT Terry – FLTLT Andrew Stagg, CAPT from avalanche.

IT WAS not easy. The climb up Soldier On

REMEMBERS IT WELL: SONLDR

and spent two weeks in the wards

ANDREW JOHNSON.

She was airlifted to hospital in

She has some unfinished business in Whistler,

This downhill mountainbike champion

Canada, John Martin reports.

PHOTO: MAJ Damien Cox

commercial flight with her own doctor,

This ADF climbers reach the peak for Soldier On

was to raise money for Soldier On, a charity that supports ADF members who have suffered physical or mental wounds in the course of their service. They raised $1780. FLTLT Stagg said both teams had to overcome significant challenges such as avoiding ice avalanches from the infamous ‘Gun Barrels’ on the Linda Glacier, scaling the 200m cliff of Summit Rocks and enduring the treacherous mountain weather that delivered 200km/h winds in the days following their climb.

HIGH HOPES ACHIEVED: FLTLT Andrew Stagg, right, with CAPT Julian McMahon and LT Terence Harch on the top of Mt Cook; right, on the tricky ascent.

“If I can be the fastest woman to make it to the top, and then I can have the experience of the mountain and the climb and the weather and all the other things, I’m going to be happy with that.”

For more information about the climb, see https://give.everydayhero.com/au/tri-service-grand-traverse-of-mount-cook where you can also still donate.

“Those young girls should be beating me”

But she still hopes to put in enough good performances to be able to compete in the World Cup in Cairns in April.

Australia will pick six elite men and six elite women for the jewel-in-the-crown event.

“It’s part of a worldwide series that also has stops in South Africa, Canada, Australia, US and Europe and will bring more than 100 men and women from all over the world together.

Then the next big stop will be Canada and CPL Booth says she is really looking forward to that. She says she has no reservations about returning to the scene of past pain.

Since she started riding bikes at the age of 10, CPL Booth has come to realise injuries sometimes happen. It’s a fact of mountainbiking life.

But do the maths: she has been riding for 25 years, the past 18 years trying to be the fastest rider to get from the top of the hill to the bottom, every three weeks in summer and roughly once a month in winter. She practises each course five of six times before her race. So there has been a lot of racing, without any injury at all.

The safety-conscious approach of Air Force has had a positive effect on her.

“Only 100%. It’s never possible to prevent injuries in this sport. But since joining up 12 years ago, she says the severity of crashes have lessened.

“It’s never possible to prevent injuries 100 per cent but if you keep your fitness up, look after your body after races/ injuries (massages, stretching, etc) and wear body armour every time you ride, you’ll go a long way to helping yourself ride for longer,” she says.

“People ask me: ‘Why do you keep putting yourself through that?’

“You also need to ride within your own abilities. I push my limits but only as far as I feel I can sustain.”

She believes riding smart will help you stay upright for longer.

“Tracks are never just the same, they change with weather, erosion, new designs, changes in the natural features – rocks move, dirt gets washed away etc. You have to be able to adapt your line choice and riding style on the fly to match the changes sometimes.”

Still, CPL Booth could be excused if she never wanted to see another pine tree again – especially that pine tree.

But the pine-tree-covered mountain is one of the scenic attractions of Whistler.

“It’s a beautiful place. This won’t be my last trip back, by any means.

There are runs for all different levels.”

Hmm, is this a hint she is ready to slow down a bit?

Not likely.

She is keen to compete in – and complete – the Jeep Air race at Whistler this time. It’s unfinished business.

And that tree shouldn’t be too hard to find during her three-week stay. If her blood is tenacious as she is, it’s probably still there on the trunk.

BACK TO SCENE OF THE PINE

THERE will be a pine tree halfway down the Whistler mountain with CPL Sarah Booth’s name on it come August.

That’s because she plans to carve her name into its trunk when she returns for the Crankworxsw carnival, which draws some of the world’s best mountainbike riders to British Columbia, Canada.

CPL Booth, a No. 81 Wing ATCCH, last saw that tree – or, rather, didn’t see it – on July 21, 2011.

Competing against riders from the US, Canada, New Zealand and Australia in the Jeep Air race on the A-line track, she went over a jump mid-race and was bucked over her handlebars and into the tree.

Her injuries were terrible: 10 broken ribs, a punctured lung, a fractured lumbar vertebrae and split right shoulder blade.

She was airlifted to hospital in Vancouver, where she underwent surgery and spent two weeks in the wards before flying home on a 15-hour commercial flight with her own doctor, nurse, oxygen mask and chest tube.

