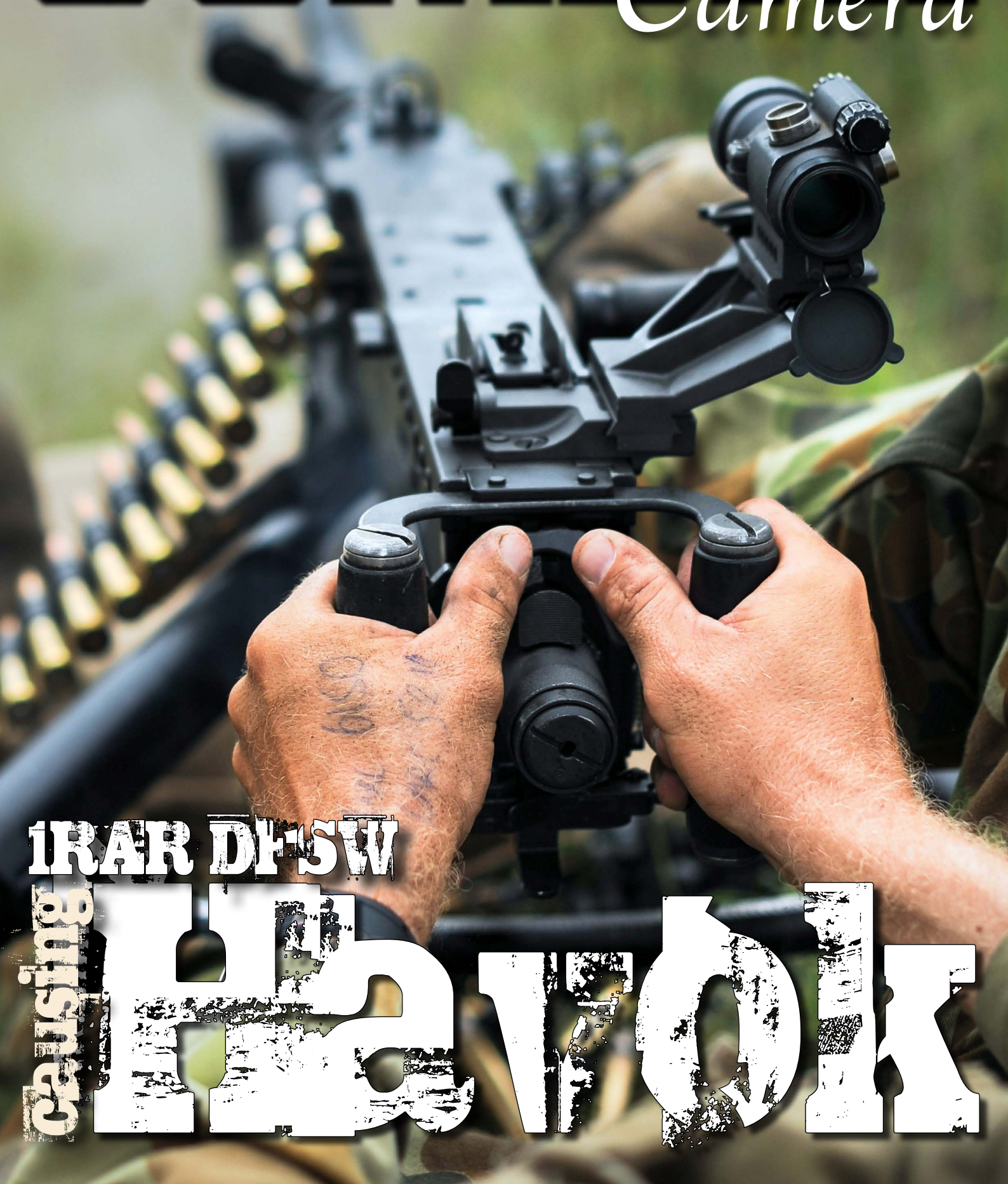


ISSUE 12 – MAY 2015

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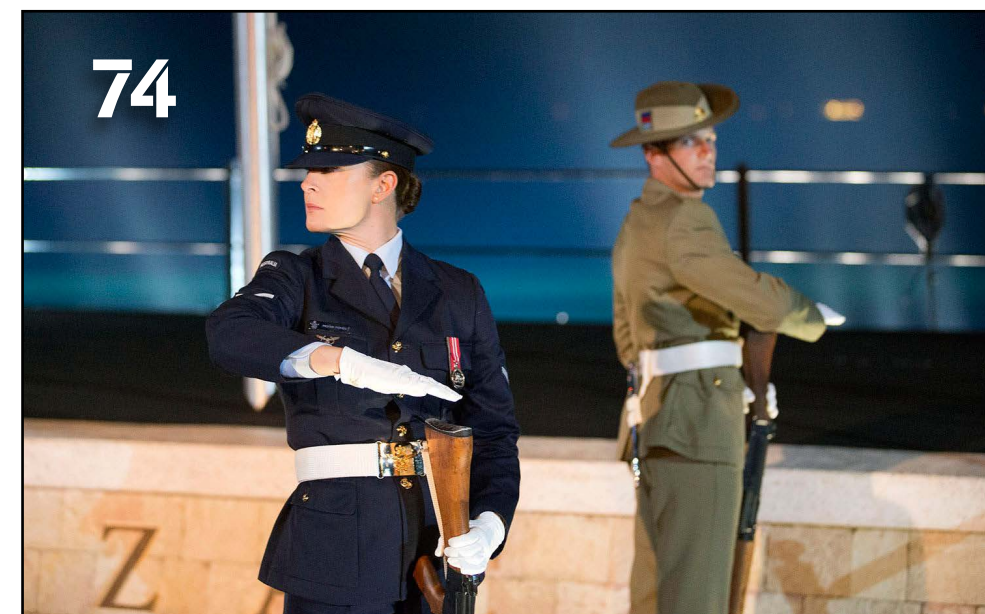
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# EDITORIAL

Issue 12 – May 2015

**COMBAT**  
Camera



**CAUSING  
HAVOK**  
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appropriate.

I want to say a huge THANK YOU to two photographers this issue –  
Leigh Atkinson and Daniel McIntosh – both of whom volunteered to  
cover the Australian International Airshow at Avalon for us.

And I'll say an extra special thank you to Daniel in particular who  
submitted photos even as the action continued so we could include  
his work in issue 45 of **CONTACT**, published while the show still ran.

So thanks again guys. Your work was fantastic (see pages 20 to 40).

And while I'm handing out bouquets, I'll also give one to the ADF  
for the awesome world-wide coverage of Anzac Day they produced.

As an editor approaching deadline on this magazine, I was  
immensely relieved, excited and impressed to find so many excellent  
photos from so many far-flung places added to the Defence Image  
Gallery early on Sunday morning.

So a big 'WELL DONE' – not just to the photographers on the  
ground, but also to the teams in Canberra who did the back-of-house  
work to get the product onto the Internet so quickly.

But, as you might expect, there's no bouquets without brickbats.

After laying out the Avalon pages, I set about finding some video  
clips to add extra interest and dimension to those spreads.

But, in looking for (copyright-permissible) video clips, it struck me  
how poor the official coverage of Avalon was.

You'll see from Daniel's coverage (p36-40) that there was a  
comprehensive choreographed war scenario conducted by the ADF  
daily, which was designed to 'showcase' the widest possible range of  
ADF capabilities in the air and on the ground.

But none of that was covered by the official Defence PR machine –  
no video and only peripheral photos with useless captions.

And I think that's a terrible waste of opportunity.

Can you imagine the cost and complexity of mounting such a  
comprehensive ADF showcase? Not just for the fact that there were  
so many assets and personnel in the air and on the ground over the  
course of the air show, but that there was also in excess of six weeks  
training and rehearsal for the performance, not to mention all the  
planning and preparation. And Defence PR missed it!!!

