

AIR FORCE



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The official newspaper of the Royal Australian Air Force

MIGHTY MECH

Our longest serving airman aircrew says farewell after 42 years

RUDY'S STORY

P7

MY LIFE'S WORK: WOFF Rudy Mech reminisces about his 42-year career with Air Force during one of his last C-130 flights with 37SQN. The loadmaster retired from permanent service on February 21.

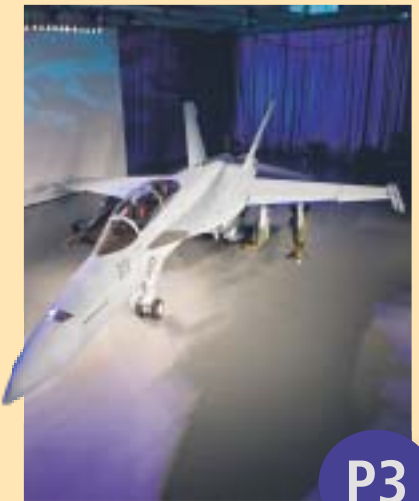
Photo: LAC Michael Green

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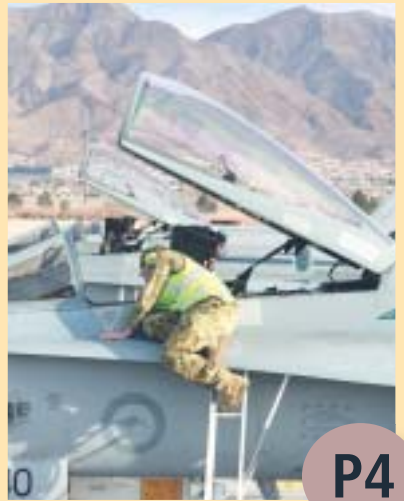
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NEW G-WAGONS TO ROLL OUT



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SUPER HORNETS SIGNED OVER



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RED FLAG FLYING IN NEVADA

Time to pull up the G-Wagon



LEAP OF TECHNOLOGY: The new G-Wagon will be a welcome addition to the Air Force fleet.

ASK anyone if they would prefer to drive an air-conditioned Merc or a bumpy wind-down-your-window vehicle and you could guess what the answer would be.

Well, those people soon to be driving in comfort are selected units of the Air Force. Starting in 2011, Air Force, along with Army, will be taking delivery of 1200 Mercedes-Benz G-Wagons to replace the ADF's current fleet of Land Rover 110s.

Under Overlander Project LAND 121 Phase 3, nine vehicles are undergoing verification and validation testing in Victoria.

They are being tested at the Monegeetta proving ground for engine and driving evaluation and at Mercedes-Benz in Mulgrave for static load carrying, cab configuration and ergonomic testing.

Four of the six G-Wagon variants are being tested; the 6x6 dual cab, 4x4 station wagon, 4x4 carryall ute and the 6x6 cab chassis.

Adam Mitrevics is one of the test drivers at the Monegeetta proving

ground and has driven the G-Wagon during current and previous testing.

"We've found them reliable and comfortable ... there is no real comparison to the Land Rovers," he said.

"They have power steering, are automatic, have air conditioning, are very easy to drive and also handle the rough terrain well due to their wide tyres."

The vehicle also has independent diff locks, which can be changed in the cabin and on the move.

Under the bonnet there is 135kW of power available from the three-litre V6 turbo diesel engine and enough torque – 400Nm. The ADF will be the first G-Wagon user world-wide to have the most modern EURO V emissions compliant and fuel-efficient engines.

The defence forces of Austria, Canada, Germany, Singapore and the US also use the G-Wagon.

Defence Materiel Organisation G-Wagon Project Manager Robert Hudson said testing would end in late June with the remaining G-Wagons

being built by Mercedes in Graz, Austria.

"The first G-Wagon batch will be used for a comprehensive driver conversion training program in 2011," Mr Hudson said.

"There was a huge improvement in light vehicle capability when we replaced the old Series 2 and 3 Land Rovers with the 110-Series Perentie Land Rovers, so airmen and soldiers will notice another leap ahead in driveability, maintainability and auto-

motive performance when some of the Land Rovers are replaced by the Mercedes G-Wagons."

They are to be delivered to Air Force and Army over three years, beginning with the first batch arriving between February-March next year.

The second batch of vehicles will begin to arrive at units from July.

ADF's current fleet of about 3900 110-series Land Rovers (4x4 and 6x6) has served the ADF well since the mid-1980s. But these are now wearing

out and becoming significantly more difficult to sustain.

Project Overlander's various phases intend to progressively replace the Land Rovers with a combination of unprotected G-Wagons, next-generation Light Protected Mobility Vehicles, and possibly other vehicles in the Light and Lightweight (LLC) category.

Air Force HQ and Army HQ will determine the allocation of vehicles to units and to equipment pools.

ADGs' new anti-armour weapon

THE acquisition of the new M3 84mm Carl Gustav anti-armour weapon will give the Air Force airfield defence guards greater firepower.

Under a \$26 million contract, 437 84mm weapons will be delivered to the Air Force, Army and Special Forces.

The weapons come with an advanced sighting system, the AN/PAS 13C (V) 3 Heavy Weapon Thermal Sight.

Initially acquired as an alternative to mortars for battlefield illumination, the range of ammunition types makes the Carl Gustav an exceptionally flexible weapon for ground defence.

The airfield defence squadrons currently use the M2 model, which is 4kg heavier than the new M3.

The weight savings in the M3 are due to a new composite barrel which consists of a lightweight steel barrel liner and carbon fibre materials to withstand



ON TARGET: ADF personnel use the new weapon.

firing pressures. The new thermal sight can be used during the day, at night or in adverse weather conditions. This further enhances its targeting capabilities.

Systems Engineering Manager for the M3 project Tim Efthymiou

fired the weapon during its trials and was impressed with its performance.

"It's so light it's like you are carrying and using a heavy barrelled sniper rifle," Mr Efthymiou said.

"During testing, the sight enhanced the weapon so much it was 50 per cent more accurate compared to the usual [M2] day sight."

The sight cross hairs can be easily placed where they need the rounds to fall, using the narrow and wide fields of view.

The sight also has two other features, adding further flexibility to its use by the airfield defence squadrons.

"It has a video out port, where the sight picture can be viewed through a video screen and can be powered by a vehicle 12-volt plug to be used in a surveillance capacity," Mr Efthymiou said.

"It increases the effective range of the weapon system and I have spoken to Special Forces soldiers who said they really liked using it with high explosive rounds."

First deliveries of the weapon are due in July and they will be introduced into service from the last quarter of this year.

ADF rejects claims on sperm ban

THE ADF has denied reports that deploying personnel are banned from freezing and storing semen.

Between 2008 and 2009, 61 samples were stored at public expense under the ADF's policy for the provision of Assisted Reproductive Services (ARS).

Another 12 samples were stored incorrectly after some health officers approved the requests; however, they fell outside the guidelines. Subsequently, 10 were removed with the agreement of the owners after they returned to Australia. The other two remain in storage until their owners return home.

The ADF provides ARS to support families where there is an underlying medical reason for infertility. The policy was introduced in March 2003. It states that standard medical services for the baseline investigation of infertility will be provided to members at the ADF's expense.

With regard to specific cases of ARS, the ADF will pay for services covered by Medicare, including general expenses associated with the treatments, anaesthetic fees, hospital expenses and gynaecologist fees.

Personnel who wish to freeze and store semen but are not covered by the policy are able to do so at their own expense.

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SMILES AT LEMOORE: Above, WGCDR Steve Green shakes hands with US Navy's CAPT Laura Mason after the signing; left, personnel from RAAF Base Amberley with SQNLDR Brent Smith. Photos: ACW Kylie Gibson



SUPPORTIVE: AIRCDRE Axel Augustin signs the contract for the provision of Super Hornet operational and training requirements, watched by, from left, Raytheon executives Craig Wilkinson and Michael Ward, and GPCAPT Graeme Cooper. Photo: Mark Brennan

THE handover/takeover documentation that made Australia's first F/A-18F Super Hornet "Rhino" ours has been signed in the US.

WGCDR Steve Green, of the Australian Super Hornet Project Office, signed the documentation in a hangar at the US Naval Air Station Lemoore, California, watched by a small group of Australians and Americans from the Defence Materiel Organisation (DMO), 1SQN from RAAF Base Amberley, Boeing, and the US Navy.

Australian Super Hornet Project Office staff had earlier ensured that all production, engineering and maintenance documentation was in order and 1SQN maintenance personnel completed an initial condition inspection on aircraft A44-203.

Project Director GPCAPT Graham Edwards said the handover/takeover was a significant milestone.

"It signifies the transfer of the care, custody and control of the aircraft from the US Navy to

Handover in US of first Rhino

the Commonwealth of Australia," GPCAPT Edwards said.

"It was a key prerequisite to the commencement of 1SQN aircrew flying the new aircraft on March 1 prior to being ferried from Lemoore to Australia."

The signing represents a climax for the significant asset acquisition that was first announced on March 6, 2007 by the former government.

Australia is acquiring 24 F/A-18F Rhinos to reduce the risk of an air combat capability gap during the transition from the F-111 in December 2010 through to the introduction of the Joint Strike Fighter and withdrawal of the current Hornets.

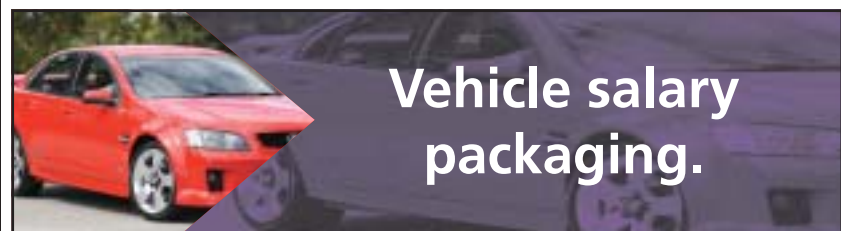
Twelve aircraft are scheduled to arrive by the end of the year with the remainder arriving in 2011. The type is planned to be fully combat-capable by 2012 with 1SQN as the operational squadron and 6SQN as the training squadron.

Meanwhile, support to the training services for the Super Hornets has been enhanced following the award of a three-year training support services contract to Raytheon Australia.

Minister for Defence Personnel, Materiel and Science Greg Combet announced the three-year, \$21.5 million contract on February 19.

"The contract is vital for effective support of the Air Force's fleet of Super Hornets when they begin arriving at Amberley this year," Mr Combet said.

Raytheon Australia will provide the maintenance, logistics, and training services to support the Super Hornet flight simulators, visual environment maintenance trainers and electronic classrooms at Amberley.



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Our Hornets fly the flag

A RAAF contingent touched down at Nellis Air Force Base (AFB) in the United States late last month to participate in the annual US Air Force-led major multinational Exercise Red Flag.

About 160 RAAF personnel deployed, along with eight F/A-18s from 77SQN, supported by a 36SQN C-17, a 37SQN C-130 and about 160 personnel.

Red Flag is the USAF's most advanced international air combat training activity, similar to the US Navy's 'Top Gun' program. It began on February 21 and runs for two weeks.