Many of us might have seen an accident of this magnitude as a good reason to retire from the sport.

But not this woman.

Six weeks after the crash she was on a bike again and six months later she was back into the hurly burly of downhill racing.

She turned 35 on January 28 and

She says she has no reservations about returning to the scene of past pain.

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And that tree shouldn’t be too hard to find during her three-week stay. If her blood is tenacious as she is, it’s probably still there on the trunk.
Three years after leaving the mountain in an air ambulance after crashing into a pine tree, champion mountainbiker CPL Sarah Booth is going back to Whistler, Canada.

“No reservations at all,” she says when asked how she will feel when she comes face to face with the A-line downhill track again.
100 YEARS
of Military Aviation
A MESSAGE FROM THE CHIEF OF AIR FORCE

THE theme for this special celebration of Australian military aviation is Tradition, Innovation, Evolution, which has been chosen to reflect the past, present and future of aviation.

As Air Force hosts the celebration of the centenary of Australia’s first military flight, we are also focused on maintaining the traditions of service that have built the world’s second oldest Air Force, the Royal Australian Air Force.

Even as we remember those traditions, we are experiencing a period of innovation – with almost every single aircraft type scheduled to have a systems upgrade or be replaced by 2030. The introduction of the EA-18G Growler electronic warfare aircraft and C-27J Spartan battlefield airlifter will greatly increase the options for future air and space power, and our relationships with our allies and industry partners will grow to keep pace.

We are also on the threshold of an evolutionary change, with the introduction of a fifth generation aircraft, the F-35 Lightning II (Joint Strike Fighter) is nearing completion and our pilots will begin training to fly this aircraft this year. This is not some future dream of capability but a powerful asset for the future.

Air Force personnel, some 18,900 permanent, reserve and civilian men and women, deliver and manage all the elements required to make great air power possible. We are constantly re-training and re-skilling our people to meet future challenges.

Even as this event goes ahead, hundreds of Air Force members are deployed on operations or to support peacekeeping, humanitarian and disaster relief. Our aircraft patrol our borders constantly, working with other Defence capabilities to ensure national security.

– CAF, AIRMSHL Geoff Brown

Air show will tell the full story

The story of the history of military aviation in Australia will be told over two exciting days at Point Cook with an air show displaying many aircraft from the early 20th century to today.

On March 1 and 2, the Centenary of Military Aviation Air Show (CMA) will be held at RAAF Williams – Point Cook. It is a fitting location because it is the home of the RAAF and the scene of the first flight by a military aircraft in Australia, the Bristol Boxkite, on March 1, 1914.

The significance of the event is not lost on anyone who knows about the history of the RAAF, especially to AIRCDRE Phil Byrne, head of special events for Air Force.

“It’s not every day that anybody gets to celebrate the 100th anniversary of any event,” he said.

“In this case, the event we are celebrating is the first flight of a military aircraft in Australia, which was really the beginning of the RAAF. While the RAAF was established in 1921, its beginnings trace back to the historic flight of the Bristol Boxkite.”

AIRCDRE Byrne said the centenary event was remarkable because it displayed how far we had come in just 100 years, from the Boxkite to the military aircraft of today.

“The RAAF has operated about 200 aircraft over the last century and we will have about 50 of these at the event and, of these, about 25 will be flying,” he said.

“I have no doubt that the iconic warbirds of World War I and II, the Spitfire, Mustang and the like, will stir the emotions of the crowd. The fast jets and the big jets of the airlift fleet will be big crowd pleasers as well.”

With up to 50,000 people expected through the gates, organising such an event is no easy task and that job fell on AIRCDRE Byrne and his core team of nine, which started planning about two years ago.

“The team normally works for about 12 months before major air shows,” he said.

“We expand to 17 people in the month before the show and for the week before we expand to about 25 people. On the show days, we will have more than 300 people, most of whom are in uniform, making the show happen.”

AIRCDRE Byrne said the core team looked after every conceivable function including flying display preparation, risk, environmental and safety issues, VIP program, public affairs and advertising.

“The air show is really a major exercise with preparation involving Air Force Headquarters, Air Command Headquarters and the Force Element Groups,” he said.

“It’s also combined with a major public event that involves the state government, other organisations such as Victoria Police, Public Transport Victoria and Victoria Rail.

The CMA will also be AIRCDRE Byrne’s final air show after seven years in the job, which he said had been “a lot of fun and very rewarding.”