But, now for something completely different...

I have again (as always) been working hard to push **CONTACT** and  
**COMBAT** out to new audiences – and the effort is paying off.

Proof of this is the fact that, as we publish this issue of **COMBAT  
Camera**, I can tell you that issue 45 of **CONTACT Air Land & Sea**,  
which was published eight weeks ago on 1 March, has thus far been  
opened/downloaded just over 23,000 times, and still growing!

As always, you too can help me spread the word about *Australia's  
two best boots on the ground military magazines* by telling all your  
friends and colleagues how great these magazines are generally –  
or by sharing links and comments on your Facebook page or other  
social media outlets. See page 68 for tips on how to get the most out  
of our various on-line pages.

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Sincerely,

Brian Hartigan  
Managing Editor



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## NEW CHIEFS

The Governor-General approved the appointments of the next Chief of the Army and Chief of the Air Force in March.

Lieutenant General Angus Campbell (pictured) will be appointed Chief of the Army on 16 May 2015 and Air Vice-Marshal Gavin Davies – on promotion to Air Marshal – will be appointed Chief of the Air Force on 4 July.

Lieutenant General Campbell has served as the Commander of the Joint Agency Task Force for Operation Sovereign Borders, overseen operations in the Middle East as Commander Joint Task Force 633 and commanded on operations in Timor-Leste.

He also served as Deputy National Security Adviser in the Department of Prime Minister and Cabinet.

Air Marshal Davies has a wide range of operational, command and staff experience, including in the Middle East, command of 82 Wing (the then strike and reconnaissance wing of the RAAF), Air Attaché in Washington and, most recently, as Deputy Chief of Air Force.



Photo by  
Leading Seaman Andrew Dakin

## NEW STYLE NAVY

Sailors on board HMS Lancaster were the first to wear the Royal Navy's first new uniform in 70 years when their ship left for a nine-month Atlantic patrol at the end of March.

Replacing a traditional lighter-blue shirt and trousers known as No 4s, it is the first major change to naval dress since WWII.

The uniform can be adapted to different climates, will offer more protection from flash fires and is designed to address corporate image with more Royal Navy branding, notably a large white ensign on the left shoulder.

Badges denoting rank will also be worn at the front rather than on the shoulders.

The official name for the uniform is the Royal Navy Personal Clothing System (RNPCS), highlighting that it now comes in multiple layers suitable for global deployments.

Personnel in the Gulf and the South Atlantic can wear the same uniform and adapt it to suit their requirements.

The first layer is a T-shirt, and personnel can put the shirt over the top or add a thermal layer in between to suit colder climates.

The trousers are lighter weight, but also fire retardant, and have slanted pockets for ease of access.



Leading Hand  
Elliot on board HMS  
Lancaster.  
Photo by LA(PHOT)  
Des Wade.  
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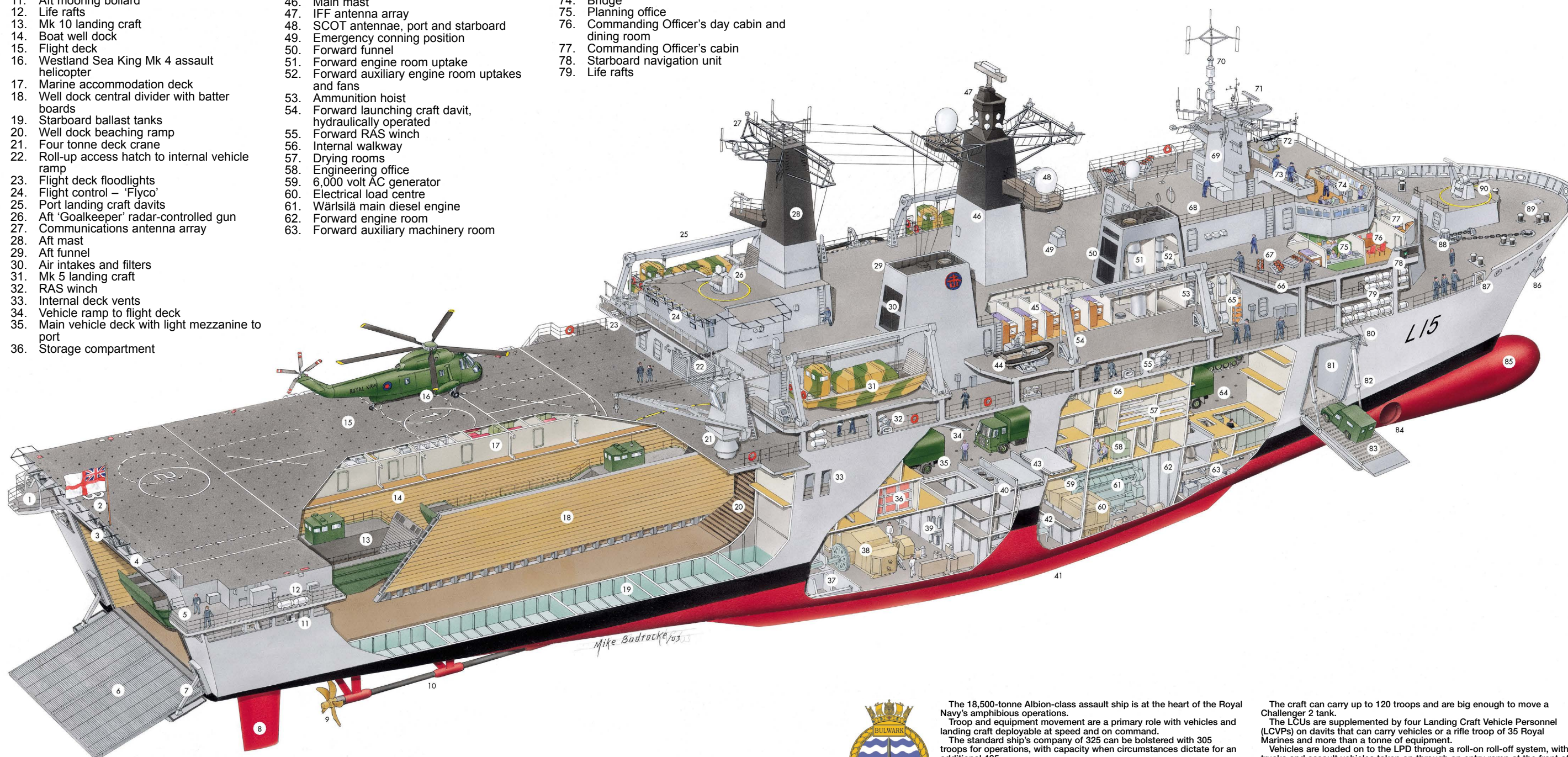


The Flagship of the Royal Navy and the nation, HMS Bulwark flexes her amphibious muscle to respond quickly to crises and world events. She can deliver the punch of the Royal Marines ashore by air and by sea, with boats from the landing dock in the belly of the ship and by assault helicopter from the two-spot flight deck.



# NAVY NEWS

- |  |   |  |   |
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Copyright Navy News 2015



The 18,500-tonne Albion-class assault ship is at the heart of the Royal Navy's amphibious operations.

Troop and equipment movement are a primary role with vehicles and landing craft deployable at speed and on command.

The standard ship's company of 325 can be bolstered with 305 troops for operations, with capacity when circumstances dictate for an additional 405.

Bulwark supports a permanently embarked Royal Marines landing craft unit, 4 Assault Squadron Royal Marines.

Four 120-tonne Landing Craft Utility (LCUs) are housed in her floating dock that will take on some 3,000 tonnes of water when flooded.

