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Issue 18 – March 2019

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Special issue

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Welcome to this special issue of **COMBAT Camera** magazine – issue number 18 – bringing you the best action from the 2019 Australian International Airshow at Avalon, Victoria – for free – gratis – nada – zilch.

Thanks again this year to the two great photographers who volunteered to cover this event for **COMBAT Camera**. Without them, this magazine would not have been possible. So, thank you Daniel McIntosh and Bradley Richardson – another great job and a real pleasure working with you both.

Thanks also to the airshow organisers for allowing my two guys to join the litterly hundreds of other media representatives from more than a dozen countries.

The Australian International Airshow at Avalon in Victoria is the biggest air show in the Southern Hemisphere – and, while public attendance was about in line with the show's historic average, it was a good 20% down on 2017, thanks mainly to the 40+ degree scorching weather. Or, "as Bradley put it – "The harshest Avalon to shoot in yet! Blasted heat, heat haze and wind with big lenses making life hard" – with no detriment in the quality of this year's photos that I could see!

The business end of the show apparently boomed, with an exhibitor- and trade-day attendance records of 698 participating companies, 161 official industry and government delegations and 38,952 attendances across the Tuesday to Thursday industry days.

There were also a record 371 aircraft on display in the air and on the ground – though ADF and foreign military turnouts were noticeably down on recent years, particularly with no Super Hornets, Growlers or F-16s in evidence (and I'll just note here too that there is currently nothing faster than a Hawk 127 on the flying program for Wings Over Illawarra in May – and a reduced 'Roulettes' presence too (while they move to PC-21).

Yet despite this, there was still plenty of action at Avalon.

As enthusiastic airshow CEO Ian Honnery put it – "Avalon 2019, as one of the largest single public events in the Australian calendar, was a standout success, offering the sheer excitement of seeing some of the world's most spectacular modern and historic aircraft put through their paces right in front of the crowd."

And with the Royal Australian Air Force celebrating its Centenary in 2021 – and undoubtedly inviting a slew of its friends to help them celebrate – the next Australian International Air Show is sure to challenge every measurable statistic they can think of.

I can't wait!

Sincerely,

Brian Hartigan
Managing Editor

They don't come much bigger than the Boeing C-17A Globemaster III – and the public doesn't get much closer to the action than at Avalon!

This aircraft, from the 452nd Air Mobility Wing, assigned to 15th Wing at Joint Base Pearl Harbor-Hickam, Hawaii, struck trouble on the Saturday when it injected a large bird, – local raptor – into its outside starboard engine during a takeoff roll. The aircrew reacted very quickly and had plenty of runway left to abort the takeoff, but the aircraft was grounded for the rest of the show.





Australian Army Drone Racing Team member, Craftsman Jayce Holland shows his drone to members of the public during the 2019 Australian International Airshow at Avalon.

ARMY WINS FIRST AVALON DRONE-RACING COMP

By Captain Sarah Vesey

The Australian Army swept the teams events at the first ever Air Show Drone Racing Arena at Avalon, beating the Royal Australian Air Force, the New Zealand Defence Force and a Defence Industry team – and kept up admirably with both the current and former World Champion Drone Racers from Australia, 15-year-old Rudi Browning and 19-year-old Tom Bitmatta.

Army retained their hold on the Trans-Tasman Trophy in a frustrating finish for New Zealand who were leading by a lap until a mid-air drone collision ultimately gave Australia the win.

Captain of the Army team Captain James Jenkins was thrilled with the win.

"It is such a highlight to be selected to represent the Australian Army – and to compete against New Zealand and world champion drone racers," James said.

2017 World Champion Drone Racer Tom Bitmatta set a cracking pace in the individual open event with a 25-second race time, leaving his rivals for dust with a clear 3-second advantage.

Tom took the opportunity to pass on his knowledge and advice to all the drone racers.

"It speaks to the amazing personnel of the Defence Force as the racing was excellent, they work so hard as military personnel, but also as racers," Tom said.

President of the Army Drone Racing Association Lieutenant Colonel Keirin Joyce said drone racing was an emerging sport with new audiences and the team was very

pleased to be at the forefront of activities that encourage greater interest in science, technology, engineering and mathematics – STEM – for our soldiers.

