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JUNE 2018

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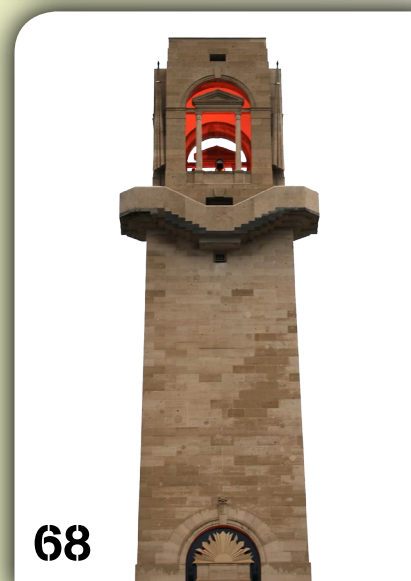
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CONTACT

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MPDs IN
DARWIN

Private Emma Molloy
and MP dog Max

Story page 28

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appropriate.

I bought a new phone this week – and while that may not be shocking
news or even news/editorial worthy all on its own, what I bought and why I
bought it might be – if you're a tech geek.

I have always been fluent in both languages – Apple and PC.

In my Defence and AFP jobs, we used PC desktops. But, Apple has always
been pretty much the standard across the print and publishing industries.
So, as a magazine publisher, I pretty much had to buy a Mac laptop and, by
extension, an iPhone (and then, by logical extension, an iPad for personal
use) and learn to use those too.

Being fluent in both, I never developed fanatical brand loyalty one way
or the other. But I did like Steve Jobs and what he espoused, I loved the
atmosphere in Apple Shops and my various MacBook Pro laptops have
given me pretty much trouble-free service over the past 15 years.

But two things happened recently that turned me from happy-enough
Apple user to a dead-set Apple hater.

The first was actually about 18 months ago when my latest MacBook
Pro laptop came to the end of a two-year lease arrangement and I had to
decide whether to pay out a residual, hand back the computer or upgrade.

I decided to upgrade.

However, when I went on the Apple web site, there was no 'upgrade'
available. My two-year-old laptop was still the best computer they had –
BUT the price was more than \$1000 higher than when I bought it!!!

Since there was nothing actually wrong with the one I already had, it
was cheaper to just pay the \$500 lease residual and keep the two-year-old
laptop (dead money on top of all the interest I had paid).

In the mean time, of course, PCs seem to be morphing radical new
capability upgrades every other month – and the relative price keeps
coming down. In fact, there's even something called Moore's Law in
computing that says, the power of computing roughly doubles every two
years as relative affordability (i.e. price) comes down. Unless you're Apple
Inc – then you sit on your hands for two years and jack your price up 30 per
cent, just to milk brand loyalty for all you can screw out of it.

The second incident that turned me into an Apple hater is the whole
battery-life, built-in obsolescence thing. 'Urban myth' has claimed for years
that Apple does things in their software updates to deliberately slow older
machines down over time to force customers to upgrade to new hardware.
Then Apple were recently forced to admit it was true – not to force
upgrades, they said, but to protect the long-term serviceability of batteries.
W-h-a-t-e-v-e-r!

Anyway, I recently did a software update on my iPhone, which I also use
as a monitor to fly my drone. Before the update, I could get three drone-
batteries worth of flying done, no problem. After the update, I'm lucky to
get half that, which makes my five-year-old iPhone just about useless to me
now, and forced me to upgrade a long time before I otherwise wanted to.

So now that I'm a fully fledged Apple hater, the phone I bought to
replace my Apple iPhone – is a Huawei P20 Pro, which I chose for its
amazing 40 megapixel camera and image-stabilized video.

Trouble is, now I have to learn a whole new language – Android (and that
ain't easy at my age :-) – and try to prolong the life of this old laptop until I
can afford a new, much more advanced and updated PC – and buy a whole
new suite of magazine-publishing software to go with.

Not happy Jan!

Sincerely,

Brian Hartigan, Managing Editor

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CLOSE CALL



From 27 February to 14 April 2018 (photos released late May) members of Australia's Aircraft Research and Development Unit (ARDU) and RAAF 33 Squadron deployed to Naval Air Station Patuxent River in the United States, to undertake clearance testing between the KC-30A Multi Role Tanker Transport (MRTT) and the Poseidon P-8A maritime surveillance aircraft.

The photo shows the Aussie MRTT fueling a US Navy Poseidon from Air Test and Evaluation Squadron Two Zero.