The craft can carry up to 120 troops and are big enough to move a Challenger 2 tank.

The LCUs are supplemented by four Landing Craft Vehicle Personnel (LCVPs) on davits that can carry vehicles or a rifle troop of 35 Royal Marines and more than a tonne of equipment.

Vehicles are loaded on to the LPD through a roll-on roll-off system, with trucks and assault vehicles taken on through an entry ramp at the front of the ship, then driven on to the vehicle deck primed and ready for transfer straight on to the LCUs as required.

HMS Bulwark is the seventh Royal Navy warship to bear the name. She was launched in 2001 and entered Service in 2004.



# MINIATURE MACHINE GUNS

NEWS



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Four iconic Australian machine guns recreated in intricate detail. The collection features the Lewis Light Machine Gun, the Bren Light Machine Gun, the M60 GPMG and the F89 Minimi.

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Each miniature is sold separately in hang packs which include vital statistics about the weapon. Also available is a modular stand for displaying the miniatures, complete with name plates for each weapon.

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## HMAS Canberra conducts first Night flights



PHOTO BY PETTY OFFICER OLLIE GARSIDE

HMAS Canberra conducted first-of-class night flying trials at sea off the east coast of Australia in April.

HMAS Canberra is the first of two Landing Helicopter Dock (LHDs) ships – the largest ever built for the Royal Australian Navy.

The LHD will be able to conduct a range of roles including large-scale amphibious operations,

lodging large formations of well-equipped troops ashore by helicopter and landing craft.

Such formations could be equipped with tanks, a range of other armoured vehicles and artillery and be supported by armed reconnaissance helicopters also flying from the ship's six-space flight deck.

The capability is a quantum leap for Australia.

## New Chooks on the way

Members of Team Dover and the 337<sup>th</sup> Airlift Squadron, Westover Air Reserve Base, Massachusetts., loaded two Boeing Chinook CH-47Fs into a C-5 Super Galaxy at Dover Air Force Base, Delaware, on 27 March. Each helicopter weighed just shy of 24,000 pounds and were being shipped to the Australian Army.  
US Air Force photo by Airman 1<sup>st</sup> Class William Johnson





Hercules NZ7001 turned 50 on 24 March and spent her birthday doing what she has so often done – delivering aid in the Pacific.

She flew out of Whenuapai on 22 March with aid for Tuvalu and picked up more aid in Suva.

After delivering that cargo, she returned to Suva for the night.

On the eve of her birthday, she took three pallets of medical supplies and 40 Fijian soldiers to Port Vila in Vanuatu and returned to Suva for a second night.

On her birthday she flew to Port Vila again with more Fijian support and relief supplies before returning home.

There was no official birthday party but 40 Squadron personnel did welcome her home in style – before her maintenance team turned her around for another mission to Vanuatu the next day.

NZ7001 was the first of five C-130s delivered to the RNZAF in 1965.



RNZAF photo by Chris Weissenborn

## Two 50<sup>th</sup> Birthdays



File photo by Aircraftman Judith Watts

RNZAF Parachute Training Support Unit (PTSU) joined with past and present associates of the unit at RNZAF Base Auckland on 28 March to celebrate 50 years of unit operations.

Chief of Air Force Air Vice-Marshal Mike Yardley said the men and women of PTSU had done a great job over the past 50 years.

"From conventional static line parachuting to specialised free fall and stand-off parachuting, PTSU covers the whole gambit of parachute training for the NZDF," he said.

"As a world leader, the RNZAF's PTSU was the first military unit to introduce Ram Air or 'square' parachutes into service, and the members of the unit work closely with other parachuting experts, and have recently returned from training in the United States.

"The members of the popular Kiwi Blue Parachute Display Team are drawn from the ranks of the unit and have performed all around the world, including a memorable jump with Australia's Red Berets parachute team into the Melbourne Cricket Ground on Anzac Day 2008."

PTSU's anniversary coincides with the 50<sup>th</sup> anniversary of Air Force's C-130H(NZ) Hercules, which is the platform used for NZDF parachute operations.



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# AVALON FIRES UP CENTENARY OF ANZAC

WORDS AND PHOTOS BY LEIGH ATKINSON

**The Australian International Airshow and Aerospace and Defence Exposition** took place at Avalon Airport near Geelong from 24 February to 1 March this year – and gave Australians their first major opportunity to pause and reflect on the 100<sup>th</sup> Anniversary of ANZAC and the **'Heroes of the Sky'**. And a very special part of those anniversary celebrations was when a C-130J Hercules arrived overhead, blacked out after dark on the Friday night – and lit up the sky with 100 anti-missile flares.

## ADF Showcase

Anyone who has been to Avalon before may have noticed that throughout the week, military, trade and public visitors were this year greeted by a somewhat different airshow line-up than in previous years.

Whether by design or coincidence there was a slightly lighter-than-usual USAF presence in 2015, leaving plenty of room on the program for the ADF to show off Australian skills and equipment.

They did this via a well-planned and -executed mission scenario using a substantial array of RAAF fixed-wing and Army rotary-winged aircraft, as well as paratroopers and ground forces.

At times there were numerous assets simultaneously in the airspace around Avalon – everything from a PC-9 providing FAC (forward air control) to the F/A-18F Super Hornets, to the heavy metal of the C-17 depositing bushmasters and troops into the 'hot zone'.

All this action was intermingled with an AP-3C Orion performing a simulated submarine attack, command and control provided by the Wedgetail and refuelling by the KC-30 MRTT.

Army Tiger attack helicopters also teamed with MRH-90s to help get troops on the ground safely.

And the whole scenario was topped off by a three-ship formation of C-130J Hercules delivering the 'special forces' paratroops.

There was plenty going on in the sky and on the ground.

## Warbirds

With solid support from the various warbird owners and operators from around Australia and New Zealand, there was plenty of classic and vintage aircraft to be enjoyed too.

It was with very mixed feelings I watched the RAAF-owned CA-27 Sabre on her last public display before being formally grounded on her return to Temora because her ejection-seat manufacturer has withdrawn spares and support.

# HEROES OF THE SKY





WATCH THE F/A-18  
FLYING DISPLAY

# HEROES OF THE SKY

This aircraft, which is maintained and operated by Temora Aviation Museum in co-operation with the RAAF, will henceforth only be viewable in Temora – barring a miracle.

But it was wonderful – and sad – to see her flying one last time.

## Dog Fights

Eleven WWI-era replica bi- and tri-planes, representing both the Allied and the German fleets of the time, were brought in from New Zealand for Avalon 2015.

These guys performed a dog-fight scene that was a true pleasure to watch – aircraft going in all directions, with flowing scarves and the rattle of machine-gun fire completing the scene.

While the WWI dogfight lasted for up to 20 minutes, the contrasting two-versus-one Super Hornet dogfight that was part of the ADF showcase, lasted mere seconds.

With one of the Hornets playing aggressor, all three aircraft were ripped around the airspace in a dramatic yet short display of what modern dogfighting might look like.

## A400M Aups

A French Armee De L’Air A400M was present for the trade days as part of a World tour to show the aircraft off to potential export markets.

I spoke with the French military photographer onboard for the tour who was enjoying his short stay in Australia, but not really looking forward to the next two long legs of his journey into Asia and then to the USA.

## USAF B-52

Two USAF B-52H aircraft participated – one ‘BUFF’ on static display giving visitors excellent access to get up close and personal, even inside the bomb bay of this legendary aircraft.

The second aircraft flew a 16-hour return mission from its Pacific base on the Friday performed a couple of fly pasts at relatively low level.

The second pass, with bomb-bay doors swung open, was accompanied by ground-based pyrotechnics not a shade on the impact this aircraft would make in an operational environment.