It is one of a series of advanced training programs administered by the USAF Warfare Center and Nellis AFB, through the 414th Combat Training Squadron.

Also participating in Red Flag this year is a number of assets and personnel from the Royal Air Force.

The exercise is conducted on the 24,000 square kilometre Nevada Test and Training Range, north of Las Vegas. It comprises aircrews flying a variety of mission types, including Strike, Electronic Warfare, Tactical

Transport, Fighter Escort, Airborne Warning and Control and Air to Air refuelling against opposing aggressor fighter aircraft and extensive simulated surface-to-air threats.

Commander Air Combat Group AIRCDRE Mel Hupfeld stressed the importance of Australia's participation in the exercise.

"Red Flag provides a level of operational simulation not available in Australia or the region, and regular participation is a major contributor to Australia's high standard of air combat capability," AIRCDRE Hupfeld said.

"It involves a series of air combat scenarios that test operational air and ground crews to the highest level. It provides the ultimate environment in which our Air Force personnel can showcase their extraordinary abilities in a deployed scenario.

"It also provides invaluable training for our logistics, support and maintenance personnel, as they are able to practise deploying to another country and working together with other air forces."

■ See the next edition of **AIR FORCE** News for a wrap-up of the exercise.



TESTING: Above, CPL Dan McCoy, an aircraft armament technician with 77SQN, conducts checks on the wingtip of a 77SQN F/A-18 before it launches for a mission during Exercise Red Flag at Nellis Air Force Base in Nevada.

AND CHECKING: Right, FLTLT Farzan Kalantary from 77SQN pre-flights his F/A-18 before a sortie during the exercise. Eight Hornets, a C-130 and a C-17 and about 160 supporting personnel are participating alongside their US and British counterparts during the annual major international exercise, which tests them in a wide range of scenarios.

Photos: SGT Pete Gammie



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44 Wing on the job in Haiti

FIVE air traffic control specialists from 44WG who deployed to the earthquake-ravaged island of Haiti last month to assist in relief efforts have commenced air traffic control operations.

FLTLTs Aaron Doherty, John Woodhouse, Joel Adlestein and Matthew Ferguson and FLGOFF Laura Vize – who were hand-picked for the important mis-

sion – underwent pre-deployment preparations in Miami in the US before moving in-country on February 12.

There they were embedded with a US Air Force team to provide specialist air traffic control duties at Port-au-Prince airport.

■ See the next edition of **AIR FORCE** News for a full update on the team.

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Helping mates out

By FLTLT Eamon Hamilton

FRIENDS in need have been helped on their way at RAAF Base Richmond.

During a routine task through the base, a US Air Force (USAF) C-17A suffered a flight control fault during pre-take off checks on February 9.

While two USAF technicians travelling with the aircraft set about diagnosing the fault, C-17A manufacturer Boeing was contacted to work a solution.

A Boeing Field Service representative at RAAF Base Amberley alerted 36SQN to the problem.

A team of 36SQN technicians and the required C-17A spares were placed on a routine 37SQN C-130 training task from RAAF Base Amberley to Richmond. As soon as they arrived on February 10, they got to work helping the two USAF technicians find the fault.

Warrant Officer Technical for 86WG WOFF Shane Meloncelli said the 36SQN technicians arrived long before a USAF rescue party could have hoped to.

"It's a reciprocal arrangement where we do everything we can do to help each other out," WOFF Meloncelli said. "When possible, RAAF C-17As will opt to stay at fellow C-17A operating bases when abroad."

The fault with the USAF C-17A at Richmond was linked to the aircraft's horizontal stabiliser trim tab.

A fix was found and the C-17A returned to its task on February 13.

Previously the WOFF Engineering at 36SQN, WOFF Meloncelli said the global support arrangement was built on Boeing's technical expertise with the C-17A.

"The Boeing Field Service Representative gives us a lot of advice - they've been working with the aircraft for 15 years now and have a lot of experience to share with us," he said.

It's not the first time the reciprocal arrangement has benefited a C-17A customer.

In early 2009, assistance from 36SQN at Amberley helped get C-17As



A BIG JOB: Left, members from 36SQN and US Air Force in front of the C-17A with maintenance issues at RAAF Base Richmond. From left, CPL Luke Atkinson, WOFF Shane Meloncelli, Master Sergeant Doug Holsman, Staff Sergeant Kevin Horowitz, LAC Mark Williamson, LAC Justin Boyle and CPL John Romer. Above, CPL Atkinson works in the cockpit.

Photos: LAC Michael Green

from the USAF and Royal Air Force back in the air.

The RAAF, in collaboration with the Air Forces from the US, Britain, Canada and New Zealand, formed the Air and Space Interoperability Council as a organisation specifically set up to enable coalition partners to work together more effectively. These examples of coalition air forces working together to enhance warfighting capability demonstrate the effectiveness that this interoperability can bring.



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Dingo's king at 38SQN

By FLTLT Eamon Hamilton

A NEW member has come on board at 38SQN – King the dingo.

King, a resident of the Billabong Sanctuary in Townsville since late 2009, was named by 38SQN in a small ceremony on February 13.

CO 38SQN WGCDR Tony Thorpe said King's name held a special relevance to the unit.

"King was present at RAAF Base Townsville last November when 38SQN accepted its first King Air interim light transport aircraft to replace the Caribou," WGCDR Thorpe said. "Since the transition to King Airs, we've used the call-sign Dingo for all King Air flights, and the dingo features prominently on our unit caps and patches."

The King Air is already keeping 38SQN busy, supporting a number of ADF units across Australia over the summer period.

"Like their dingo namesake, our fleet of King Air aircraft are small, agile and range across northern Australia as well as the South East Asia region."

Along with three King Airs transitioned from Army service, another five new aircraft are being delivered to the squadron. The first new aircraft arrived from Hawker Pacific in February.

"This naming ceremony reinforces 38SQN as an integrated workforce with both military members and civilian contractors from Hawker Pacific, working as one team for Defence," WGCDR Thorpe said.



DOGGONE WELCOME: 38SQN CO WGCDR Tony Thorpe with the newest member, King the dingo and Billabong Sanctuary curator Vince Toohey. "Like their dingo namesake, our fleet of King Air aircraft are small, agile and range across northern Australia as well as the South East Asia region," WGCDR Thorpe said.



GROWING FLEET: Hawker Pacific King Air A32-651 on the 38SQN flightline at RAAF Base Townsville. Photo: LAC George Koulakis



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MRTT correction

IN THE last edition of **AIR FORCE** News, the 'Twice as nice for our MRTT' story stated incorrectly that a recent air-to-air refuelling test with two Spanish Air Force F/A-18s took place with EADS North America in Arlington, US.

Airbus Military is undertaking the KC-30A flight test program from Madrid in Spain.

We apologise for the error.

We want your news

AIR FORCE News welcomes contributions but stories should be no more than 400 words and feature articles no more than 800 words.

Photos should be high resolution digital JPEGs (300DPI) and contain full details in the file information.

Letters to the editor are also welcome and should include full contact details.

Send your contributions to raafnew@defencenews.gov.au

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42 years and 'I'd do it all again'

By FLTLT Eamon Hamilton

FEW PEOPLE will ever have a career quite like Rudy Mech.

After 42 years with Air Force, WOFF Mech retired from permanent service on February 21 as Australia's longest-serving airman aircrew.

At a surprise farewell party at RAAF Base Richmond Sergeants' Mess on his last day, friends and colleagues joined WOFF Mech to congratulate him on his career.

His service as a gunner, crewman and loadmaster spanned more than 15,000 flying hours. It included operational service in the Vietnam War, Operation Slipper in Afghanistan and countless humanitarian relief tasks.

"Looking back on 42 years, I would do it all over again," WOFF Mech said.

Born in Herzberg, Germany, Rudy Mech moved to Australia in 1956. "I've always had a love for aeroplanes, so I was always eventually going to go in the Air Force."

In 1968 at the age of 17, he joined as an airfield defence guard, but held greater ambitions of being a pilot. "I'd take the physics books away on exercise – and a flash flood would come through and take all my books into the river. So I thought 'I might as well get into this now'."

He applied for remuster to Iroquois gunner in 1969, and from 1970-1971 flew with 9SQN in Vietnam. Around that time, 9SQN Iroquois had seen heavy service with supporting troop movements and aero-medical evacuation. A number of Iroquois were being converted into heavily armed gunships to provide greater fire support.

He served for a year with 9SQN before the unit returned to Australia in late 1971.

After the war, WOFF Mech continued service as a crewman on RAAF Iroquois with a number of base squadrons and 5SQN.

It was during this time that he would fly with a young pilot by the name of Angus Houston – who would ultimately go on to become CDF.

Unfortunately ACM Houston was unable to make it to his former colleague's retirement party, but a personal letter congratulating him on his service was read aloud.

ACM Houston wrote: "I had the great privilege of working with you on a number of occasions, and I always admired your high levels of professionalism, dedication and skill when it came to load mastering."

The letter from CDF recalled one incident as an Iroquois pilot in 1974 when Rudy Mech was sitting in the co-pilot's seat.

"All of a sudden we lost power. Calm as always you jettisoned our load before giving the quickest mayday call I ever heard."

"Needless to say we were both delighted to make it back to base safe and sound that day and, can you believe it, we have gone on to serve another 72 years between us."

Following his service on helicopters, WOFF Mech later served as a loadmaster on the C-47 Dakota, and



FLASHBACK: Serving on Iroquois helicopters. Photo: courtesy SGT Jadam Lousick



LOTS OF MEMORIES: WOFF Mech takes in the view.

Photo: LAC Michael Green

in 1978 he was posted to RAAF Base Richmond to serve on the C-130.

Over 32 years, WOFF Mech brought on many items into the back of a Hercules. He carried aero-medical patients to armoured vehicles, a periscope for an Oberon-class submarine and even emus.

Where RAAF Hercules went, WOFF Mech was sure to follow. He said that as a Hercules loadmaster, "the globe is now my backyard".

When ACM Houston served as OC 86WG at RAAF Base Richmond from 1994-95, he again flew with WOFF Mech at 37SQN.

In recent years, WOFF Mech served several tours with 36SQN and 37SQN in the Middle East Area of Operations. The decades spent in the back of a Hercules meant months away from his family – his wife, son and daughter.

At his farewell on February 21, he thanked his wife Linda, "without whom I could not do it all".

Former and current colleagues signalled their appreciation through a number of trophies and picture displays congratulating WOFF Mech's service.

Despite retirement, WOFF Mech said he would remain on the books as a reservist. "So it's not all lost yet," WOFF Mech said.

While he once held ambitions of becoming a pilot, his 15,000 hours in the air was more than most pilots could reach.

Days into his retirement, WOFF Mech's ambitions are understandably modest. "I'll be playing more golf," he said. "And I won't have to worry about being called in to work at a barbecue."

NOSTALGIC LOOK: WOFF Rudy Mech, of 37SQN, stands in the paratroop door of C-130J A97-450 at RAAF Base Richmond ahead of one of his final flights.

Photo: LAC Michael Green

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Don't bring home dangerous items

By Cristy Symington

PROVOST Marshal of the ADF COL Martyn Reed has warned deployed members about ordering, posting or bringing home illegal items from overseas exercises and operations.