"Our drone racers are encouraged to race while serving in the Australian Army, as this is a serious sport for the Army," Lieutenant Colonel Joyce said.

"I congratulate the Army team for winning the team event and for keeping up with the world champions."

Lieutenant Colonel Joyce organised the tournament to further develop strong relationships with the Australian drone racing community, the world drone racing champions and teams flying in from New Zealand.

"We had a lot of people following the event on Twitter and on Facebook, on the live-stream tracking the leader board.

"Also having schools and cadets here, we really generated a conversation.

"The activity also started a conversation with the adaptive sports community. We even had the Governor General here, who said it would be good to see wounded, injured or ill soldiers with this high-speed sport speed", Lieutenant Colonel Joyce said.

Drone racing is an authorised and encouraged sport in the Australian Army and is a rapidly emerging 'motorsport' made exciting and accessible by the low cost of equipment and first-person 'pilot' view of the race action.

CAPTION: A member of the Army Drone Racing Team competes in a drone time trial competition.





An MQ-9 Reaper (above) assigned to the USAF's 432nd Wing at Creech Air Force Base, Nevada, and an RQ-4 Global Hawk assigned to the 36th Wing, Andersen Air Force Base, Guam. Australians should get used to the sight of these machines as the ADF is acquiring a fleet of both. Late last year RAAF selected the General Atomics MQ-9 Reaper as its first armed remotely piloted aircraft, with up to 20 drones proposed in White Paper submissions. RAAF recently ordered the second of up to seven MQ-4C Tritons (more capable version of Global Hawk, pictured below), with the first expected to enter service in about four years, based in Adelaide.



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One of our photographers at Avalon, Daniel MacIntosh, got to fly in the Airbus A400-M turbo-prop giant belonging to the Royal Malaysian Air Force.

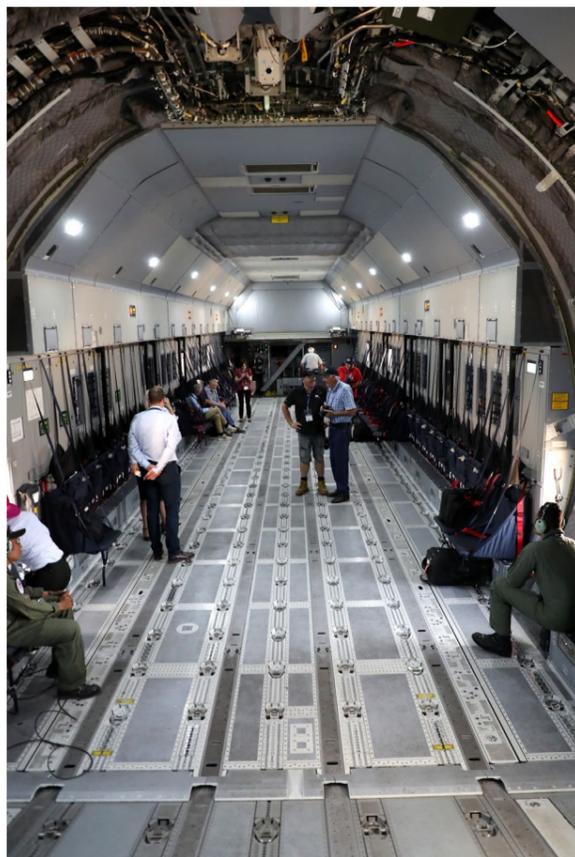


PHOTOS BY DANIEL MACINTOSH

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The Airbus A400M was launched in May 2003 to respond to the combined needs of seven European nations (Belgium, France, Germany, Luxembourg, Spain, Turkey and the UK), with Malaysia joining in 2005. The A400M made its maiden flight on 11 December 2009 and the first production aircraft entered service with the French Air Force in 2014. Today there are 75 aircraft in service, with another 99 on order. A400M has seen operational service with the French and Turkish Air Forces in Afghanistan, Africa and the Middle East. The aircraft has roughly double the capacity or double the range of a C-130, but able to land on similar, short and rough runways. The Royal Malaysian Air Force flies four of the type, proving its capabilities late last year by landing several heavy loads of disaster-relief supplies on an earthquake-damaged runway in Indonesia.