“Seeing the public’s reaction, which is inevitably 99.9 per cent positive, has been terrific,” he said.

“I remember asking one middle-aged man at the Townsville air show in 2009 what he thought of the show. His reply was ‘I don’t think I will see anything like this again in my lifetime’. To him it was very special and that made it special for us on the team.”

AIRCDRE Byrne said three members of the air show team were also leaving at the end of the CMA.

“It has been great working with such a professional group of people and we will miss each other,” he said.

OVER 100 years, RAAF has flown scores of different aircraft. These are just a selection of them. Find out what’s what on Page 8.
Keeping traffic flowing is part of the plan

CPL Aaron Curran

AS WITH all major events, traffic management is one of the big challenges facing organisers at the CMA.

Anyone who lives near Point Cook knows the traffic bottlenecks experienced there and the resulting frustration of motorists and residents alike.

The CMA team, led by AIRCDRE Phil Byrne, has developed a detailed traffic management plan for the air show on March 1 and 2.

“Anyone who knows Point Cook and Laverton knows that traffic is a problem,” AIRCDRE Byrne said.

“So we are putting a lot of effort into minimising traffic disruption during the air show. We have been working with police, Public Transport Victoria, Wyndham City Council and Vic Roads for nine months,” AIRCDRE Byrne said a professional traffic management company had been engaged to create the best possible plan.

“It’s to be implemented with road closures, diversions, lots of signage and enough traffic managers to make the plan work,” he said.

Importantly, our aim is to encourage people to come to the show by public transport, first by rail to the new station at Williams Landing, then by shuttle bus to Point Cook. If you’re a CMA ticket holder then public transport is free.”

AIRCDRE Byrne said people who come by car will have to pay an additional $10 for parking.

“If you drive to the show you won’t be able to use Point Cook Road,” he said.

“Air show traffic will come via Aviation and Duncan’s Roads, which will be one-way roads into Point Cook in the morning and one-way outbound in the afternoon.”

Tickets for non-ADF members are available through Ticketmaster.

HISTORICAL TIDBITS

January, 1911
Getting the ball rolling
DEFENCE Minister George Pearce announces his intention to form an air service, and later in the year advertises for “Competent Mechanists and Aviators” to join the Australian Flying Corps.

August 6, 1912
First recruits
HENRY Petre’s appointment to the Australian Army takes effect. The other aviator chosen is H.R. Busted but he withdraws and is replaced by Eric Harrison, an Australian living in England. The other staff include four air mechanics, also recruited in England, a quarter-master sergeant, a clerk and a caretaker.

March 1, 1914
Costly collision
LT ERIC Harrison makes the first flight of a military aircraft in Australia when he takes off from Point Cook in the Boxkite. Later that day, a dog runs into the Boxkite’s propeller, causing £11 11 shillings’ damage.

August 17, 1914
Just for students
LESS than a fortnight after the start of World War I, the Australian flying corps starts its first flying course with four students.

March 31 1921
Air Force officially formed
THE Australian Air Corps – a temporary Army unit raised 15 months earlier – is disbanded and replaced by the Australian Air Force (AAF) as a separate new service. The AAF immediately takes possession of existing aircraft and equipment at Point Cook, Victoria. At its formation the new service has 21 officers and 128 other ranks. The 153 aircraft which initially come into the AAF’s possession are mainly war surplus machines received under an Imperial Gift arrangement.

June 15, 1922
First locally made aircraft
THE now-named RAAF receives the first aircraft built in Australia for its use. The machine, a British designed Avro 504K trainer, is christened “Mary”.

Entry to the air show is free for ADF members (ID must be presented) and ADF cadets in uniform.

PIONEERS: Henry Petre, front, and Eric Harrison.

Tickets for non-ADF members are available through Ticketmaster.
A FORMER sheep paddock was the scene of the first military flight in Australia on a Sunday morning in March 1914.

The pilot was LT Eric Harrison, one of the two aviators who had been recruited in England at the annual salary of £400 to help establish Australia’s Royal Flying Corps – which evolved into the RAAF in 1921.

His aircraft was a Bristol Boxkite, one of five that had been built in England and shipped to Melbourne. The Boxkite was a biplane with a canvas-covered fuselage and fabric-covered wings.

The reporter was struck by the fact that the aircraft was powered by a single Gnome rotary engine instead of a tractor propeller, which was a common design at the time. The Boxkite had a maximum speed of 40 miles per hour.

The pilot was LT Eric Harrison, who was described as "an efficient and capable flier" by his commanding officer, LT Hinkler.