He said the ADF Investigative Service would pursue people found trying to bring such items, including bladed weapons and martial arts devices, into Australia.

"Although items like weapon parts, knives, alcohol and body building supplements may be readily available overseas, many are illegal to bring home," he said.

"If you post items home, carry them in accompanied baggage, or in unaccompanied baggage, you will get caught."

The ADF works closely with Australia Post, Customs and Border Protection Services to ensure baggage and mail is checked before arrival in Australia.

Customs National Manager Investigations Richard Janeczko said in a statement that Customs had a number of measures in place to intercept illegal substances.

"There is every chance you will be detected and the penalties can include severe fines or imprisonment," he said.

"Customs is dedicated to preventing the

importation of prohibited items including performance and image enhancing drugs."

Passengers may have their baggage searched or X-rayed to identify goods of interest to border control agencies.

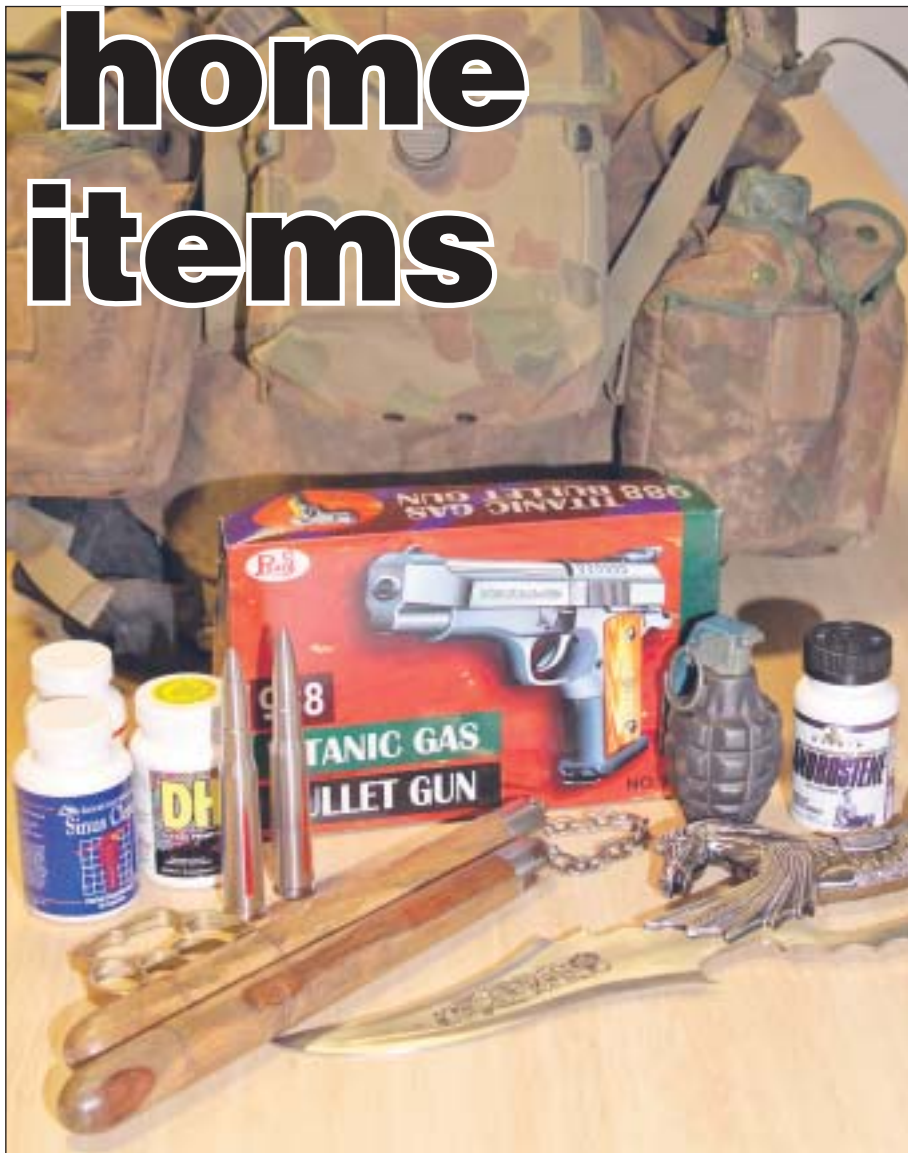
Customs uses dedicated technology that analyses particles collected from passenger baggage and other personal items, postal articles or items of cargo to detect traces of illicit substances. They also have dogs trained to detect illicit drugs, firearms and explosives.

Australia Post also has measures in place for identifying prohibited items with 100 per cent of mail screened on arrival to Australia.

COL Reed said importing illegal items was extremely serious and trying to fool agencies by using false names and addresses could still be tracked back to the offender.

Importation of bladed weapons, martial arts goods and sporting goods is controlled under the Customs Regulations. The penalty for importing prohibited items is a fine of up to \$275,000 or imprisonment for up to 10 years, or both.

■ For more information about what items are prohibited to be brought back to Australia, visit www.customs.gov.au or ask your local security police section.



BANNED: Some of the prohibited items that members are not permitted to bring into the country.



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VIC Branch	(03) 5248 0996	bestav17@bigpond.com
SA Branch	(08) 8296 2411	snafu@chariot.net.au
WA Branch	(08) 94096682	vvppwabranh@iprimus.com.au
Tasmania	(03) 6376 2804	petermackie@intas.net.au

New website offers information and advice

A website offering up-to-date information and advice on investigative matters for ADF members and commanders is now available.

The ADF Investigative Service (ADFIS) launched the site as part of the unit's mission of providing a professional investigative capability in support of the chain of command.

Provost Marshal of the ADF COL Martyn Reed said the content available on the site provided commanders with information to assist them in ensuring effective discipline was maintained within their unit, in accordance with the military justice framework.

"The website was launched as part of the program of improving ADFIS capabilities to disseminate vital information to units about how investigations are conducted," he said.

The site offers a Commanders Tool Box that includes details and current policies relating to:



- critical incident management and reporting;
- discipline; and
- information management.

The tool box is a one-stop shop for anyone seeking information on military justice and

policing matters. It also includes key contact details within ADFIS.

The site also details ADFIS inquiries, including how they are conducted and how they are assessed.

Guidance on alcohol and drug education is available, as well as content relating to evidence handling and preservation applicable to units or individuals deploying overseas.

Recruitment information is available for members of the ADF considering a career as a Service Police Investigator and interested in joining ADFIS.

Opportunities are available to full-time and part-time ADF members across all ranks and services.

"This is an exciting time for ADFIS as we are growing our capability and providing improved career opportunities for our investigators," COL Reed said.

■ Visit the ADFIS intranet site at <http://intranet.defence.gov.au/vcdf/sites/adfis>

Getting onboard Pride in Diversity

By Rose Hays, Defence Gender Diversity Policy Officer

LESBIAN, gay, bisexual and transgender (LGBT) employees of Defence can look forward to a more equitable workplace following Defence's participation in an Australian-first program launched in Sydney last month.

The program, Pride in Diversity, is aimed at providing LGBT employees with a framework of diversity policies and

practices that specifically support them. It is an employer-support program.

The Director of Rights and Responsibilities in the Fairness and Resolution Branch, Peter Sullivan, said Defence was excited to have been invited to become a foundation member.

"This is another plank in our commitment to providing an inclusive workplace for all Defence personnel," he said. "We are proud to be associated with other organisations known to be

leaders in promoting diversity across the board."

Program director Dawn Hough said research showed that up to 60 per cent of LGBT personnel experienced some form of harassment during their careers; that was up to four times that experienced by the general population. Harassment ranged from negative comments through to open abuse from both management and colleagues.

"This causes many LGBT people to feel uncomfortable in

their workplace, which can significantly impair their performance," Ms Hough said.

Fear of abuse or discrimination forces many LGBT people to hide their sexual orientation or gender identity while they're at work, leading to an increase in anxiety or depression.

■ For more information, visit www.prideindiversity.com.au or contact Rose Hays at rose.hays1@defence.gov.au or (02) 6127 2963.

Sky Pilot farewelled

AIR FORCE has lost one of its valued 'Sky Pilots', with the passing of CHAP Russel Avery.

An Anglican chaplain at RAAF Base Richmond, FLTLT Avery passed away on February 2. He was 63.

He was well known as one of Richmond's Sky Pilots, a collective of chaplains who provided counsel, care and support.

His impact on the lives of those in Air Force as well as the NSW Police, for whom he was senior Anglican chaplain, was profound.

His funeral at St James Anglican Church in Sydney on February 10 brought together more than 500 mourners, many of whom travelled interstate.

Among them were NSW Police Chief Commissioner Andrew Scipione and Bishop of Canberra-Goulburn Bishop Stuart Robinson, who led the service.

CHAP Avery joined the Air Force Specialist Reserve in May 2004.

His commission was Air Force's gain – CHAP Avery brought with him a wealth of experience which spanned continents.

Born in Brisbane on April 15, 1946, he worked for Qantas before joining the ministry.

With his wife Beverley, he had three sons – David, Timothy and Andrew – and the family lived in Europe for 10 years while CHAP Avery worked in Paris and Lille.

In Tunisia, he served as chaplain to Queen Elizabeth II and Prince Phillip during a royal tour of North Africa.

Returning to Sydney in 2002, he joined the Air Force in May 2004, initially as a member of the Air Force Reserve with No. 26 (City of Newcastle) Squadron and then moving to No. 22 (City of Sydney) Squadron.

He provided support and pastoral care to a number of units and bases, including providing backfill on a full-time basis as co-ordinating chaplain to cover the absences of PAF chaplains serving overseas.

Air Force gained a member who not only brought with him a wealth of experience, but someone whose warmth and friendship could be counted on in times of need.

CHAP Avery gave counsel and support to Defence members called on for Operation Bali Assist in the wake of bombing attacks and assisted

in the wake of Operation Deluge after cyclonic winds devastated northern Queensland a few years ago.

He was one of these unique breed of chaplains who, in some ways, confused the stereotyped image of the Clergy.

It is not confirmed but he was probably disliked by the dental staff as he always walked around handing out Minties to the people he contacted.

Prior to his illness he was always keen to maintain his individual readiness capability – always running his Physical Fitness Test (beating his allowed time by a significant margin) and being one of the most accurate shots in the Air Force.

CHAP Avery was also an extremely competent driver and had a sideline passion carrying out road tests and writing reports for several prominent magazines. We recall one quite prominent event when he turned up at one base driving a brand new Bentley and the questions it raised relating to the rate of pay for chaplains.

He was diagnosed with mesothelioma, a lung condition believed to be the result of asbestos exposure decades before. His condition worsened over the last few months, and he



SAD LOSS: CHAP

Avery leads the Lord's Prayer at a remembrance ceremony in Martin Place, Sydney, for the 87th anniversary of the Air Force in 2008. He passed away on February 2. Photo: SGT William Guthrie

passed away quietly in the company of friends and family.

At the funeral, WGCDR Michael Stuart-Watt told mourners that CHAP Avery "was a man for all seasons ... a beacon of light, humour, wisdom and

sensitivity. For me he was a confidant, colleague and friend ... our Sky Pilot is sorely missed."