# HEROES OF THE SKY



SEE HOW THE USAF REPORTED ON THE SHOW







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# AVATON BATTLE FIELD HONOURS

# ANZAC

HEROES ON THE GROUND



PHOTOS BY DANIEL MCINTOSH





# HEROES ON THE GROUND

**A series of spectacular battlefield land-battle re-enactments provided a unique and poignant new dimension at Airshow 2015.**

These battle scenarios were in keeping with the event's observance of the centenary of Anzac, not just in the air, but on the ground too.

Battle sequences were staged on a number of 'historic combat zones' on a large patch of ground to the east of the main runway.

Scenarios were designed to represent WWI trench warfare, WWII desert campaigns and European campaigns, while other sections focused on Vietnam and the Gulf War.

Re-enactment groups from across Victoria gathered to mount the well-received displays, with members of the Australian Great War Association staging the WWI battle, complete with trenches, period weaponry, heavy equipment and members in authentic uniform.

The Light Horse Museum hosted a captivating display including weapons, field artillery, photographs, memorabilia and a fully decked-out field hospital.

Geelong's Military Re-enactment Group took part in the recreation of the Battle of Brellos Pass, Greece, April 1941, complete with German and Australian artillery and assorted heavy vehicles including Panzer tonks.

Members of the Commemorative History Society also provided equipment and uniformed troops

for a living display on war in the Pacific, while the Victorian Military Vehicle Corps supplied an excellent array of wartime machinery including tanks and heavy armour. Battles, enacted twice daily, lasted 20 minutes, with spectators getting very close to the action – and the *NOISE!*

And all complementing an awesome array of military aircraft, from the birth of Anzac to the present, gathered at Avalon 2015.





# RAAF MWD DEMO



Above: Leading Aircraftman Samuel Kelly and his military working dog Irwin, subdue an attacker during a RAAF military working dog demonstration at the Australian International Airshow 2015. Inset: Aircraftman Chris Jones gets close attention from Xanto.

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# ADF SHOWCASE



Above: A C-17 Globemaster delivers a Bushmaster to the 'battlefield', while a Tiger helicopter gives cover. Inset: A 'special forces' soldier helps secure the airfield.

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# ADF SHOWCASE



**An ADF showcase of equipment and capability at Avalon 2015 wowed the massive crowds over three public days of the air show.**

A joint battle sequence saw a range of Army and RAAF assets and personnel committed to a tightly choreographed ground-attack scenario.

The showcase depicted an attack-and-extraction sequence, including an air-to-air combat scenario, assault scenario with Army parachutists jumping out of C-130s, a C-17 landing and disgorging a pair of Bushmasters with troops, two Tiger Armed Reconnaissance Helicopters and an MRH-90 in support, a ground engagement, air-to-air refuelling and an AP-3C sinking an imaginary submarine.



PHOTOS BY DANIEL MCINTOSH





# ADT SHOWCASE



Above: A C-17A Globemaster III prepares to take off after delivering vehicles and troops to the 'battlefield'. Inset: A Tiger Armed Reconnaissance Helicopter provides overwatch for personnel and equipment at their most vulnerable – on the ground airfield.

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# FIRST AUSSIE



LEFT: The first Aussie F-35 Lightning II pilot, Squadron Leader Andrew Jackson, goes through pre-flight cockpit checks before his first training sortie – 18 March 2015.

BELOW: Squadron Leader Andrew Jackson shares his excitement with his wife on the Eglin Air Force Base flight line after returning from his first flight.



# LIGHTNING PILOT

**Royal Australian Air Force pilot Squadron Leader Andrew Jackson made history at Eglin Air Force Base, Florida, on 18 March when he became the first Australian to fly an F-35A Lightning II Joint Strike Fighter – and finished his pilot training on April 23.**

"It's quite humbling when you step into a new jet," Squadron Leader Jackson said.

"I just tried to take my time, remember the things I'd been taught and go through them in order before taking off."

Flying beside Squadron Leader Jackson was his wingman and instructor Lieutenant Colonel Matthew Renbarger, 58th Fighter Squadron commander.

"He did great," Lieutenant Colonel Renbarger said.

"It's a testament to how good our training system is, that we can take pilots from different backgrounds, non-US systems, and have no issues at all on his first flight."

Squadron Leader Jackson moved to the United States with his wife in December last year and started his training at the F-35 Academic Training Center on Australia Day this year.

Before getting into the seat of a live jet, he first completed 154 intense classroom hours and 64 hours in the F-35 flight simulator.

"Everything I've done in the simulator made the F-35 remarkably easy to fly," he said.

"It felt very similar to the F-18 Hornet that I have flown previously, so it was a very comfortable transition."

The F-35A will replace Australia's F/A-18A/B Hornets currently in RAAF service.

After completing his own training, Squadron Leader Jackson moves to Luke Air Force Base, Arizona, to be an instructor pilot, not just for Australia's, but for other international as well as US pilots.

The second RAAF pilot - Squadron Leader David Bell - is scheduled to

start his training at the international pilot training center at Luke AFB this month (May 2015), where two Australian F-35As are currently located.

**WORDS AND PHOTOS BY STAFF SERGEANT MARLEAH ROBERTSON, USAF  
VIDEO BY STAFF SERGEANT TARELLE WALKER, USAF**





MAIN: First Aussie F-35 Lightning II pilot, Squadron Leader Andrew Jackson, steps down from his aircraft after completing his first training flight – 18 March 2015.

TOP: Squadron Leader Andrew Jackson is congratulated by his instructor Lieutenant Colonel Matthew Renbarger after completing his first flight.



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**A New Zealand Defence Force NH90 and crew worked alongside experts from NZ Police and Land Search and Rescue (LANDSAR) in a five day search and rescue training exercise at the top of the South Island in April.**

Chief of Air Force Air Vice-Marshal Mike Yardley said that exercising with police and LANDSAR allowed the RNZAF to train in realistic search-and-rescue scenarios, winching teams into remote inaccessible locations.

"At the same time the exercise gives us the opportunity to qualify helicopter crewmen in mountain flying, and increase deployed operations experience of the NH90," Air Vice-Marshal Yardley said.

"The NH90 adds an extra dimension of capability to search and rescue activities and represents a substantial improvement on the Iroquois. The NH90 is highly capable and can carry up to 18 people or nine stretchers plus medical staff.

"This helicopter is well suited to the wide range of work the Air Force carries out with police, civil defence and the Department of Conservation."



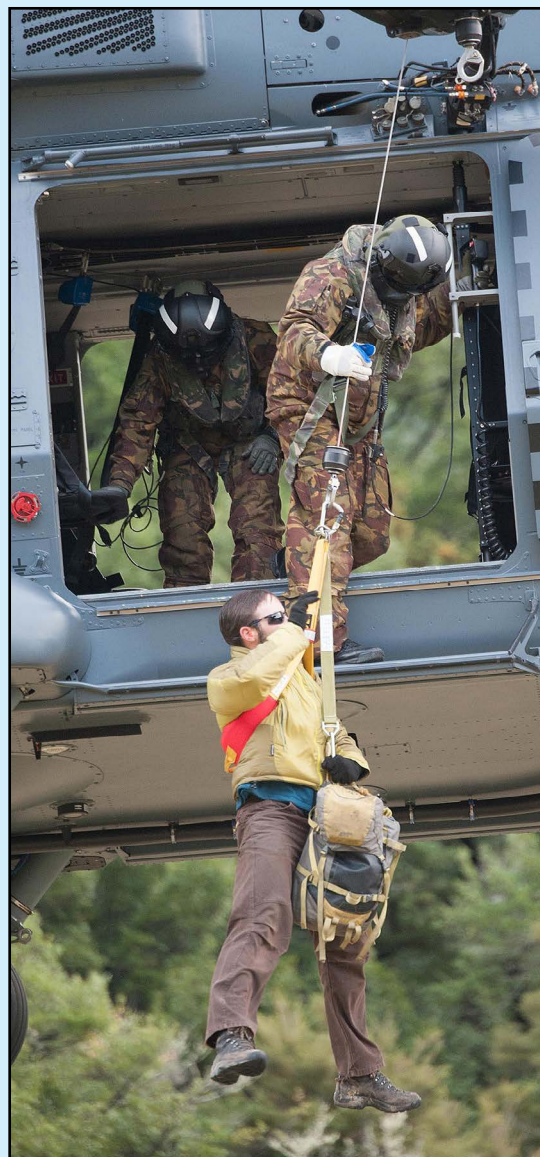
NH90 assumed responsibility for search and rescue from the Iroquois at the end of last year and is now the primary aircraft for these missions.