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KO FILTERS



RAAF's ever-adaptable four-legged workers proved their worth as they provided an enhanced, layered security approach for the Australian International Airshow – as well as some entertainment in demonstrating their agility, aggression and control.

Explosive detection dogs (EDD) and military working dogs (MWD) were put through their paces as they sniffed out potential threats to the public and ADF personnel and assets.

For EDD handler Corporal Jesse Smith and his dog Cowboy, the opportunity to support security operations through EDD search, which included VIP areas both at Avalon Airport and in Melbourne, was hugely beneficial for ongoing training.

MWDs experienced real-time tasking such as perimeter checks around aircraft, displays and building clearances.

Corporal Smith said gaining exposure to large crowds was helpful for the dogs.

"The benefits of conducting operations at Avalon was that our dogs got to work in public

RAAF MWDs



areas with large crowds as well as experiencing what it's like working with other agencies, such as Victoria Police," he said.

"Our MWDs were also able to showcase their capability through daily demonstrations for the public."

Given the workload and change in environment, MWD Handler Leading Aircraftwoman Kimberley de Haan, of RAAF Base Richmond, said a portable kennel set-up for her dog Xara was important given the unprecedented hot autumn weather.

To help the dogs with the change in environment, their handlers also brought a splash pool to help them cool down in the heat.

"We experienced some really hot weather, so the portable kennels and splash pool kept Xara and her mates nice and cool so they could continue performing at their peak," Leading Aircraftwoman de Haan said.

"I was really proud of how Xara worked with the public at the show.

"She was 100 per cent focused on the job."



Photos
by Daniel
MacIntosh



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Photo by Bradley Richardson



Photos by Bradley Richardson



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Photo by Daniel MacIntosh

Photo by Bradley Richardson

No aircraft were damaged in the taking of this photo
- the editor just likes the juxtaposition
(with the previous photo)



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ALSTRA HAS OWN

F35



Photos by Bradley Richardson
Words by Flight Lieutenant Dean Squire
and Flying Officer Tom McCoy

STEM's
the future



Royal Australian Air Force's ability to project world-class air power was proudly on display at the 2019 Australian International Airshow – none more prominently or proudly than the first two F-35A Lightning II from RAAF Base Williamtown, NSW.

The airshow lured scores of aviation enthusiasts young and old, as well as 15 international Chiefs of Air Force and Defence and Defence industry representatives from more than 30 nations.

Australia's Chief of Air Force Air Marshal Leo Davies was undoubtedly the proudest among them all.





While most everyone else was keen to see Australia's own F-35As in the air, members of the Joint Strike Fighter (JSF) Division were also on hand to talk to thousands of visitors who passed through exhibition hall 3 and the F-35A expo tent to chat about Air Force's newest fighter capability.

At the beginning of the airshow, Head of JSF Air Vice Marshall Leigh Gordon and commander Air Combat Group (ACG) Air Commodore Mike Kitcher briefed about 150 journalists, industry professionals and Defence personnel about the status of the Australian F-35A capability and industry participation in the global F-35 Program.

Air Commodore Kitcher said ACG was now focused on the F-35A Verification and Validation program.

"We are testing the aircraft in Australia's unique operating environment to ensure everything works in the lead-up to Initial Operating Capability (IOC) in December 2020," Air Commodore Kitcher said.

"Our first two jets at RAAF Base Williamstown are going well – they are flying five to six sorties a week, primarily for aircrew training.

"We'll add another two aircraft to that fleet in early April, and we'll have another four by the end of this year."

Air Commodore Kitcher said he was also focused on implementing a robust F-35A training capability in Australia and said that that was a critical part of the Verification and Validation program.

"No. 2 Operational Conversion Unit – 2OCU – which is our current Classic Hornet training unit, will conduct its final Classic Hornet operational conversion in the last six months of this year.

"Next year, 2OCU will convert to the F-35A and will also commence technician and aircrew training in earnest, though we've actually already started our first F-35A technical training at 2OCU.

"Next month we start our first aircrew training – for No. 3 Squadron at 2OCU.

"Those will be experienced aircrew who have significant time on the Classic or Super Hornets and they'll be our Australian training trial.

"Then training will really ramp up between now and the end of 2020.

"In January 2021, we should have our first young men and women from No. 76 Squadron, straight off the Hawk 127, who will be trained on the F-35A in Australia.