■ Information for this obituary courtesy of WGCDR Michael Stuart-Watt and SQNLDR John Kane.

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Singing her praises

By Andrew Stackpool

A LOVE of the Australian outback and a concern for the individual development of young schoolchildren at their own pace has paid dividends for an air traffic control officer cum author and songwriter.

FLTLT Megan Bartlett-Horne from the 44WG Detachment at RAAF Base Amberley won the prestigious Golden Gumleaf trophy from the Australian Bush Laureates' Association Awards for her book *The Aussie Outback School*.

The book has an accompanying CD of songs, which won her the Tamworth Songwriter's Association TSA Songwriter's Salute Awards Children's Song of the Year.

The 28-page picture book tells the story of a young wombat's concern that he is "hopeless" because he can't read or write or keep up with the other animals in the playground.

It is enhancing the importance of school, in rhyme to engage children's attention.

FLTLT Bartlett-Horne said she was thrilled to receive the Laureate's award.

"The Aussie Outback School has one very important rule – everybody is welcome," she said.

"Children's Song of the Year was the icing on the cake.

"It is an amazing honour. I really believe in the message delivered by both the book and the song, which celebrates our differences and encourages children to have a 'good old Aussie go'."

The book, which is illustrated by FLTLT Bartlett-Horne's mother-in-law Sue "Penny" Horne, is their second. The first, *The Aussie Outback Party*, was a finalist in the 2009 Laureate awards.

FLTLT Bartlett-Horne is aware of the pressures on young people to excel and to meet expectations as well as the often potentially devastating impacts on young children who feel they have failed. Before enlisting, she had worked as a primary school teacher, radio journalist and jazz singer.

"When I was teaching Year 5, I had a boy in my class who could barely read and write. He often said he was stupid and not to bother with



BOOK WITH A MESSAGE: Left, FLTLT Megan Bartlett-Horne reads her two children's books at the Amberley Child Care Centre to, from left, Charlotte Hosking, Patrick O'Leary and Corey O'Leary.

Photo: ACW Sandra Midson

him," she said. "With an individually tailored learning program and a lot of positive reinforcement, his literacy and numeracy did improve. I hope it showed him that he could learn; just not as easily as others.

"Also, I am very aware, as a parent, of how competitive life can be from an early age. I'm a competitive person and have to be very aware of the fine line between encouraging my daughter and pushing her.

"I believe it's important that children learn how to lose, and that sometimes the journey is more important than the destination. I've been to too many kid's parties where 'everyone must win'. The trick is to teach our kids that winning/losing is all part of life.

"Not all of us can be world-class scientists, athletes, writers, but that doesn't mean we should stop trying," she said.

The Aussie Outback School came about after several teachers in rural communities contacted her after reading the first book, complaining that it was often very difficult to keep children at school and asking if she could include that problem in the next book.

So, she coupled that idea with the recollection of the boy to provide the *Outback School's* theme.

She said that more *Outback* books are in the series and that she would then like to branch out into other literary areas, including children's horse books.

"I suspect my writing will change as my daughter, niece and nephew grow."

FLTLT Bartlett-Horne is employed as a supervisor/training officer at Amberley.

She enlisted as a direct entry

SHOWING OFF THEIR AWARDS: Right, FLTLT Megan Bartlett-Horne and her illustrator, mother-in-law Sue "Penny" Horne, daughter Kyra and horse Gravity.



officer in February 1994 because she saw an advertisement in the paper for air traffic control officers and thought it looked like fun.

"I was right, it's the best job in the world and I have no intention of giving up my day job, even if my writing career takes off.

"Between 1997 and 2001, I resigned and worked for Airservices

Australia at Brisbane airport, but I saw the light and returned to the Air Force in 2002 as it is a much better employer, the work is more interesting and there is more scope for creativity in how we provide service to our aircraft," she said.

■ For further information on the books or to purchase a copy, log on to www.pennymegpress.com.au

BULLETIN BOARD

Air Force Band

March 5: The Ceremonial band will support the Officers' Training School graduation parade at RAAF Base East Sale from 11.30am.

March 13: Force10 will provide a free concert as part of the Weerama festival at the Werribee racecourse in Melbourne.

Point Cook dedication

The RAAF Association (Victoria) is unveiling a plaque at RAAF Base Point Cook at 11am on March 28 to honour the RAAF units and personnel who served in Vietnam from 1964 to 1975.

All Vietnam veterans and RAAF Associations are invited.

Interested parties are requested to confirm their attendance with RAAFA (Vic) State Director Gordon Caley on (03) 9813 4600 or email Gordon.caley@raafvic.org.au.

► Further details will be posted on the RAAF (Vic) website: www.raafvva.org.au under Breaking News.

World's greatest shave

More than 40 personnel from the Air Lift Systems Program Office, Lockheed Martin and Australian Aerospace will participate in the 2010 World's Greatest Shave charity event on March 12 at RAAF Base Richmond.

They will all part with their hair at Hangar 522 at 9am.

► Others willing to participate or assist with the event are encouraged to contact event organiser David Ralph on (02) 4587 2971 or 0488 488639.

Redcliffe reunion

Redcliffe State High School in Queensland will be holding a reunion in June.

The reunion committee is searching for former students who attended the school from 1978 to 1980 or those who graduated Year 12 in 1982.

► For more information, contact Jo Miller (nee Buckland) on (07) 3408 7313, mobile 0438 887313 or email marjojo@bigpond.com.au



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LEADING MAN: Air Force Band CO Sqnldr Steve Wright conducts the band during a musical rehearsal at Sydney University leading up to the Edinburgh Military Tattoo. Photo: LACW Casey Gaul

How our musos banded together on show

RHYTHM IN BLUE

By Andrew Stackpool

THE EDINBURGH Military Tattoo, held in Sydney from February 4 to 7, was a musical masterpiece that followed a well-defined and proven formula.

The 90-minute performance started with a fanfare and the massed pipes and drums before working its way through the individual acts to the grand finale.

Tattoo compere COL Alisdair Hutton, from Britain, said the producer normally decided the order and presentation of acts. Individual acts got approximately six minutes in the arena, with the opening and closing sequences taking longer. All ran to a tight, polished schedule.

How, then, does each individual act decide its routine?

That is where the band principal drum majors bring their experience into play. FSGT Eden Stubbings, principal

drum major for the Air Force Band, has been a drum major for 18 years.

Not only was he the principal for the band, but because Air Force had the ADF lead, he was the senior drum major for the Defence band that performed in the Tattoo.

FSGT Stubbings said he had never performed in anything of that magnitude. Nevertheless, he also had a formula to which he worked.

"My role was to get us to the point where we were on the opening night," FSGT Stubbings said.

"I coordinated with our CO (Sqnldr Stephen Wright) to put the display together. Then I had to teach and rehearse the display and then have everything ready for the performances."

The band formed a small committee responsible for choreographing the performance in collaboration with the CO. Sqnldr Wright gave the committee

his ideas for the framework and concept he wanted it to come up with.

"We then came up with a proposal that we took to him and he told us what he did and didn't like and we modified it," he said.

"From then on it was a case of reviewing the performance and considering all the various elements available to us at the stadium; sound, lighting, fireworks, the bands, singers, instrumentalists, staging, marches, individual band elements and so on."

Countless hours of rehearsals by the bands were required for the acts to reach that fine pitch of presentation on the nights.

How did he get three disparate bands with different marching styles to perform 'as one'?

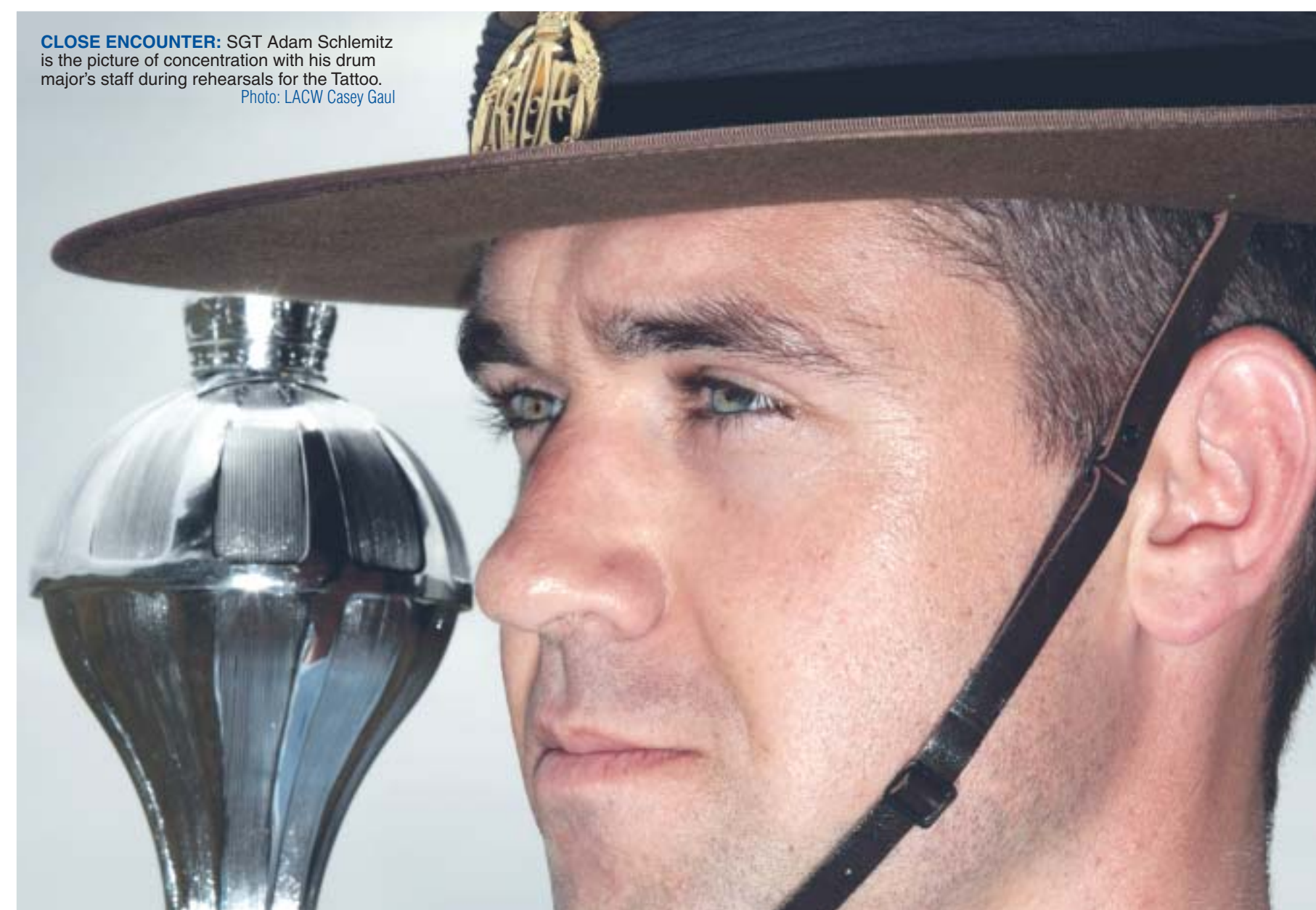
"Bandies are very switched on and are trained to be adaptable," he said.