Air Vice-Marshal Yardley said one of the things the NH90 was doing on the April exercise was winching search and rescue teams into remote inaccessible locations and then returning to pick them up at the end of each day, averaging about five trips per day.

"This also allows us to train LANDSAR personnel in helicopter hoisting operations," he said.

Commitment to national search and rescue is a core function of the Air Force, which is a key member of the New Zealand search and rescue network, in turn responsible for more than 30 million square kilometres of land and sea.

*Royal New Zealand Air Force crews winch search-and-rescue personnel in and out of rugged wilderness near the top of New Zealand's South Island during a search-and-rescue training exercise.*





# Cyclone Pam

## Category Five destruction

### Air Assest Deployed

- C-17A Globemaster III
- C-130J Hercules
- AP-3C Orion
- KA350 King Air
- S-70 Black Hawk
- MRH-90 Taipan

PHOTO BY CORPORAL DAVID SAID

One month after one of the worst tropical cyclones ever recorded hit the Pacific island nation of Vanuatu on 13/14 March, the Australian Defence Force completed a significant post-disaster recovery operation when the last remaining personnel and equipment returned to Australia in mid April.

More than 500 soldiers, sailors and aircrew deployed under Operation Pacific Assist 2015 played a major part in the immediate relief effort in the wake of category-five Tropical Cyclone Pam.

They assisted in repairing key infrastructure, restoring basic services and delivering more than 115 tonnes of vital humanitarian assistance and disaster-relief support throughout Vanuatu.

Through their efforts, access to clean water was restored, schools, community buildings and medical facilities repaired, and they ensured remote communities had access to food and shelter.

The initial ADF response included the rapid delivery of aid supplies and emergency personnel using C-17A

Globemaster strategic transport aircraft and C-130J Hercules.

AP-3C Orion maritime patrol aircraft also provided reconnaissance support over Vanuatu and the Solomon Islands to provide emergency officials with a clearer picture of the damage.

HMAS Tobruk, an amphibious operations ship, was later deployed with Army engineers, vehicles and additional aid and served as a maritime base for much of the ADF's high-tempo operations in the outer islands.

Tobruk offloaded tonnes of stores using two LARC-V amphibious cargo vehicles, two LCM-8 landing craft and an embarked Navy MRH-90 multi-role helicopter.

Army also contributed three Black Hawk helicopters, delivered to Vanuatu by C-17.

A Defence spokesman said the ADF's tireless work ethic and commitment to helping those in need had been invaluable in assisting the people of Vanuatu get their lives back on track and said that the Australian government would continue to assist its neighbours.



Photo by Able Seaman Tom Gibson



Photo by Sergeant Hamish Paterson



Photo by Sergeant Hamish Paterson



Photo by Sergeant Hamish Paterson



# Cyclone Pam

## New Zealand responds

PHOTO BY RODERICK J. MACKENZIE

**Rough conditions, shallow water and coral reefs posed a challenge for New Zealand Defence Force personnel working to support cyclone relief in Vanuatu in March and April, but a combined effort using inflatable boats, HMNZS Canterbury's helicopter and Army resources on the islands meant key goals were achieved.**

HMNZS Canterbury focused her efforts around the southern part of the Shepherd Islands and the islands of Makura and Mataso – remote communities effectively cut off from the outside world by the cyclone.

Conditions meant the NZDF had to improvise away from traditional landing-craft operations to get much-needed food, water and medical teams ashore.

Almost every available means was used to get the job done.

The ship's helicopter dropped teams and provisions at islands further out, while rigid-hull inflatable boats moved personnel and equipment close to reefs to be cross-loaded on to smaller Zodiacs for carriage across the reef and shallows beyond.

Commander Simon Rookehe, Commanding Officer HMNZS Canterbury, said smaller volcanic-peak islands made beach access very difficult.

"It has been a real joint effort. We have had Navy and Army personnel working together on the islands, as well as the helicopter moving equipment, supplies and officials," Commander Rookehe said.

"It's very challenging with small boats. They were manned by our hydrographers – who have the most experience on inflatables in surf zones."

Teams ashore include Ministry of Health doctors and nurses who ran clinics, USAR representatives checking water supplies and NZDF engineers assessing damage.

HMNZS Canterbury had earlier offloaded 150 tonnes of food and other supplies at Port Vila before loading aid for the islands about 100km north of the capital.

An RNZAF C-130 Hercules also took medical supplies and telecommunications equipment to Port Vila to replace and repair installations damaged by the cyclone, with a B200 King Air also kept busy.



Photo by Roderick J. Mackenzie



Photo by Roderick J. Mackenzie



Photo by Roderick J. Mackenzie



Photo by Corporal Judith Boulton





# Cyclone Pam

## Long-haul response



**A Royal Air Force C-17 Globemaster carrying millions of dollars worth of shelter and lighting from the UK landed in Vanuatu less than six days after the cyclone struck.**

The C-17 carried 1640 shelter kits capable of housing families of five, plus more than 1900 solar-powered lanterns – very welcome in a country hit hard by the worst of Mother Nature.

A Royal Air Force spokesman said the RAF crew and support personnel were delighted to help.

"Similar to our recent humanitarian mission to the Philippines, the RAF has been able to respond rapidly to support DFID in helping people in need. "In just a few days we have deployed from the UK to the other side of the world and delivered vital aid to the Red Cross for distribution."

A government spokesman said Britain stood ready to assist further to ensure supplies got to those in need and would continue to support the government of Vanuatu as part of the wider Commonwealth effort.

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# X-47B AUTONOMOUS REFUELLING

Northrop Grumman's X-47B successfully conducted the first ever autonomous aerial refuelling of an unmanned aircraft on 22 April, completing the final test objective under the Navy's Unmanned Combat Air System demonstration program.

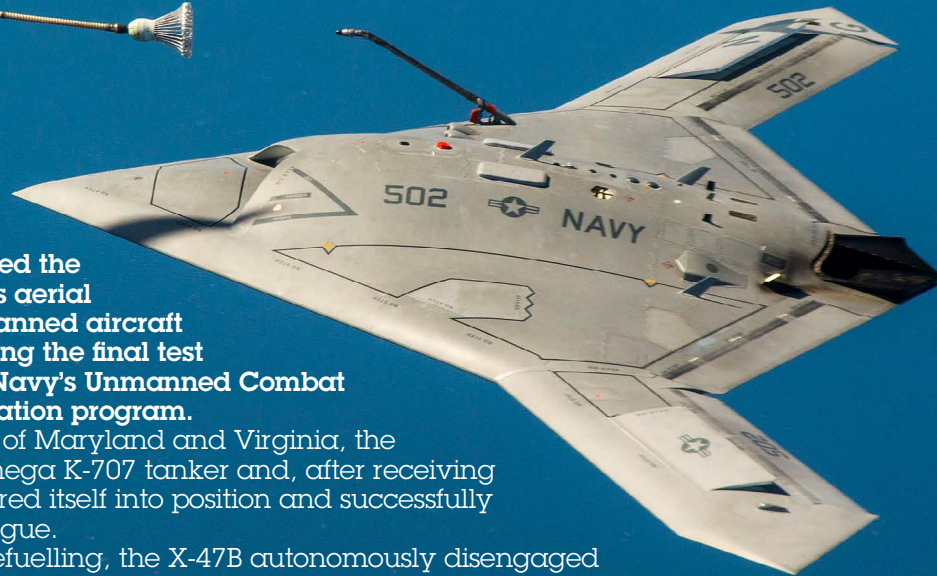
Flying off the coast of Maryland and Virginia, the X-47B tracked an Omega K-707 tanker and, after receiving clearance, manoeuvred itself into position and successfully engaged the fuel drogue.