The Boxkite was a British design, developed in 1910 as a copy of the French Henri Farman design. It was the world’s first aircraft to have a single rotor engine, which was a significant breakthrough.

The Boxkite was used for reconnaissance and training purposes during World War I. Its four-bladed propeller was its most notable feature.

The Boxkite was sold to the RAAF Museum and is now on display at Point Cook, 20km south-west of Melbourne.

The Boxkite was a significant development in the history of aviation, and it played a key role in the early days of military flight in Australia.
IN BETWEEN his official duties at the Centenary of Military Aviation Air Show, the new RAAF historian, Martin James, hopes to get time to just enjoy the experience of being there.

"It will be very special," says Mr James, who estimates he has been to or worked at several dozen air shows here and overseas – each with their own special character.

To walk down a memory lane that goes back 100 years is an historian’s dream and he says the Point Cook show will provide a fascinating overview of the Air Force’s evolving capability over the time.

But more than that, Mr James has a technical interest in aircraft that goes back to when he started out in 1981 as an Airframe Fitter at No. 2 Squadron at RAAF Base Amberley. So expect to see the delight on his face as he inspects and really appreciates the work that has gone into all that gleaming metal.

Mr James, who previously served as Air Force senior historical officer for 5½ years, became the RAAF historian in September. He took over from Dr Chris Clark.

One of his driving philosophies is: “What we do today, becomes our history tomorrow.” In other words: what might seem mundane to us now might well fascinate our descendents.

He is conscious that this air show, like any other contemporary event, needs to be recorded for posterity, too.

He is keen to impress this same philosophy on the many units which are expected to lodge a unit history report with his office once a month. These should list their operational activities, issues, successes, social activities and major changes.

These forms are then digitised and put on the unit’s history file – but the original submission eventually ends up at the National Archives, where they go on the public record in 30 years’ time.

“‘We’ve got 137 separate units reporting,” Mr James says. But he suspects not everyone is participating.

As units come and go, it’s important we keep up with which units should be submitting reports.”

It will be somewhat of a homecoming for Mr James when he returns to Point Cook.

He was stationed there twice when he was in the Air Force:

- The first time was with No. 1 Flying Training School from 1989-93 as an ATECH.
- Then from 2000 to 2002, as a flight lieutenant, he served as the deputy chief instructor at the Officers’ Training School.

By that time he was already starting to become interested in how the history of air power and the RAAF related to the Air Force of today.

Point Cook is ground zero as far as RAAF history goes, being the birthplace of military aviation, and there’s enough of the original air base and surrounding farm land to provide a sense of where it came from.

“We lived in an on-base married quarter and I have many fond memories of family walks around the perimeter.”
Over 100 years, RAAF has flown scores of different aircraft. These are just a selection of them. Find out what’s what on Page 8.

RAAF historian Martin

RCEAIR F

tomorrow. becomes our history Centenary of Military Aviation – Martin James, RAAF historian

war against Germany over Europe. of these deaths occurred in the air their lives. More than 55 per cent and 9870 RAAF personnel lost

women served between 1939-45, and Borneo. They also fought over Solomon Islands, the Philippines East Indies, New Guinea, India, Burma, Malaya, Singapore, Thailand, China, the Netherland East Indies, New Guinea, Solomon Islands, the Philippines and Borneo. They also fought over Australia, its territories, and its approaches. In late 1944, the RAAF peaked at more than 182,000 personnel and 6200 aircraft in 61 squadrons. In 1945, Australia had the fourth-largest air force in the world (after the US, USSR and Britain).

More than 215,000 men and women served between 1939-45, and 9870 RAAF personnel lost their lives. More than 55 per cent of these deaths occurred in the air war against Germany over Europe.

Recent conflicts and peacekeeping

AIR Force personnel have since served with distinction in Korea, Malaya, the Indonesian Confrontation, Vietnam, Iraq and Afghanistan.

Many hundreds of RAAF personnel have also served in peacekeeping and humanitarian missions throughout the world, including Bougainville, Cambodia, East Timor, Indonesia, Pakistan, Papua New Guinea, Rwanda, Solomon Islands, Somalia and the Sudan. Since 1945, more than 60 RAAF personnel have lost their lives in conflict or through accidents during operations. Globally, Air Force has between 500 and 700 people on operations each day, contributing to coalition operations, peacekeeping and humanitarian and disaster relief.

Today

AIR Force employs about 14,000 men and women, supported by 4000 Air Force reservists and 900 civilian public servants at a range of offices and 11 major bases across Australia.