"While we go our own ways with our own drill, marching is only one element and there was not a lot. Also, we had two and a half days of our own rehearsals to get the music and product together before we joined the Tattoo rehearsal schedule.

"It was a lot of hard work with a lot of involvement to ensure we got the best possible performances. It was a huge challenge but everyone worked tremendously well together."

Sqnldr Wright said the ADF was proud to be part of the Tattoo, which "once again was a moving and spectacular event.

"The performance also provided an opportunity to acknowledge the support the bands provide," Sqnldr Wright said.



CLOSE ENCOUNTER: SGT Adam Schlemitz is the picture of concentration with his drum major's staff during rehearsals for the Tattoo. Photo: LACW Casey Gaul

Long Look mates catch up

By Andrew Stackpool

FOR a number of Air Force Band personnel, the Edinburgh Military Tattoo provided an ideal opportunity to catch up with old mates – or meet new ones.

FSGT Rod Ellen, SGT Ian Hodgson and SGT Andrew Boyle were all former participants on Exercise Long Look in 2005 and 2006. They were hosted by the RAF Central Band and the RAF College Band.

They made some good friends and were delighted when some were with the RAF bands that came to the Tattoo.

Clarinet player SGT Boyle said it was great working with other musicians.

"I am very lucky to have the colleagues with whom I work," he said.

On his Long Look deployment, he was hosted by the RAF Band and some of them were in Sydney for the Tattoo.

"It has been a tremendous opportunity to meet some mates and relive old times," he said.

There were several highlights to his deployment. The 2010 Tattoo was another.

"The thing about being a service musician is the variety of opportunities," he said.

"My civilian colleagues can play in an orchestra – or a gig; that's what they do.

"I can be part of a several hundred performance like this or

playing in a small group; I can be part of the management. It's the variety and the diversity of talent that counts."

Meanwhile, French Horn player SGT Stuart McGregor is preparing to leave for Long Look. He had talks with his British counterparts about what to expect.

"They are a great bunch and I'm really looking forward to working with them," he said.

"There's so much they can teach us but I also think there's a lot we can share with them."

And for the Tattoo, "the chance to work with musicians from around the world was terrific.

"I hope I might get to Edinburgh with the exchange."



HIGHLIGHT: Long Look participant SGT Andrew Boyle. Photo: LACW Casey Gaul



MARCHING MUSOS: Left, the Air Force contingent of the Defence band rehearse their routine at Randwick Barracks in preparation for the Tattoo. Photo: LACW Casey Gaul

PLAYING UP: Australia's Federation Guard also played a big part in the Tattoo. Right, they perform a General Salute during practice at the Sydney Football Stadium. Photo: LAC Luke Morris



KEY PLAYER: Principal drum major FSGT Eden Stubbings.



SPECTACULAR: Above, a colourful view of the Sydney Football Stadium during the finale of the Tattoo. Photo: Hamilton Lund/SCG Trust

STAFF PARTY: Left, drum majors from participating nations practice their routines.

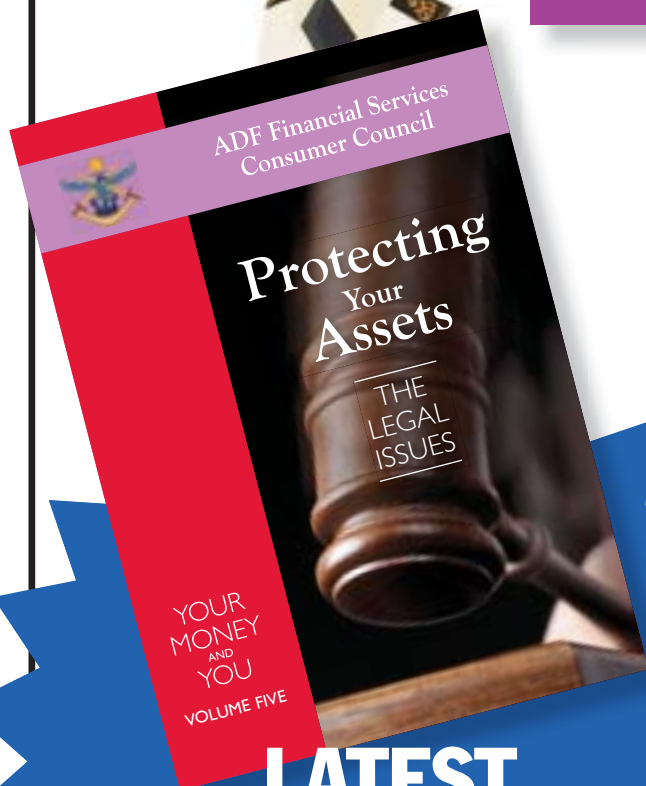
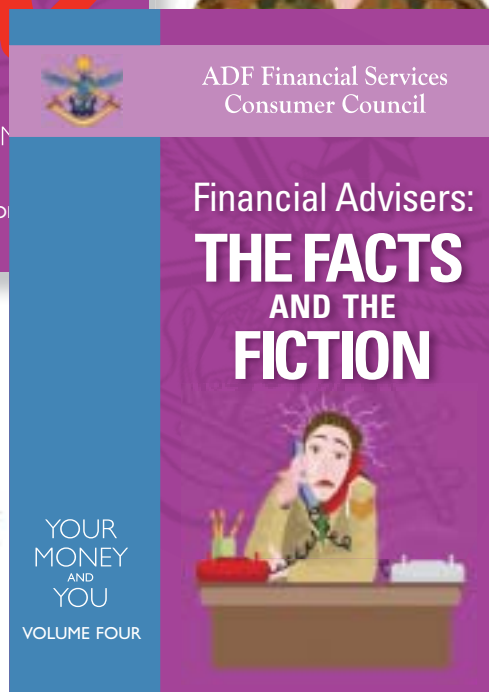
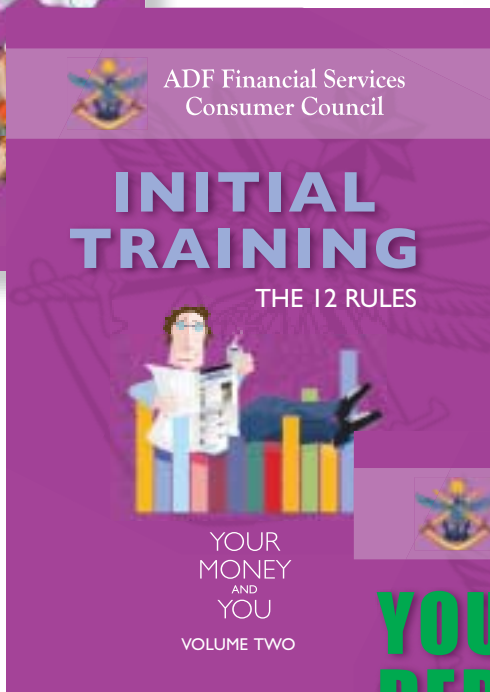
NEW FRIENDS: Right, WOFF Class 2 Robert Tobitt from the Trinidad and Tobago Defence Force Steel Band meets Air Force Band members at the Governor's Reception on Sydney Harbour. He is flanked, from left, by SGT Adam Schlemitz, WOFF Attilio Celata and FLTLT Mathew Shelley. Photos: LACW Casey Gaul



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SPECIAL BOND: Above, CO School of Air Warfare WGCdr Jake Campbell presents a framed Australian Flag to the president of Metung RSL, Mary Maxwell, on behalf of 10SQN during a commemoration service late last year. The flag had previously flown on an operational mission on board a 10SQN Orion in the Middle East Area of Operations. Photo: CPL Steve Duncan



Congratulations to you... and me



WHAT A CAREER: Above, CDF ACM Angus Houston was on the receiving end of a special presentation recently when he was paid a surprise visit from Prime Minister Kevin Rudd and Defence Minister Senator John Faulkner at Russell Offices in Canberra. During the visit, ACM Houston received a congratulatory card for achieving 40 years service in the ADF. His wife, Elizabeth Houston (pictured left), was also presented with flowers for her support of CDF during his distinguished military career. ACM Houston joined the Air Force in 1970 as a cadet pilot and spent the early part of his career flying Iroquois helicopters. After rising through the ranks, he was appointed to CAF in 2001, and following two terms in the top Air Force job, was promoted to CDF in 2005. Photo: Steve Dent

39 YEARS AND COUNTING: Left, before receiving his own congratulations for 40 years service, CDF ACM Angus Houston thanked administration officer WGCdr Mary Anne Whiting for nearly matching his milestone. WGCdr Whiting transferred to the reserves just shy of 40 years continuous service and intends to continue serving the Air Force until compulsory retirement age. Reflecting on her long career, she said: "Whatever experiences I have had, it has been because other people gave me opportunities and to a great extent I have basked in their reflected glory. I have also had wonderful commanders and supervisors who let me get on with the job – and for that I am very grateful." Photo: Bryan Doherty

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BUILT BY AIRMEN, FOR AIRMEN: LAC Graham Bowe (front left) from 1AOSS officially hands over the new RAAF Base Richmond Airmen's Tavern pergola and its plans to the president of the Airmen's Club, CPL David Dunn, from 37SQN. Funded by the Airmen's Club, the new pergola was erected by a team from 1AOSS, headed up by LAC Bowe, who also designed the structure. The 1AOSS team are pictured at the back, from left: LACs Corey Whitehead, Matthew Preston, John Marr and Michael Campbell. The project was part of ongoing improvements to the tavern and also provided valuable on-the-job training for the 1AOSS team. "We enjoy doing jobs like this to keep our skills up and enjoy doing it for the base," LAC Bowe said. "This facility is now available for all airmen at Richmond to use."

Photo: LAC Michael Green



WHAT A PRINCE CHARMING: Photographer CPL Melina Mancuso was thrilled to step in front of the camera recently when she met Prince William during his visit to Australia in late January. CPL Mancuso was part of the 1 Joint Public Affairs Unit team to cover the prince's visit to Holsworthy Army Barracks in Sydney. She said: "After spending the morning photographing His Royal Highness, I then asked if I could get my photo with him. He said yes, laughed, and said it was a first; that no paparazzi had ever asked for a photo with him before. I wasn't going to miss out on this photo opportunity."

Photo: CAPT Simone Heyer

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BOUND FOR NELLIS: LACW Susan Barnes, of 1AOSS, tightens the straps on a load of cargo bound for Exercise Red Flag at Nellis Air Force Base in Nevada, USA.

Photo: LAC Craig Barrett



IN THE CONE ZONE: Aircraft technician trainee AC Ben Rhatigan inspects the exhaust cone of an F-111 as part of his training at the School of Technical Training at RAAF Base Wagga.

Photo: LS Sarah Williams

LET'S TALK SAFETY: CAF AIRMSHL Mark Binskin addresses the unit-level commanders and managers who attended the RAAF Safety Conference, sAFe 2010. During the conference, attendees discussed and workshopped a range of safety issues relevant to Air Force, including both aviation and broader safety within the service. Photo: FSGT John Carroll



Safety speak

By Paul Cross

THE Air Force's commitment to safety was again highlighted with a conference on aviation and ground safety in Canberra on February 10 and 11.