"That is a key part of our IOC – to be able to train ab-initio technicians and aircrew on the F-35A locally.



“From my perspective that’s by far the most important part of our IOC.”

Air Vice Marshall Gordon said the F-35A Project was moving from a project-based activity to an in-service-based activity, demonstrated by the raising of the Air Combat System Program Office at Williamstown, within Aerospace Systems Division.

“We’re now establishing and operating a number of sustainment systems we need in place for the F-35A to operate,” Air Vice Marshall Gordon said.

“Towards the end of last year, TAE Aerospace began the modification of a

warehouse in Bundamba, Queensland, to convert into an engine maintenance facility for the F-35A.

“That work is progressing well and I’m pleased we’re on schedule to start looking at some maintenance in that facility some time this year.

“In parallel with that, we are modifying the Engine Test Cell at RAAF Base Amberley so that that test cell is able to test not only the F135 engine out of the F-35A, but also the F414 engine out of the Super Hornet and Growler.

“Again, that activity is progressing well and I’m hopeful that towards the back end

of next year we’ll be in a position where we’ll be doing end-to-end maintenance and engine testing as part of the F-35 Global Support Solution.”

Air Vice Marshall Gordon said it was fantastic to see the F-35A capability on the ground in Australia as a key part of Air Force.

“By the time the next Australian International Airshow comes around in 2021, we will have achieved IOC,” he said.

“That’s a significant amount of work ahead of us.

“But I look forward to the success we’re going to deliver, and challenges we’re

going to overcome, to get to that IOC in December 2020.”

Part of that success and a major part of the RAAF’s long-term future depends on the youth of Australia – many of whom are still in school – and many of whom visited RAAF’s Jericho Science, Technology, Engineering and Mathematics – STEM – Trail.

Among them were students from the Northern Bay College in Geelong, who, as potential next-generation innovators, got their hands on and their imaginations fired by the future of technology designed for the fifth-generation Air Force.



STEM teacher at the Northern Bay College Paul Noonan said he was simply delighted with the RAAF's Jericho Trail and his student's enthusiasm for it.

"It's great for the kids to come and see the practical application of what they learn in the classroom," Mr Noonan said.

"It's been a great way to look at where technology is taking us."

"Feedback from the kids has been 'cool' and 'awesome'.

The Jericho STEM footprint was an interactive and immersive experience where students were encouraged to be hands-on with all the exhibitions.

Making digital paper planes they could fly through a virtual skyline, to learning robotics and playing with virtual reality, students experienced STEM principles first-hand.

Robotic parts were quickly turned into working robots, coded to travel an intricate route; virtual reality to experience the inside of a multi-million dollar cockpit, with screens for others to share the experience; and working satellites the size of shoe boxes were some of the STEM experiences on the Jericho trail.

In a range of tents on another side of the Jericho Precinct, industry personnel,

defence staff and academics demonstrated a range of new capabilities.

These included passive radar, CubeSats, and a world-first revolutionary telescope that can 'see' space objects using neuromorphic sensing.

Plan Jericho Director Group Captain Lyle Holt said STEM was critical for the Royal Australian Air Force to achieve its goal of moving to a fifth-generation force.

"If we aren't having people thinking clearly and getting enthused about science, technology, engineering and maths from an early age, our nation, and our Air Force, will not be able to make the

fifth-generation edge work," Group Captain Holt said.

Based on the enthusiasm shown by kids of all ages for the Jericho Precinct, it is expected to feature strongly again at the next Australian International Airshow, in 2021 – which will also coincide with the Centenary of the Royal Australian Air Force.

"People have seen and experienced what we're working on and in the next two years we'll have built some of the new initiatives we're only trialing now – so it will be even bigger and better next time," Group Captain Holt said.

END OF AN ERA

Photos by Daniel MacIntosh

Australia bought 72 McDonnell Douglas F/A-18A (single seat) and F/A-18B (dual seat) Hornets in 1981 to replace the Dassault Mirage. They entered service from 1984 to 1990.

Now commonly called 'Classic' Hornets, after the arrival of the F/A-18F Super Hornet, Australia's 'Classic' Hornet fleet has just entered its retirement phase, which should see the fleet fully replaced by F-35A Lightning II in the next five years or so.