Air Force works closely with Navy, Army and regional partners to deliver operations around the globe.

Aircraft have become increasingly complex and capable over time, and Air Force evolves constantly to keep pace with technological change and innovation. Air Force works closely in partnership with other Defence groups and industry to sustain its air power capabilities. As the global strategic environment changes, so too does Air Force.

It is the personnel of the RAAF who have been willing to serve Australia every day that has enabled Air Force to continually innovate and retain its reputation as the best small air force in the world.

SNAPSHOT OF SERVICE

Early history and World War I

MILITARY aviation came of age during WWI when airships and early aircraft were principally used for reconnaissance. Australia’s four Australian Flying Corps (AFC) squadrons were part of the Australian Imperial Force (AIF) and were attached to larger British Royal Flying Corps/Royal Air Force formations.

During WWI, 800 officers and 2840 men served in the AFC and 175 lost their lives. Many AFC veterans helped to lay the groundwork for the future Royal Australian Air Force; others would enter industry to make significant contributions to civil aviation.

During 1920, the AFC was replaced by the Australian Air Corps, which in turn became the Royal Australian Air Force on March 31, 1921.

World War II

IN WWII, Australian aircrew fought in Europe, North Africa and the Middle East; over the North Atlantic, the Indian and Pacific Oceans and the Mediterranean: India, Burma, Malaya, Singapore, Thailand, China, the Netherlands East Indies, New Guinea, Solomon Islands, the Philippines and Borneo. They also fought over Australia, its territories, and its approaches.

In late 1944, the RAAF peaked at more than 182,000 personnel and 6200 aircraft in 61 squadrons. In 1945, Australia had the fourth-largest air force in the world (after the US, USSR and Britain).

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BOOK LAUNCH

AS POINT Cook enters a new century, a book that chronicles the history of military aviation at the base from 1914 to 2014 will be launched at the Centenary of Military Aviation 2014 Air Show. Called An Interesting Point, the book will be launched by CAF AIRMSHL Geoff Brown. The book is more than 440 pages, which are laden with images.

It was written by SQNLDR Steve Campbell-Wright, who has been a long-term resident of Point Cook.

HISTORICAL TIDBITS

February 13, 1945

Fire-bombing of Dresden

AUSTRALIANS are among the 773 bombers who launch a night bombing raid on the German city of Dresden, which stood in the path of the advancing Russian army. The raid is carried out by two waves of Lancaster heavy bombers, with 15 from No. 463 Squadron, RAAF, and 17 from No. 467 Squadron included in the first wave. In the second are 24 Lancasters of No. 460 Squadron.

May 1, 1951

National Service scheme

FOR the first time in its history, the RAAF ceases being an all-volunteer force, after the first batch of 2009 trainees under the National Service Act 1950 arrive at bases around Australia to begin training. The scheme was discontinued for the RAAF in May 1957, by which time up to 18,000 young Australians had completed training with the service.

August 14, 1953

Sound barrier broken

THE prototype Sabre swept-wing jet fighter becomes the first aircraft to break the sound barrier over Australia. Taking off from Avalon, aircraft A94-101, piloted by FLTLT William Scott, reaches 25,000 feet before entering a shallow dive over Port Phillip Bay. As the aircraft’s speed reaches 670mph (1078km/h), it generates a sonic boom that is heard in Melbourne.

July 2, 1956

Kangaroo in motion emblem

THE Minister for Air approves the recommendation for a “kangaroo in motion” in the centre of its roundel. Initially the new emblem is displayed only on aircraft fuselages, but in September 1965 the Air Board orders its use on wings as well.

November 9, 1956

Bomber carries Olympic flame

THE flame for the 1956 Olympic Games in Melbourne is carried on board a RAAF Canberra jet bomber from Darwin to Cairns, which is the start point for a 4500km torch relay down the eastern coast of Australia. The flame, carried in two miners’ safety lamps (one a spare), had arrived from Greece.

January 9, 1957

Goodbye to the Tiger Moth

THE last 10 De Havilland Tiger Moth biplane trainers in service with the RAAF are flown in a group from Point Cook to Tocumwal, on the Murray River, where they are put up for sale to private owners. The RAAF had been the first air force in the world to adopt the Moth type for training purposes.

What we do today, becomes our history tomorrow. – Martin James, RAAF historian

DUAL INTEREST: RAAF historian Martin James in his element at the Australian War Memorial.

Photo: CRF Nick Willman

HISTORY IN THE MAKING