On completion of refuelling, the X-47B autonomously disengaged the drogue, manoeuvred 4000 pounds of fuel during the hookup.

Captain Beau Duarte, the Navy's Unmanned Carrier Aviation program manager said the flight demonstrated a groundbreaking step forward for the Navy.

"The ability to autonomously transfer and receive fuel in flight will increase the range and flexibility of future unmanned aircraft platforms, ultimately extending carrier power projection," Captain Duarte said.

Pablo Gonzalez, Northrop Grumman said that while additional probe-and-drogue flight testing would be a benefit, the program had reached a tipping point at which autonomous aerial refuelling was now feasible.



WATCH FIRST EVER  
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REFUELLING

US NAVY PHOTOGRAPHS BY LIZ WOLTER



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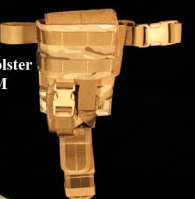


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# CAUSING HAVOK



Soldiers from DFSW Platoon,  
1RAR, fire a .50 calibre  
machine gun during  
3 Brigade's 2014 Combined  
Arms Training Activity at  
High Range Training Area,  
Queensland.

**DFSW 1RAR**



# CAUSING IT A VOICE



AWESOME ACTION VIDEO



WORDS, PHOTOS AND VIDEO BY LANCE CORPORAL KYLE GENNER

**Direct Fire Support Weapons (DFSW) Platoon of the 1st Battalion, Royal Australian Regiment, conducted a series of weapons trials in May last year designed to prove a range of direct and indirect fire-support capabilities – and set an Australian record in the process.**

The main focus of the trial series was testing an EOS-R400 protected weapon station (PWS) to verify its suitability, combined with the .50 cal M2HB QCB heavy machine gun, as an integrated and mounted solution for the Bushmaster protected mobility vehicle.

The .50 cal was also assessed in the dismounted, indirect role with the validation of UK and NZ indirect-fire tables.

During the conduct of this phase of the trial, DFSW Platoon, 1RAR, set an Australian record, achieving effective indirect fires with the .50 cal out to 6500m.

*MAIN: A member of DFSW Platoon, 1RAR, calls instructions on the gun line at High Range.*

*STRIP FROM TOP: A gunner's view of the .50 cal in action; Using a .50 cal machine gun for indirect fire support; Private Nicholas Bailey feeds a hungry beast; and Lance Corporal James Rosengrave maintains a stockpile of ammo.*



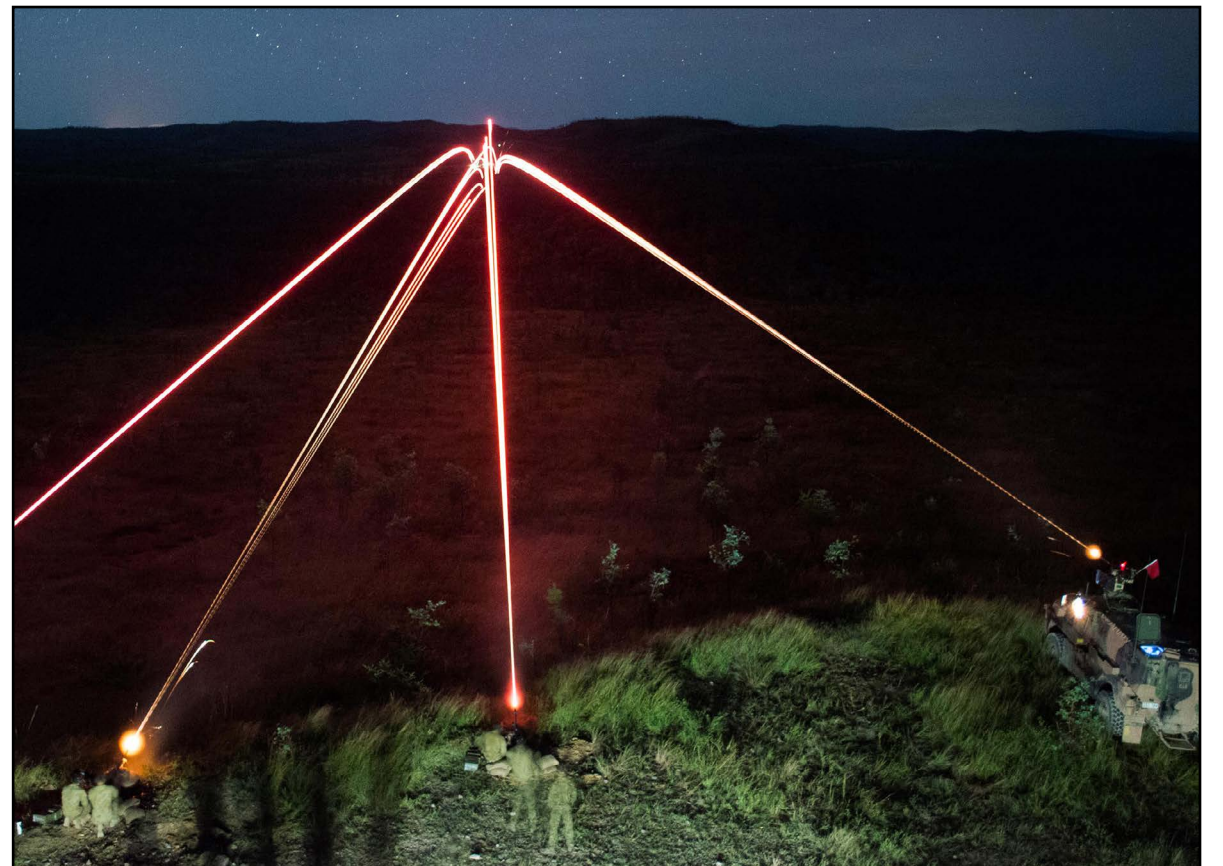
Previous attempts by other units maxed out at 2700m before the fall of shot could no longer be observed and adjusted.

DFSW Platoon successfully conducted a section-level fire mission on a target at 6250m using armour-piercing incendiary trace ammunition.