Australia's F/A-18A/B Hornets have seen two periods of combat



COMBAT VETERAN

ops in the Middle East – in the 2003 invasion of Iraq and again, against ISIS under Operation Okra, from 2015 through 2017.

Over the years, four of Australia's original 72 Hornets were destroyed in accidents – and the first two 'retirees' were flown to Canada, where they will be upgraded and see further service with the Royal Canadian Air Force.



RETIRING SOON? OR GOING TO CANADA?

While Canada makes up its mind on which new fighter it wants to buy for the long term, it struck a deal with Australia to buy 25 retiring RAAF F/A-18 'Classic' Hornets as a stop-gap measure.

The sale of 25 aircraft plus spares and support equipment netted Australia \$90million.

A Canadian government press release says 18 of the ex-RAAF aircraft will join their fleet, after modification and upgrade, while the rest are expected to be used for testing and spare parts.

The first two Aussie Hornets landed at Forces Base Cold Lake in Alberta in February.



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ROULETTES

NEW LOOK NEW RIDE

With the Pilatus PC-9A pilot training aircraft due to retire, the RAAF's aerobatic demonstration team needed a new ride.

Their new wings come in the form of the Pilatus PC-21 – a training aircraft with advanced performance and the latest cockpit instrumentation, ensuring RAAF's pilot trainees can more quickly develop their knowledge and skills before advancing to fighter aircraft.

The new colour scheme retains the traditional colours of Air Force, the Australian National Flag and the Roulettes 'R' logo, while also incorporating the Southern Cross.

The PC-21s Pratt and Whitney PT6A-68B turboprop engine develops 1600 shaft horsepower, allowing the plane to top out at 685km/hr – 95km/hr faster than its predecessor, thanks to its extra 650 horses.

The RAAF ordered 49 PC-21s, as well as simulators and new facilities, in 2015, under the \$1.2billion Project AIR 5428.

RAAF expect to train around 165 new pilots every year through the new Pilot Training System, at RAAF Base East Sale, Victoria – starting this year.

The PC-9A was introduced into RAAF service in 1987.



Photo by Bradley Richardson

ROULETTES



The Roulettes had their first public display at RAAF Base Point Cook in 1970, flying the Macchi MB-326 jet trainer, which was replaced by the Pilatus PC-9/A in 1989 – 30 years ago!

The modern Roulettes are a six-aircraft, seven-member team flying high-energy displays all around Australia – though the full team doesn't fly at every gig.

Routines consist of a number of manoeuvres flown in various formations at low level, featuring

close formations, aerobatics, low-level flying – and inspiring airmanship.

Flying as low as 250 feet above ground at speeds of up to 250 knots or 460km/hr, the pilots can experience up to 6 'G', or 6 times the force of gravity during a display.

Flying as close as three metres apart, the team showcases the level of visual judgement and hand-eye coordination that pilots in the Royal Australian Air Force can achieve.

Roulette pilots are qualified flying instructors who, when not flying as Roulettes, work at the Central Flying School, RAAF Base East Sale, Victoria.

Avalon 2019 was officially the last Roulettes performance in the PC-9.

The PC-21, with its new, more edgy colour scheme, beefier engine and greater capabilities should be anticipated at future events around Australia.

Roulette Two Flight Lieutenant Daniel Price can't wait to get started.

"It looks like a fighter jet inside and flies like a fighter jet – it goes faster, turns harder, is pressurised and flies higher than the PC-9/A," Flight Lieutenant Price said.

With a greater top speed – but apparently a little slower getting there – the Roulettes will unveil changes to their routine on their next outing.

FOREIGN VISITORS

MAIN: A Kawasaki C-2 of the Japan Air Self Defence Force.
BELOW (left to right): CH-47D from the Royal Singapore Air Force; PC-21 and CH-47D from the Royal Singapore Air Force; SIAI-Marchetti S.211 jet trainer, formerly of the Royal Singapore Air Force, now on the Australian civilian register; Boeing KC-135 Stratotanker from the 336th Wing at March Air Reserve Base, California; C-17 Globemaster III from the 15th Wing at Joint Base Pearl Harbor-Hickam, Hawaii; B-52 Stratofortress from the 36th Wing at Andersen Air Force Base, Guam.