Unit command teams from around Australia descended upon the Australian Institute of Sport for the RAAF Safety Conference, sAFe 2010.

Conference organiser WGCDR Chris Dunstan from the Directorate of Defence Aviation and Air Force Safety said the target audience was commanding officers, executive officers and senior maintenance managers.

"The conference was opened by DCAF AVM Geoff Brown, who spoke about the challenges faced by Air Force in managing a major transition of capabilities throughout this decade," WGCDR Dunstan said.

"The concerns were related to complacency and the need to embed a safety culture into mainstream processes."

WGCDR Dunstan said that after initial presentations on error and violation and safety culture, the conference split into two streams.

They were aviation and Air Force safety.

"Within the streams, more specific topics were discussed; such as integrating a safety management system, risk management and hazardous substances," he said.

On day two, world-renowned expert in safety management systems and human factors, GPCAPT Rob Lee, a member of the Air Force Specialist Reserve, presented his paper, *The Awful Sameness of Major Accidents – History Does Repeat*.

GPCAPT Lee cited several major accidents from a variety of industries, such as the loss of RAF

Nimrod XV230 over Afghanistan in 2006, the 2005 Waterfall rail accident and the 2005 BP Texas City oil refinery explosion.

He showed common themes of predisposing factors that existed before the accidents, and which were nearly always preventable.

Conference participants then broke into workshops, concentrating on specific issues relating to Air Force safety, operational aviation safety and technical aviation safety.

The outcomes of these workshops were presented to CAF AIRMSHL Mark Binskin.

CAF then presided over a question and answer session with the attendees.

■ Presentations from the conference can be found at <http://intranet.defence.gov.au/raafweb/sites/DDAAFS>

Calling young leaders for air power forum

By SQNLDR Matt Xerri

ARE you an Air Force officer under 35 and see yourself as a future leader in strategic issues? Then you should consider taking part in a strategic leadership forum.

The Kokoda Foundation Young Strategic Leadership Forum (YSLF) conducts two three-day forums annually to develop future strategic Air Force thinkers and leaders by exposing them to respected academics, Defence leaders and strategic thinkers and enabling them to network with other young Australians on national security issues.

The Air Power Development Centre (APDC) sponsors the participation of four Air Force officers in the forums, which are held at Kiola on the NSW south coast.

The forum aims to improve the professional mastery of those that have a genuine interest and ability to shape future air power issues and effectively employ them as future strategic leaders.

FLTLT Rob Skoda was one of those who attended the last forum in December and said he benefited from the experience.

"It was extremely positive because it provided young leaders with a unique opportunity to mix with current strategic thinkers," FLTLT Skoda said.

"We networked with other young leaders in different fields, fostering a harmonious relationship between us."

For FLTLT Skoda and the other Air Force attendees, the event provided informal access to senior community leaders and the opportunity to network with other professionals of similar age and experience.

"It was ideal for those of us who wished to interact professionally with others and have an interest in current strategic issues," he said.

The December forum followed an earlier one in May that focused on the influence of China on national security.

Forum speakers and facilitators are from diverse backgrounds. They are generally executive level management, former senior star-level officers and noted academics with experience on current strategic issues.

For the Kiola forum, senior industry leaders and noted academics delivered a rigorous program of seminars, workshops and hypotheticals centred on the theme of 'Protecting our borders: Future challenges in a globalised world'.

One of the keynote speakers noted the challenges associated with ensuring an effective multi-agency approach to international matters such as border protection.

■ Nominees must satisfy the Foundation's entry criteria. A call for nominations for the YSLF in May will be advertised through the Commanders Net and the APDC website at <http://airpower.airforce.gov.au>

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Youth challenge

THE ADF Youth Connection Program seeks to raise the profile of the ADF among senior secondary school students, including by the Defence 2020 Youth Challenge Program.

The Youth Challenge Program for 2010 will centre on the theme Spirit of the Anzacs and its relevance to today's ADF.

The first challenge is scheduled for April 19.

Finance for this program is extremely limited, and Air Force volunteers are requested from the immediate area of the forums.

There will be some exceptions to this (Albany, Katherine, Townsville etc) and travel and allowances for personnel attending these forums will be considered on a case-by-case basis.

■ For more information, contact FSGT Nicole McKelvie on (02) 6265 2938 or email nicole.mckelvie@defence.gov.au

Air Force Departure Lounge

➔ Who's leaving after 20 or more years' service

Name	Must/Spec	Last day	Years
WGCDR Mary Anne Whiting	ADMIN	January 18	39
WOFF Henricus Raafs	CETECH	January 4	31
WOFF Peter Brady	ATECH	January 24	30
WOFF Rufus Hunt	CETECH	January 2	30
FSGT Victoria Wing	CLK	January 12	30
WOFF Robert York	AEA	February 1	30
FSGT Gregory Morris	AVTECH	February 1	28
SQNLDR Lee Reynolds	SECPOL	January 12	28
SQNLDR Graham Elvin	AERO	January 18	27
FSGT Ashley Kirk	AVTECH	January 29	27
FSGT Clifford Montgomery	AVTECH	February 7	27
WOFF Douglas Smith	AVTECH	January 27	27
WGCDR Geoffrey Wells	LOG	January 10	27
WOFF Ian Gilbank	CLK	January 31	26
WOFF Colin Moss	AVTECH	January 18	26
FLTLT Sean Daley	ACO	January 4	25
SQNLDR Nathan Toole	PLT	January 12	25
SQNLDR John Cornett	PLT	January 9	24
FSGT Donald Mitchell	MOV	January 15	24
SQNLDR David Ryan	PLT	January 27	24
FSGT John Cowie	ALSFITT	January 17	23
CPL Robert Sutton	GSETECH	January 12	23
FSGT Bruce Walker	SUP	January 30	23
WOFF Matthew Vernon	AVTECH	February 7	22
SGT Michael Green	AVTECH	January 12	21
FSGT David Pamenter	SECPOL	January 12	21
WGCDR Mark Walmsley	PLT	February 14	21
SQNLDR Christopher Wilde	ADMIN	January 12	21
SGT Stephen Boyce	AVTECH	February 10	20
SGT Andrew Findlay	AVTECH	February 17	20
FLTLT Christopher Goedhart	ELECTR	January 4	20

MILIS training starts

NATIONWIDE training on the new Military Integrated Logistics Information System (MILIS) will start on March 9.

MILIS is an upgrade to the Standard Defence Supply System (SDSS) which promises to improve the functionality, efficiency, and financial integrity of Defence's Logistics management system.

Defence Materiel Organisation (DMO) is introducing the new system under Joint Project JP2077.

Vice Chief of the Defence Force LTGEN David Hurley was briefed on the upgrade during a visit to DMO's Materiel Information Systems Branch on February 18.

He was brought up to date on the progress of Mock Go-Live 2 (MGL2), which is a rehearsal for the Go-Live event for the project.

He was given a demonstration of the

MILIS system and visited the MILIS Go-Live command centre, which will manage the implementation.

LTGEN Hurley said that MILIS brought significant improvement to Defence users and to Defence management of the supply chain.

"I am looking to each of the services and groups for development of their Implementation Plans to support Go-Live," he said.

MILIS will provide a foundation for continued improvements under future phases of JP2077.

VCDF has approved the start of MILIS training.

If you use SDSSv4 and have not been panelled on MILIS training, speak to your supervisor.

Further information is available from the MILIS training intranet site: <http://intranet.defence.gov.au/DMOWeb/Sites/MATSYSTRAIN/>



MOVING IN FAITH: FLTLT Chris Poley and students take a short break during the Alpha course at RAAF Base Williamtown. The course discusses the deeper meaning of life and questions that ADF personnel may have in times of significant stress. Photo: CPL David Gibbs



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Applications close 30 April 2010



Seeking life's answers

By LAC Aaron Curran

PERSONNEL of all ranks and musters came together at RAAF Base Williamtown on February 3 to talk about the meaning of life and other relevant topics.

The Williamtown Alpha for Forces course is being run by the Williamtown Christian Network (WCN); Christians from around the base comprising ADF, APS and civilian contractors.

Alpha is a 15-session practical introduction to the Christian faith designed primarily for non-churchgoers and new Christians. It is based on the book *Alpha – Questions of Life* by Nicky Gumbel, who is a senior pastor in England.

FLTLT Chris Poley and the WCN are conducting the Wednesday lunchtime course over 10 weeks with support from Chaplains WGCNDR Peter Friend and FLTLT Murray Fraser.

"The course is provided specifically for armed forces around the world," FLTLT Poley said.

"Because military life is unique, our course is tailored differently to the civilian one."

The Alpha for Forces course was introduced into the ADF by Principal Chaplain (Anglican) – Navy, Eric Burton with RAAF Williams, Laverton, and RAAF Base Glenbrook running it in the past.

FLTLT Poley joined the Air Force in 2008, laterally transferring from the RAF after 23 years. He previously attended and led groups on a number of Alpha courses in Britain and got involved at Williamtown after coming into contact with the WCN and Base Chaplaincy.

"Many in the ADF have questions about the meaning of life," FLTLT Poley said. "But these often only come to the surface at intense times such as during war. Servicemen and servicewomen need to be spiritually fit, and the structure of Alpha provides a safe place to address these questions, rather than letting them become a distraction at critical times."

For more information, contact FLTLT Chris Poley, (02) 4034 5570 or christopher.poley@defence.gov.au

CAF approves new cap

CAF AIRMSHL Mark Binskin has authorised a general purpose cap.

Under current dress regulations, personnel are permitted to wear approved baseball caps with certain clothing.

The new cap is intended to cater for units which do not have an approved cap.

No additional insignia



or embellishments are to be added to the new cap.

The caps are available from Brandnet Pty Ltd, 65 Kembla Street Fyshwick ACT 2609. Telephone (02) 6123 2950. They cost \$13.50.

Glenbrook gives six decades

Proud service remembered

RAAF Base Glenbrook celebrated its 60th anniversary on February 27, and it has undergone much iteration over the years.

The site was once the holiday house of a state politician and then an exclusive hotel before being acquired as an Air Force headquarters and, ultimately, a base.

The Air Force has added several facilities but the original hotel, Briarcliffe House and Round House externally are much as they were.

Air Commander Australia AVM Mark Skidmore said: "RAAF Base Glenbrook and its impressive buildings are local landmarks which have well-established historic links with the Blue Mountains and Penrith Valley regions."

The first owner of the site was NSW politician John Lucas who built a house called Logie there in 1878.

He sold the property to CAPT Charles Smith.

CAPT Smith completed the house and after his death in 1897, it passed to his son, Colin. In 1921 he sold it to Herwald Kirkpatrick and his brother-in-law, Jack Morris.

The two men planned to live in Logie and subdivide some of the land. However, Jack Morris built Briarcliffe House nearby instead.

Mr Kirkpatrick recognised that the site would be ideal for a hotel and in 1928 began construction of the Lapstone Hill Hotel. It was built on the site of Logie (which was demolished) and opened in 1930.