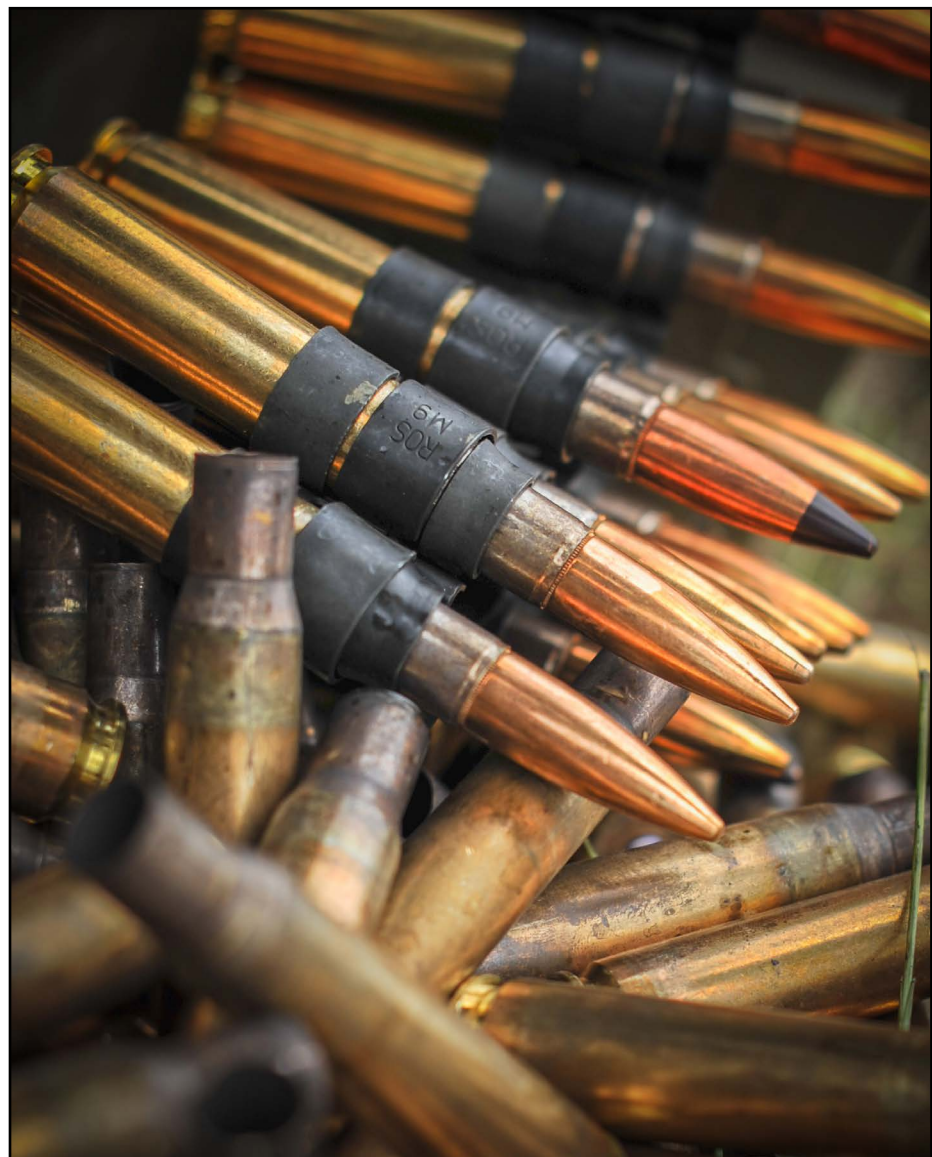
Although, only harassing fires were achieved on a company-sized defensive position, further refinement of tactics, techniques and procedures saw this beaten zone reduced significantly.

This trial was a monumental step forward for the ADF's DFSW capability, as the battalions push to become more closely aligned with the direct fire support currently provided by coalition nations.

At the conclusion of the trial, a MK 19 automatic grenade launcher review was also conducted, setting the conditions for a later trial, which would see the MK 19 employed on the protected weapon station.



*Clockwise from above: Members DWFS Platoon, 1RAR, fire a Mk19 automatic grenade launcher during weapon trials at High Range Training Area, Queensland; DWFS Platoon, 1RAR, conduct a 'gun line' shoot with .50 calibre heavy machine guns; Bushmaster PMVs used by DWFS Platoon, 1RAR, with protected weapon stations and .50 cal machine guns fitted; .50 cal ball ammunition; and, Practice ammo for 40mm automatic grenade launcher.*





## .50 CAL M2HB QCB

The Australian Army says the M2 heavy barrel, quick-change barrel machine gun is used as the primary or secondary armament on various vehicles and watercraft in the offensive, defensive, suppressive and neutralising roles.

It can also be used in the ground role, fired from a tripod, in the direct-fire role or the indirect-fire role using observation of fall of shot to adjust fire.

It is an automatic, belt-fed, air-cooled, spring- and recoil-operated weapon, also capable of firing single shots.

The maximum effective range in the direct fire role is 2000 metres and in the indirect-fire role is 6800 metres.

It is capable of a sustained high volume of fire thanks to both the heavy barrel and the ability to quickly change the barrel.



Calibre	12.7mm (.50 cal)
Weight	25kg
Length	1656mm
Barrel Length	1143mm
Muzzle Velocity	890 m/sec
Rate of Fire	485-635 rounds/min

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# LONDON CALLING...

# THE BOMB

PHOTOS BY SERGEANT RUPERT FRERE  
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# SQUAD

**British Army bomb disposal experts safely removed and destroyed an unexploded WWII bomb that brought Bermondsey in central London to a standstill in late March.**

The 250kg German bomb caused hundreds of people to be evacuated from their homes.

The air-dropped Sprengbombe-Cylindrisch was defused then moved to a safe location in Kent where it was detonated.

Although buried in a blast pit and covered in sand, the blast was significant with reports it was heard more than 10 miles away.

It is believed the bomb was dropped by the Luftwaffe on 11 May 1941 without detonating and had lain undisturbed until uncovered by construction works.

Bomb disposal teams from Shorncliffe Troop 11 Explosive Ordnance Disposal, Royal Logistic

Corps, and sappers from 101 Engineer Regiment Explosive Ordnance Disposal from Wimbish were to deal with the device.

The job was complicated by the fuse being situated underneath the bomb.

Royal Engineers built a Hesco 'igloo' around the bomb to limit damage in case of a mishap, which also meant that the safety cordon could be reduced, keeping disruption to a very busy part of the city to a minimum.

The soldiers, most of whom had dealt with improvised explosive devices in Afghanistan and Northern Ireland, worked through the night of 23/24 March in difficult conditions.

Senior ammunition technician John Lester, in charge of the delicate operation, said the bomb was a live munition in a dangerous condition and had

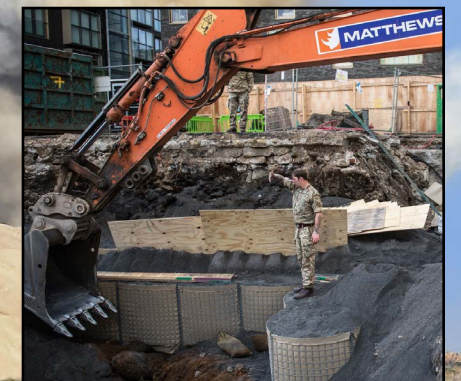
been disturbed by some pretty heavy building machinery, which was never a good thing.

"Bombs don't like being bashed around," he said.

"But once we'd uncovered it we knew what we were dealing with and it was just a question of solving the puzzle quickly so we could get it away and the good residents of Bermondsey back in their homes.

"We knew we had to get it away to dispose of it safely because trying to deal onsite with a bomb that size, even under a controlled explosion would cause significant damage to buildings, property and the risk of major loss of life in such a highly populated part of the city was very high.

"We transported the bomb to its final disposal site in Cliffe, near Rochester and it was destroyed at 9am."