Bradley Richardson



Daniel MacIntosh



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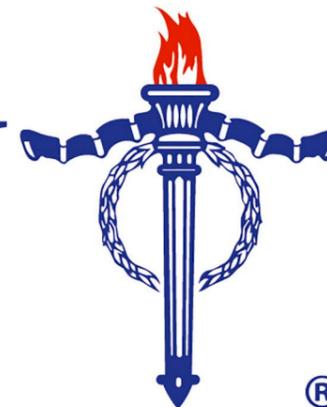


Daniel MacIntosh



MAIN: F-22 Raptor assigned to the 3rd Wing at Joint Base Elmendorf-Richardson, Alaska.
INSET: F-22 pilot Lieutenant Colonel Nicholas 'Anchor' Lofthouse obviously having a good time.
Photos by Bradley Richardson.

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Photos by Daniel MacIntosh

Australian Great War Association





Since 2015, the Australian Great War Association – AGWA – has put on a three-day live display of trench life during WWI at the Australian International Airshow at Avalon.

This year, the warriors were back in force with displays including battles, scouting, trench raids, building/maintaining trenches and dealing with the casualties of war.

Part of the setup included a casualty clearing station and medical display to showcase how

the wounded were treated, underscoring the differences between medicine in WWI and today.

When AGWA was not engrossed in live re-enactments, members were on the fence line talking to members of the public or contemporary soldiers, answering loads of insightful and interesting questions.

The medical display in particular proved very popular with people keen to see what equipment, medicines and practices doctors and nurses used

in WWI – in many cases, shocked and surprised at just how archaic much of it was compared to today.

"It's always good to see just how far medicine has come," Australian Great War Association spokesperson Jess Brown said.

The aims of the AGWA are to ultimately preserve the memory of those who served in the Great War with dignity & respect; to promote public awareness of Australia's role in the Great War; to recreate the training, drill and appearance of

the soldiers who fought in the Great War; to assist veteran organisations, schools, community groups, museums and the Australian Defense Force on days of remembrance, at historical events, parades and displays, promoting Australia's military heritage; and, to facilitate practical research into the daily lives, experiences, uniforms and equipment of the men who served in the first Australian Imperial Force at home and overseas during the First World War.



AUSTRALIAN INTERNATIONAL AIRSHOW TOWARDS 2021



This year's Australian International Airshow at Avalon was another huge success and continues to position Australia's aerospace technology sector among the most influential in the world.

CONTACT supporter BrandNet was proud to play a small part in the success of Avalon 2019, by giving visitors an opportunity to take home their own piece of Australia's pride in service.

The BrandNet team were on hand to provide an all-inclusive branding and merchandising solution for the Royal Australian Navy, Australian Army and Royal Australian Air Force at this landmark event.

BrandNet brought its well-known online shops to Avalon, in the form of pop-up Navy, Army and Air Force Shops, set up on-site in a RAAF Deployable Aircraft Maintenance and Logistics Shelter.

BrandNet create a great range of products specifically for each of the three services,

including a very-special selection focused on the star of this year's airshow – the RAAF's F-35A fifth-generation fighter.

If you didn't have a chance to visit the pop-up shops at Avalon 2019, you can still get your hands on some F-35A and Fifth Generation RAAF products by ordering [online!](#)

The next Avalon International Airshow in 2021 promises to be the biggest and best yet, as it coincides with the RAAF's centenary celebrations.

The team from BrandNet hopes to once again support the ADF at this landmark international event, and to continue offering you great Navy, Army and Air Force branded products in the meantime!

BEARS TO SCHOOL

The Bears to School program is a community-focussed initiative that encourages the public to donate a uniformed teddy bear to a primary school of their choice – then, once the bear settles into their new classroom, they help teachers educate young students about the history of the Great War and our Anzac heritage.

Donated bears are accompanied to their schools by a story card, which features the bear's story of service and details of the donor.

Twenty-five per cent of every donation goes towards supporting the work of the donor's selected local military charity – or towards another bear to a school that missed out.

Each of the 11 bears features an authentic and historically accurate Australian uniform from the Great War.