It quickly became most fashionable among the well-to-do, boasting a ballroom, large open gardens, tennis court, bowling green, golf links and spectacular views to Sydney.

In 1934, Kirkpatrick expanded the hotel to include new central and western wings.

The eastern section of the original wing became the dining room (now the bar) and lounge room (now ACAUST's Logie Room). The original ballroom was converted into a billiards room (the TV room takes up part of this space), while a new ballroom was added.

Further developments included a roadside bar (the Round House).

The hotel enjoyed continued popularity; however, during the 1940s patronage declined and eventually the owners contemplated selling it.

In 1948, the site's potential became known to the RAAF. The timing was fortuitous as the site of the then RAAF Eastern Area Command at Lindfield in northern Sydney was due to be returned to the NSW government.

AVM John McCauley, the incoming commander, realised Glenbrook would be ideal for the new headquarters home.

His foresight was borne out by AVM Skidmore.

"Glenbrook's location affords me essential close contact with the other Sydney-based Army and Navy environmental commanders," he said.

In 1949, the hotel's owners offered it to the Federal Government.

AVM McCauley immediately presented a case to the Defence Department for its acquisition and Air Force had a new headquarters on September 1, 1949.

The site comprised the hotel, the Round House, several outbuildings, sporting and recreational facilities and 29 acres of land.

Air Force occupied the property

in February, 1950. Since then, it has become an integral part of the Blue Mountains community.

"It is heartening to see that the majority of RAAF Base Glenbrook military and civilian personnel live, have assimilated into, and enriched their local areas," AVM Skidmore said.

"Our personnel become integral members of their communities. Their children attend local schools and family members work in the local area. They participate in local sporting activities and become members of local community and support groups.

"The base has provided vital support when natural emergencies have occurred in the region including the Glenbrook train derailment in 1999 and the disastrous Blue Mountains bushfires in 2001."

By 1954, additional land was acquired, increasing the total area to approximately 70 acres. Briarcliffe House (ACAUST's official residence) was acquired in 1953.

Initially, the hotel building was used as office space for headquarters staff while the dining room and ante-room comprised the Officers' Mess.



HISTORIC SURROUNDS: Above, the beer garden at the rear of the Officers' Mess. The former hotel has undergone a number of renovations to meet Air Force requirements while retaining as much of its original heritage, appearance and charm as possible.

HERITAGE RECALLED: Left, inside the Officers' Mess, ACAUST AVM Mark Skidmore addresses the RAAF Base Glenbrook cocktail party held to celebrate Air Force Week last year. Photo: AC Philip Sharpe

Operational focus

- Glenbrook has produced at least four ACAUSTs who became CAF.
- Air Force ran its operational activities from RAAF Base Glenbrook prior to the formation of the integrated Joint Operations Command (JOC).
- Glenbrook was the site of the first Air and Space Operations Centre (AOC).
- AVM Skidmore was the last Joint Force Air Component Commander at Glenbrook and continued in that role with the unit's move to Russell in January 2007.
- The AOC moved into the JOC facility at Bungendore in 2008.

Officers lived on the base in WWII-vintage huts while living-in other ranks were housed in similar huts at the RAAF barracks in Penrith.

In late 1982, a new headquarters was built and the entire hotel became the Officers' Mess with accommodation for 35 officers. Extensive renovations continued in 1993 and in 1994, suites for visiting VIPs were added.

"The Glenbrook Mess provides a home-away-from-home for those members who are posted to the base unaccompanied by their families. It also provides a strong social network

for personnel and their families ensuring they are supported during their time at the base," AVM Skidmore said.

In recognition of the cultural, heritage and historical significance of the site, the Mess is nominated for inclusion on the Australian government's National Heritage List and Commonwealth Heritage List, while Briarcliffe is being assessed for inclusion on the Australian Heritage Council's Register of the National Estate.



The Round House Hotel in 1948.



The Lapstone Hill Hotel in 1948.



The Lapstone Hill Hotel interior in 1948.



The Glenbrook base entrance in 1977.



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HEALTH

Piece de resistance

Seriously, a can of beans can help with your weight management, says CPL Dean Cook.

WHEN it comes to weight management many people underestimate the potential of combining resistance and cardiovascular training.

But this is a powerful combination. If you combine both resistance and cardiovascular training to your weekly activities, you will achieve a weight management much sooner than by just one element on its own.

Resistance is movement against a load. It could be done in front of a weight room mirror, in a pool or at home with tins of beans.

Applying progressive load to muscles within the body creates an adaptive response to this stress over days and weeks.

Physiological adaptations in this time could include improved messaging from the mind to the muscle which leads to increased movement economy, muscle contraction strength and basal metabolic energy consumption rates.



Photo: LAC Aaron Curran

As more units within the muscle are stirred into action, greater energy and strength within those muscles is experienced.

Strength gains also occur in the muscles' connective tissue, which can increase resistance to injury. Movement within exercise or sport will additionally become more effective with less concern for possible problems like sprains and strains.

Together with resistance training, challenging cardiovascular sessions within the week will expedite progression to a goal. Cardiovascular training will increase the trainer's ability to deliver

nutrients and energy to recruited muscles.

To do this the heart and lungs strengthen to pump more nutrient-rich blood to the working areas.

The resistance to blood flow throughout the vessels will gradually decrease and allow greater volumes to reach muscular extremities. Increased mitochondrion within the muscle cell termed the power plant, will cause greater energy production and calorie consumption.

A basal metabolic increase will be attained from increased muscular and cardiovascular activity.

If the intention is to attain a weight, size or shape sooner, by applying a format of both resistance and cardiovascular training, energy will be consumed much faster.

Muscular metabolic rates increase and as a result energy consumption throughout a cardiovascular activity is increased.

Therefore the candle is burnt at both ends when additional muscular portions are used within a manageable cardiovascular exercise activity.

Talk with your PTI section to get safe advice.

TURN ON THE LIGHTS

TO EXPLAIN how the body reacts to this combination of training, I use an analogy of a palace with hundreds of rooms. When you've started resistance training only a few rooms have lights on within the palace, energy usage is economical in regards to the limited functionality. When activity is increased, more rooms are alight until all of the hundreds of rooms within the palace are on. The palace is your muscle(s) and the motor units are the rooms that have switched on to the progressive loads. You have much more use and energy from trained muscle(s) gained from progressive loads.

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Meet the raining champ

By John Martin

SPLATTERED in mud and blood, it was an exultant CPL Michael Crummy who crossed the finish line in fourth position of the final round of the Rocky Trail Mountain-bike Grand Prix in Sydney on February 6.

Fourth is not normally a position one associates with jubilant athletes.

But CPL Crummy, of 37SQN, knew it was good enough for him to clinch the four-round GP.

"When I crossed that line, I pretty much knew I had won it," he says of this moment of achievement.

And what an achievement. Last year's GP series was won by the current 24-hour solo world champion, Jason English. This year's series was contested by some of the best riders from NSW and the ACT, including the 2007 24-hour solo world champion Craig Gordon.

CPL Crummy had easily won the first round of the GP in western Sydney late last year, and although he had not contested the second and third rounds, he knew a top-five finish in the final round at Wisemans Ferry would probably be enough to make him this year's champion.

The final round of the Rocky Trail GP was run in conjunction with the Sydney 24-hour mountain-bike race.

Both events started together on the same muddy, slippery 9km track at noon. The difference is that the 80 or so riders in the Rocky Trail event, who included a bunch of ADF riders, finished their race at 4pm and the 24-hourers kept pedalling on – until torrential rain forced the race to be shortened to 12 hours.

The rain had long weighed on CPL Crummy's mind, even before the race.

By mid-week before the event, it had been raining heavily in Sydney for several days and there were widespread reports of roads being closed because of flooding.

CPL Crummy took the unusual precaution of preparing a second bike for the race and he put mud tyres on both his bikes in anticipation of a wet



SPLISH SPLASH:
CPL Michael Crummy takes on the single track at Wisemans Ferry.
Photo: LAC Michael Green

Going solo

CPL Michael Crummy hopes to take his good form into the world 24-hour solo race in Canberra in October.

He is one of two Air Force riders who have already qualified for the event, the other being FLTLT Shane Taylor.

As many as 10 ADF riders are expected to qualify for the event, giving the event a bit of a tri-service dimension.

CPL Crummy, who has completed three solo 24-hour races since 2007, has his sights on winning his section, age 30-35, which he says should be good enough to place him top-20 overall.

He has not finalised his support team yet, aside from his partner Donna Swan.

and treacherous track. He also cast his eye over the list of entrants, calculated his chances and made a mental note of the cyclists he had to watch carefully during the race.

Even in the dry, Wisemans Ferry would be a testing course. It twists

and turns over a variety of surfaces and track widths and rises 120m over a 2000m stretch on one section.

"Riding off the top of the climb you followed the road over corrugated and gutter ruts to the start of the descent," CPL Crummy said.

And it is a very demanding descent indeed – especially in the wet.

It started out well enough.

CPL Crummy qualified second on the starting grid which allowed him to get off to a good start.

The course was being re-carved with the amount of rain and the constant hammering from tyres.

But conditions deteriorated. "The steep dirt road climb began to tax me and I watched with disbelief as a fellow GP rider muscled his way up the climb in the fog.

"The grit of the track was playing havoc with my rear derailleur and cables. "I was finding it harder to shift up and the cable was sticking on the way down.

"Things were getting bad, enough for me to fear a broken chain through bad shifting. I pushed on as long as I could past the halfway point of the race. The chain kept skipping and phantom shifting."

So he changed bikes. Thank goodness for his foresight.

But that was not the end of his troubles.

"The course was being re-carved with the amount of rain and the constant hammering from tyres.

"Each hour the sections were getting more pronounced. In the third hour, some workers were out maintaining the trail – digging out the bog, laying sand and putting up some safety mesh.

"It was at this moment with people beside the trail and a rider not too far behind me I received mud in the eye.

"This led to an intimate moment between rocks and myself as I didn't make the descent look easy."

Translation: he fell and lay stuck in the mud until the maintenance workers kindly unclipped him from his pedals and sent him on his way.

He was bleeding from scrapes between his right elbow and his shoulder and as he passed the race commentator he remembers him remarking about the "claret".

With a quarter of the race left, though, there was no time to feel the pain and he hoped that some of his rivals were suffering too.

He pushed on regardless over the last laps even though his bike started to play up. "The remote lockout on the secondary fork gunked up."

This made just getting to that finish line all the sweeter.

Getting ready for the Kokoda Challenge

FRIENDLY inter-service rivalry over fitness is reaching new heights in the office of Defence Force Recruiting Coolangatta – just ask CPL James Lavery.

CPL Lavery can be seen hard at work on the beach at Coolangatta with CAPT Clarke Brown (Army), PO Doug Thomas (Navy) and CPL Terry Toon (Army), preparing for the 96km Kokoda Challenge in the Gold Coast hinterland on July 17 and 18. Together they make Team DFR.

The Kokoda Challenge is perhaps Australia's ultimate team event, combining endurance and mateship, as teams of four trek a rugged 96kms of terrain in 39 hours.