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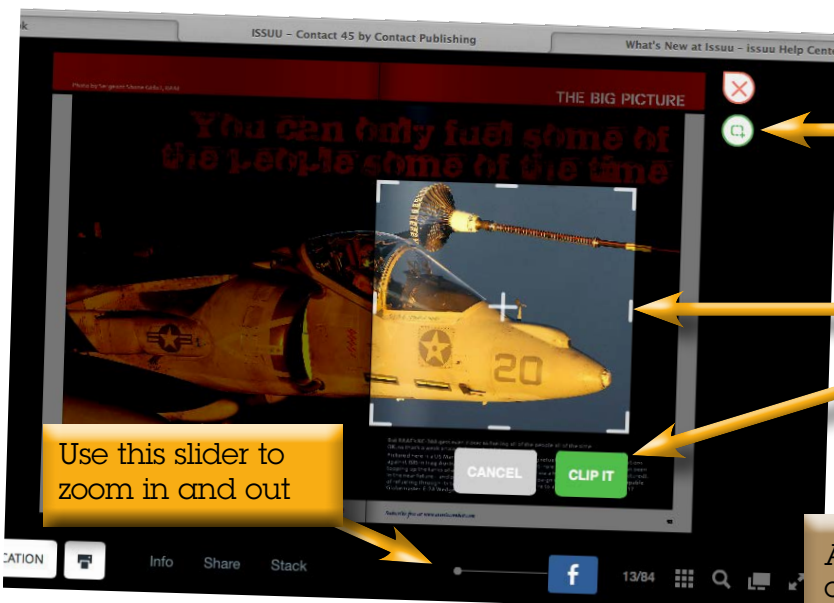


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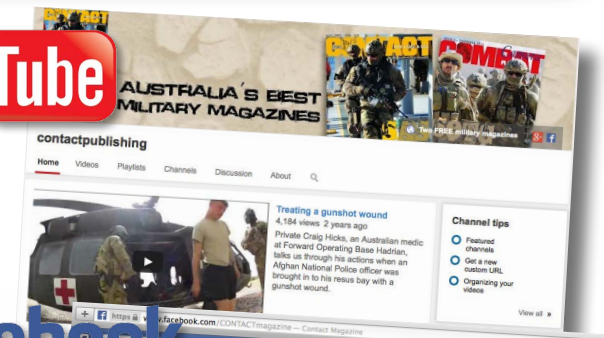
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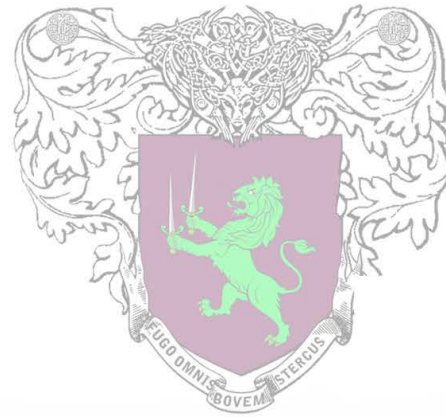




# FUGO OMNIS BOVEM STERCUS

*Ruminations, by Sir Jeffrey Armiger*

*Find more on Facebook.com/sirjeffreymiger*



# NE OBLIVISCAMUR

**I almost gave this page a holiday from this issue of the magazine because, despite being old and grumpy and able to find fault in most things, I couldn't actually think of anything to moan about.**

**That was until just before dawn on 25 April when a head popped above a proverbial parapet – and the page was saved.**

At dawn on 25 April 1915, soldiers of the Australian and New Zealand Army Corps thrust themselves into the annals of history and indelibly branded the Australian psyche with a glorious legend.

At dawn on most other Anzac Days over the past 25 years, I've listened as one guest speaker or another delivered a speech that, despite varying oratory skills, never failed to raise the hairs on the back of my neck or draw a tear from my eyes.

After all, there were so many Anzacs who did us proud and so many stories still untold.

Yet, on 25 April 2015, on the most significant anniversary of that most significant day, as dawn broke on Australia's east coast, a retired army colonel, now local RSL president, strode boldly to a microphone and thrust himself and his audience wholeheartedly and in great depth into the history of – the Dawn Service.

I swear to God, for the longest minutes, this man explored in the greatest detail of recorded history\*, bolstered by more-recent conjecture and speculation, about how and why he thought the first official Dawn Service came to be and which individual is, rightly or wrongly, now famous for instigating it.

Only after the longest time did he eventually get to anything resembling a relevant Anzac anecdote – reading just one verse of a three-verse poem by a soldier who did his basic training in our little town – then tied that neatly

into further deliberations on his theme – the history of the Dawn Service.

And there was me thinking the history of our Anzac soldiers should have been the significant theme on the 100<sup>th</sup> anniversary of their fateful landing on the Gallipoli Peninsula.

Later, to compound what I can only class as a faux pas, the emcee for this year's Dawn Service, thanked the massive (compared to previous years) crowd for attending "the 100<sup>th</sup> anniversary of the Dawn Service", despite the guest speaker having just 'proved' the first one was in 1923.

He then wrapped up proceedings by cheerily dismissing his congregation – only to call them back (after prompting) to sing two national anthems!

While I was less than impressed with the performance, I suppose one could laugh and say, "that's 'stralia mate".

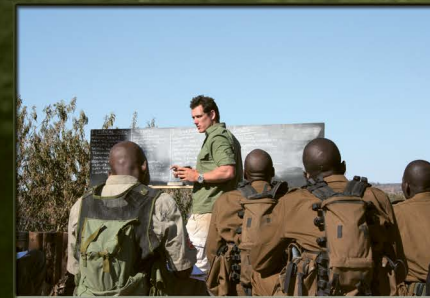
In closing, I will acknowledge that it's easy to be an armchair critic, sitting back, slinging mud at people who are 'doing their best'.

And it's even easier to do it from behind the anonymity of an alias [*Sir Jeffrey isn't real – see 'About' on his Facebook page if you want the whole truth*].

Some would even say, "if you think you can do better, then feel free to volunteer".

I acknowledge all of the above – but I'm not that stupid :-)

*\*When I say "recorded history" I am assuming the speaker's particular version of the history of the Dawn Service is recorded somewhere, because when I attempted to confirm the detail of his speech on the interweb, it only half correlated with only half of the many and varied 'official' versions of the subject.*



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DAWN SERVICE IN FULL  
(58 MINUTES)

# ANZAC DAY

# AROUND THE WORLD



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OF MORE PHOTOS  
(31 MINUTES)





# GALLIPOLI ANZAC DAY



PHOTOS BY SERGEANT MICK DAVIS  
AND CORPORAL BILL SOLOMOU





# REPERT

# ANZAC DAY



PHOTOS BY LEADING SEAMAN LEE-ANNE MACK  
AND ABLE SEAMAN JULIANNE CROPLEY





# CANBERRA ANZAC DAY



PHOTOS BY LAUREN LARKING  
AND CORPORAL JANINE FABRE



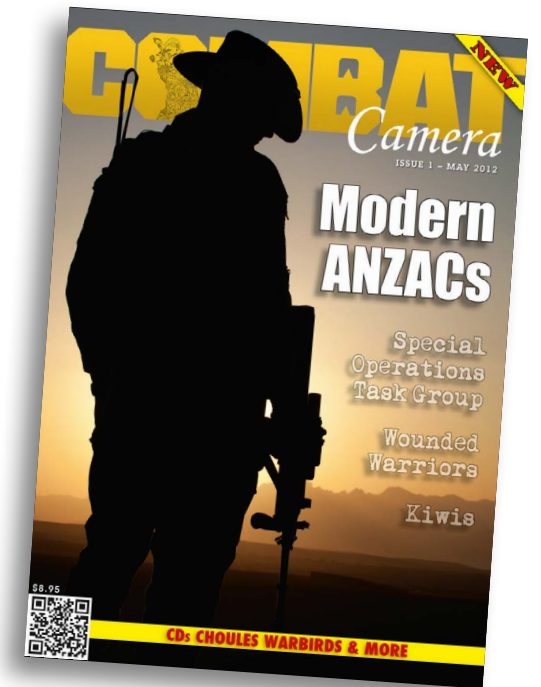


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