Keith Payne VC is the Bears to School National Ambassador, with [other prominent Australians](#) also rallying behind the program, including Malcolm Turnbull, Bill Shorten, Darren Chester, Kerry Stokes, General Angus Campbell, Air Marshall Leo Davies – and CONTACT editor Brian Hartigan, who sent an Armistice Bear to granddaughter Hayley's new primary school.

To date, more than 900 bears have been donated to more than 600 schools across Australia.

Bears to School was granted the rare privilege of using the protected term "Anzac" by the Department of Veteran Affairs, in the Bears to School website address [AnzacBears.com.au](#)

Please consider donating a bear today via [AnzacBears.com.au](#) – it will make you feel good and help to teach our younger generation about our proud Anzac heritage.



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As a proud Ambassador of the Bears to School program, I have no hesitation in endorsing this fantastic education initiative.

Brian Hartigan, Editor, COMBAT Camera

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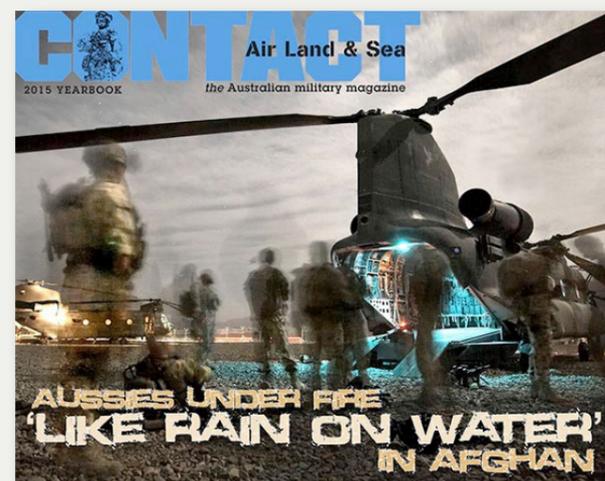
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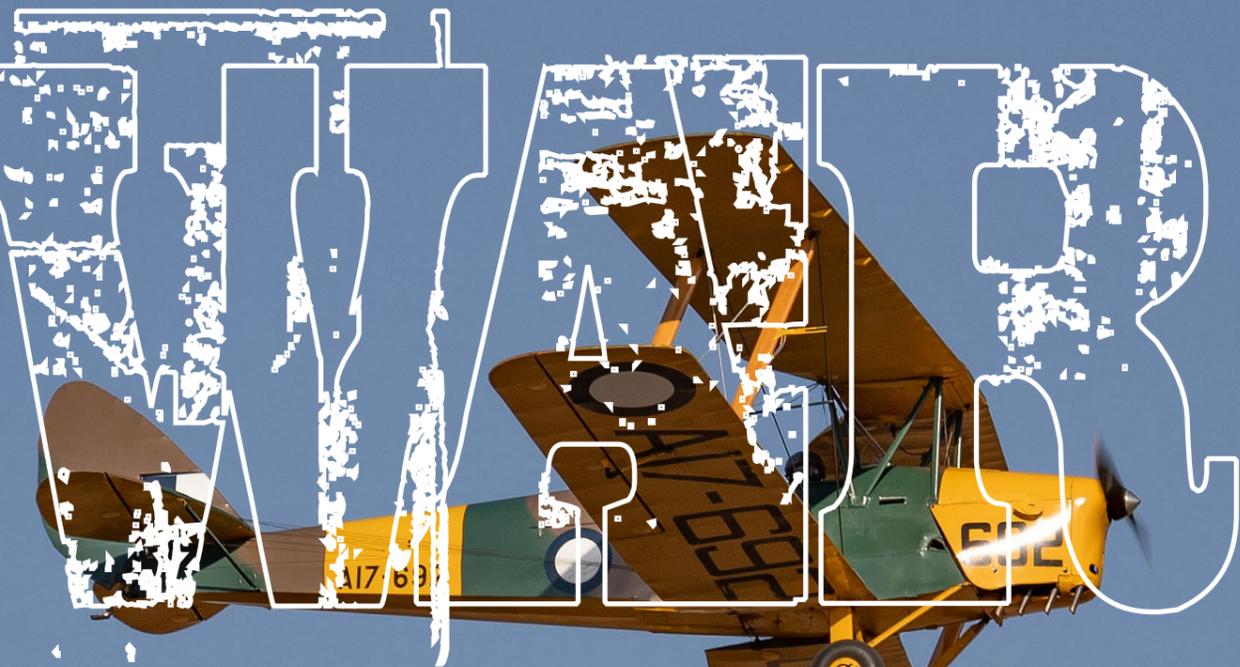
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BIRDS

Photos by Daniel MacIntosh



ABOVE: P-40N Kittyhawk.
LEFT (top to bottom): Tiger Moth, Sopwith Snipe replica, Sopwith Pup.