The event is a fundraiser to cover the costs of the Kokoda Challenge Youth Program (KCYP) – an early intervention program that has been developed to help young people who are at a crossroads in their lives and culminates in them walking the Kokoda Track in Papua New Guinea.

Team DFR Coolangatta will join 300 other teams on the trek from Mudgeeraba to Nerang, which will include 5000m of ascent and 5000m of descent.

Team DFR Coolangatta aims to raise more than \$1000.

■ To make a tax-deductible donation to the team, go to <http://www.kokodachallenge.com> and select the big red 'donate now' link, ensuring to select DFR Coolangatta as the team that you wish to support.



ALL FOR ONE: From left, CPL James Lavery, CPL Terry Toon, PO Doug Thomas, CAPT Clarke Brown.



HIGH ACHIEVER: FLTLT Justin Carstairs on the giant slalom.
Photo: Steve Monk



MOST IMPROVED: FLTLT Mark Nolan on the giant slalom.
Photo: Steve Monk



WINNING STYLE: FLTLT Amanda Gosling competing in the British Inter-services Snowsports Championships in Meribel, France.
Photo: CPL Dion Trevillion

Way to snow

■ The Air Force Snowsports Championship will be held at Mt Hotham in Victoria from July 25 to August 1. The competition caters for all levels of skiers and snowboarders. The cost is about \$1200, which includes lift passes, meals, accommodation, transport, lessons and racing. For more information, contact PLTOFF Katarina Babic at katarina.babic@defence.gov.au

FLTLT Amanda Gosling and LAC Phillip Moulton both returned triumphant from a five-week trip to Europe with the ADF skiing and snowboard team.

The team of 21 – drawn from Navy, Army and Air Force personnel – assembled in St Michael im Langau, Austria, on January 2 for a two-week training camp.

This was followed by two competitions: one week at the Royal Navy Snowsports Championships in Tignes, France; then two weeks at the British Inter-services Snowsports Championships in Meribel, France.

FLTLT Gosling, the 2009 Air Force women's snowboard champion, was named captain for the snowboarders and had an early impact.

At the Royal Navy titles, she placed second in the parallel giant slalom and the slopestyle, and third in the boarder cross.

Her result in the slopestyle – which involves a series of jumps and tricks – was particularly pleasing.

"I hadn't competed in that event before," she said.

Better was yet to come at the British Inter-services titles, though.

There she won both the slopestyle and the boarder cross, finished second in the parallel giant slalom and was named overall international ladies snowboard champion.

LAC Moulton was second in the men's snowboard parallel giant slalom and third in the boarder cross at the Royal Navy titles.

Air Force skier FLTLT Mark Nolan was awarded the coaches 'most improved' award after impressive improvement over the five weeks highlighted by his performance in the downhill race.

FLTLT Justin Carstairs, skier, and SQNLDR Desmond Meacham, snowboarder, were awarded the team captains 'best team member' award for consistent demonstration of esprit de corps.

Air Force representatives

Skiers – men: FLTLT Justin Carstairs (44G DET WLM), FLTLT Mark Nolan (36SQN). Snowboarders – men: SQNLDR Desmond Meacham (AASPO), LAC Phillip Moulton (4SQN). Women: FLTLT Amanda Gosling (ALSPO), PLTOFF Katarina Babic (ADFA).

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ABOVE BOARD:
FLTLT Des Meacham in the Royal Navy slopestyle event.
Photo: Aurore Valance

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Going against the flow



By John Martin

FORMER WGCDR Stewart Nicol says he is not sure how many more Murray River Canoe Marathons he has left in him.

He has now contested 26 of the events, starting in 1980 when he was a member of the PAF, when the team was a force to be reckoned with in the five-day 404km canoe race from Yarrawonga to Swan Hill starting every December 27.

Navy and Army were also fierce competitors. They used to compete against Air Force in a spirited inter-service competition – though Air Force was way ahead, winning 18 times.

But last December's race, for many years a fundraiser for Red Cross but now under the YMCA banner, had just one PAF competitor – CPL Rob Schneider, of 37SQN at RAAF Base Richmond.

He did well, coming second in the K1 men's open (full distance) in a time of 35hrs 3mins 14secs.

Stewart was back at the paddles yet again, this time participating in a relay with Air Force cadets and staff from 412SQN (AAFC), Albury.

His passion for the sport has not waned. He left the PAF in 1999 and joined the reserves; now he works as an APS employee at RAAF Williams, Laverton.

In his time in the PAF, he missed only four races. He even returned for it when he was on an exchange posting in Papua New Guinea.

He has to be realistic, though. "I'm 55 this July," he said. "Last May I slipped over while mowing the lawn and broke my right wrist."

He said it was hard going now – and it was not going to get any easier.

Stewart is also the secretary of the ADF Paddle Sports Association (APSA) and the APSA is hoping to get all paddle sports recognised this year as ADF-approved sport.

"The APSA is seeking approval from the individual Services Sports Councils before putting our request to the Defence Sports Council," he said.

He said there are also some other marathon paddlers at Richmond and Laverton, though they were unavailable for the last race.

"Although numbers of paddlers have fallen off over the years there are still quite a number of marathon canoe paddlers within Defence and new paddlers are always welcome."

He is heartened by the cadets' involvement. "In recent years ADF Inter-service Canoeing has joined



LONE STAR: CPL Rob Schneider, the only Air Force competitor in the last race; and above left, Stew Nicol (front seat of nearest boat) and CPL Bob Emery (rear) in 2001.



GLORY DAYS: Air Force paddlers training on the Yarra River in Melbourne in 1971.

PUT 'EM UP

THE controversy caused by Australian competitors flying the Boxing Kangaroo flag at the winter Olympics in Canada was well and truly absent from the banks of the Murray River in December.

The Boxing Kangaroo was adopted by the Air Force Canoeing team in the 1980s and it was flying proudly again.

CPL John Schneider (AAFC) said any ex-paddler would clearly recognise it.

"It means food, cool drinks, a break, a massage and a pep talk if the ground staff are feeling sympathetic," he said.



forces with the Air Force cadets and staff from 412SQN," Stewart said.

"The joint contingent has benefited both groups in reduced support requirements and increased experience and knowledge.

"The cadets have been competing with us for eight years with over 20 in their team this year."

CPL Schneider was a 412QN cadet, too – though he never competed with them. Last year's race was his eighth. He has done one relay, two full distances, four junior sections and one half-marathon.

He said he was already planning his 2010 campaign.

"At the end of the race I felt exhausted but elated at the achievement. At times it's a real struggle to keep going but very rewarding to finally cross the finish line," he said.

"This was the second time competing in that class and it was the best time I have done.

"The canoe marathon is a huge challenge and something to set your year's goals to.

"There is a fantastic camaraderie on the river among the paddlers and ground crew.

"There is something about the race that keeps you coming back. My goal is to win the open K1 class in my racing kayak."

As for being the sole Air Force paddler at Christmas, he remains upbeat: "I hope that more people get involved next year so we can continue to participate in this worthy and challenging event in the future."

■ For further details on canoeing, contact Stewart Nicol at stewart.nicol@defence.gov.au

Set for lacrosse world titles

From Back Page

If he had ended up at, say, RAAF Base Amberley or RAAF Base Darwin, it would have spelt the end of his playing career.

The world championships will be held in Manchester from July 15 to 24, and FLTLT Sheldon is one of six long-stick defenders picked in a 23-man Australian squad.

Yes long stick. That's another quirk of the sport – there are three different-sized sticks on each team.

He says he is looking forward to the experience. During club games

in Adelaide, a typical crowd might number 100. At the final of the last world championships, 8000 people watched. It was broadcast live on US College Sports pay TV channel.

"I'm not sure what to expect. Singing the national anthem will be incredible," he said.

Up to 30 nations are expected to contest the world titles. Australia is ranked third behind Canada and the US.

FLTLT Sheldon's lacrosse career stretches back to his primary school days in Melbourne.

"I was playing Aussie rules at the time and wasn't very good," he said. "I was introduced to lacrosse through a clinic run by Camberwell Lacrosse Club at Glen Iris Primary School.

"Lacrosse has a smaller field and few players on the field, so I was more involved in the game. The new skills required to use a stick are also exciting."

■ For information about the Australian lacrosse team, visit www.sportingpulse.com and select lacrosse from the sports menu.

Numbers up for Kapooka

A SHIFT in focus for this year's Kapooka Sports Series has paid dividends with numbers up on previous years. It has also seen the hasty erection of netball courts to cater for the 10 teams already registered.

Coordinator of the series CAPT Ian Marston, from the Army Recruit Training Centre (ARTC), said the netball courts had been demolished as part of the construction work.

"We had to quickly build a couple of temporary courts in the transport supply company car park," he said.

Holding the event over one weekend instead of two had been well received by OCs.

"The initial thinking was that while we would limit people from playing in more than one sport, we would probably get more teams as the event would be less likely to interrupt training and other commitments," he said.

Time was running out to register for this year's series, to be held over the weekend of March 13 and 14.

"It's by far the biggest team competition in the ADF and we are expecting 200-plus campers here over the weekend," CAPT Marston said. "We have 17 Aussie rules teams registered already, 14 rugby and about 10 netball teams."

All events will be played at ARTC's facilities with the Riverina Umpires Association providing umpires for the Aussie rules and netball.

■ For more information, contact ARTC on (02) 6933 8363 or artc.ops@defence.gov.au

Mirages in flight

PLAYERS in Air Force's over-35s rugby team, the Mirages, will strap on the boots again on Saturday, March 27 to play in an ACT Veterans carnival at Portsea Field, Royal Military College, in Canberra.

First up, they will be playing the ACT Veterans, but the carnival will also involve the Navy Old Salts and Army Rugby Old Boys Association.

■ For more information, contact WGCDR David Banham on (02) 6128 4585 or david.banham@defence.gov.au

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March 4, 2010



Mission lacrosse able

By John Martin

FLTLT Brad Sheldon can breathe a sigh of relief now he has been selected in the Australian lacrosse team for the world titles in England in July.

FLTLT Sheldon, of RAAF Base Edinburgh, has been playing the game since primary school and at 28 is probably at the peak of his career.

For the past two years he has played at the North Adelaide Lacrosse Club, which is the nearest to the base. Last season he was co-captain of the club and Most Valuable Player for the South Australian League.

But here's the rub.

Lacrosse is one of the fastest growing sports in the US and the official summer sport of Canada but its popularity here is such that many Australians would be hard

pressed to tell you exactly what the sport entails.

(Think of people with helmets, arm guards, shoulder pads, rib pads carrying sticks with nets on the end. The object of the game is to shoot a solid rubber ball into the opponent's goal at either end of a 100m-long field. The team scoring the most goals wins.)

South Australia is one of only three states in Australia that has a lacrosse competition. The others are Victoria and Western Australia.

Knowing that Adelaide had its own league, when FLTLT Sheldon finished Officers' Training School five years ago, he requested to be posted to RAAF Base Edinburgh – and he says he was delighted that he got his wish.

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I'm not sure what to expect. Singing the national anthem will be incredible.



ALL DRESSED UP AND READY TO GO: FLTLT Brad Sheldon takes a breather from practice for the world lacrosse titles in England.

Photos: LAC Glen McCarthy

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