Supermarine Spitfire Mk XVI



Cessna A-37B Dragonfly

Photos by Daniel MacIntosh



left to right: North American T-6 Harvard Mk III, four CAC CA-25 Winjeel, and three PAC CT/4 Airtrainers.



P-40N Kittyhawk



Douglas C-47B 'Spooky'





CAC-13 Boomerang



SOLDIER ON HELPING OUR WOUNDED WARRIORS



SOLDIER ON IS ABOUT AUSTRALIANS COMING TOGETHER TO SHOW THEIR SUPPORT FOR OUR WOUNDED. IT'S ABOUT TELLING OUR DIGGERS THAT WE WILL ALWAYS HAVE THEIR BACKS; THAT WE WILL REMEMBER THOSE WHO HAVE COME HOME, AS WELL AS THOSE THAT HAVE DIED. IT'S ABOUT GIVING THE WOUNDED THE DIGNITY THEY DESERVE AND THE CHANCE TO DO AND BE WHATEVER THEY CHOOSE.

SOLDIER ON IS ABOUT THE ANZAC SPIRIT, AND MATESHIP AND ALL AUSTRALIANS KEEPING THEIR PROMISE TO TAKE CARE OF OUR WOUNDED WARRIORS.



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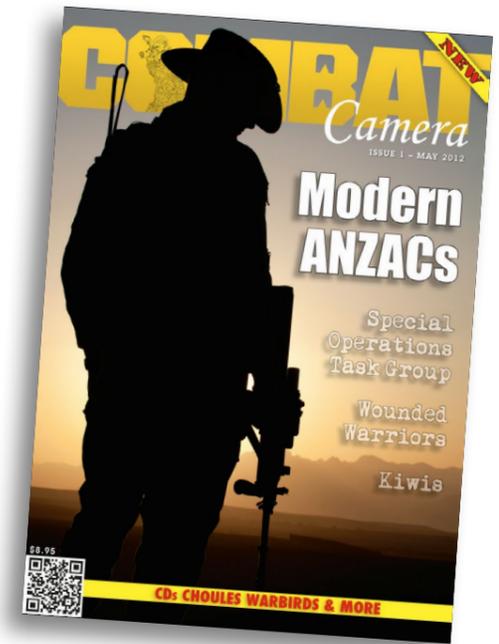
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This magazine is dedicated with much thanks to our two awesome photographers
Daniel McIntosh and Bradley Richardson
without whose assistance this magazine would not have been possible.



Q STORE



RETRO-PILOT RETRO ART



RETRO-PILOT.COM

Retropilot creates unique and attractive images of your favourite aircraft in a nostalgic feel.

Retropilot is a Brisbane-based design studio run by aviation enthusiast and full-time RAAF pilot, James, who 'accidentally' started the business in 2014 while seeking something unique to commemorate the end of his initial military pilot training.

James now combines old-school design styles with precision modern software to create eye-catching feature art pieces.

"We all love aircraft (even helicopters ;-)) and our portfolio of more than 170 designs includes artworks for both military and civilian aviation enthusiasts," James says.

CONTACT is proud to now be associated with Retropilot as an affiliate marketer – i.e. we get a commission when you purchase a Retropilot piece through the ads/links in this magazine or on our web site.

We love Retropilot because we love airplanes – and helicopters – and we love the style and quality of these art pieces.

"Good ain't cheap and cheap ain't good" – but these prints are 'feature pieces' that won't simply be added to a collection.

You can even customise an existing design, by adding text, logos, ranks etc – ideal for unique and treasured gifts/presents.

CONTACT supplied the original F-35A photo from which Retropilot designed the above piece. We're even hopeful that Retropilot will one day branch out and design Army and Navy artworks based on other **CONTACT** photos.