Jointly planned and executed by ARDU and the US Navy P-8A Integrated Test Team, much of the testing occurred over the Atlantic Ocean.

Throughout the program both units were tightly integrated to the extent that US Navy flight-test personnel flew as crew on the RAAF KC-30A and RAAF personnel flew as crew on the P-8A.

Clearance to refuel the P-8A in flight will allow the RAAF to project maritime patrol and strike capabilities further and for longer.



A soldier from French Armed Forces New Caledonia and a military working dog jump out of a Royal Australian Air Force 35 Squadron C-27J Spartan during Exercise Croix du Sud 2018.

Ex CDS 18 is based around a hypothetical tsunami scenario requiring aid and troops to be transported as part of a multinational humanitarian-aid and disaster-relief (HADR) effort.



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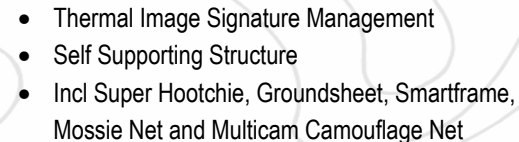
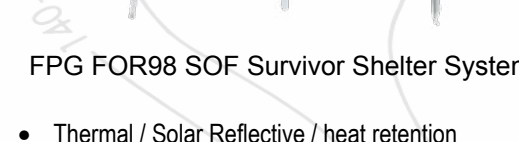
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Members of Task Group Afghanistan commemorate the Battle of Kapyong, at Camp Qargha near Kabul on 24 April while deployed on Operation Highroad.



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Exercise JOINT WARRIOR



MAIN: Warships from the Netherlands, Denmark and Germany assemble off Clyde, Scotland, for Exercise Joint Warrior.

ABOVE: Royal Australian Navy Seahawk Romeo helicopters loading on a RAAF C-17 Globemaster for transport to Scotland.

LEFT: RAN 816 Squadron Seahawk Romeo helicopters flying over Loch Ness.



The Royal Australian Navy's ability to track and hunt submarines was put to the test in a high-end warfare exercise off the coast of Scotland recently.

Members of 816 Squadron participated in Exercise Joint Warrior, one of the world's largest and most challenging exercises in anti-submarine warfare (ASW), from April 24 to May 4.

Three submarines – two conventional and one nuclear – were the main focus of the NATO-run activity involving 11 nations, along with more than 30 surface assets and multiple ASW helicopters and maritime patrol aircraft.

CO 816 Squadron Commander Anthony Savage said both MH-60R Romeos and the teams assigned

to them took full advantage of the realistic scenarios they faced.

"ASW is what this squadron does best. It's a form of warfare that requires the highest of both aviation and warfare skills," Commander Savage said.

"This exercise tested our crews, our tactics, our aircraft and our engineering team – and the results were very positive."

The exercise was a true demonstration of the ADF's integrated force capabilities and achieved a first deployment of its type for Navy's Fleet Air Arm.

One of the greatest challenges of the exercise for the Australians was getting the aircraft there. Both helicopters were dismantled and flown to Scotland in RAAF C-17s.

COMFAA Commander Chris Smallhorn said it presented the squadron and the logistics and support enablers with a daunting task.

"The Fleet Air Arm is by definition expeditionary in that we deploy as a largely self-contained unit to our surface ships," Commander Smallhorn said.

"Reliable, well-practiced logistic chains, airlift, engineering support and command lines are critical and I am pleased to observe our systems are measuring up extremely well."

"This exercise adds another crucial string to the maritime-warfare bow as it demonstrates conclusively that with the help of strategic airlift we can send naval aviation wherever a maritime effect is required and whenever it is needed."

Once re-assembled, the Romeos began working alongside their British cousins.

"The Royal Navy's 820 Squadron and 816 operated side by side, which gave us the chance to develop our joint tactics," Commander Savage said.

The RN flies Merlins, which presented further training opportunities for the Australians with the combat pairings conducting joint tactics.

"Ultimately, the ASW role is a team effort at every phase," Commander Smallhorn said.

"It's been a truly impressive team effort from our Navy and wider ADF alongside our allies."

"We are sending the message that Australia is serious about being the best we can be in maritime warfare."



If the preceeding report, taken from Australia's **NAVY News**, the official newspaper of the Royal Australian Navy, was your only source, you might be forgiven for thinking Exercise Joint Warrior was little more than a NATO-run anti-submarine exercise, where two Australian Seahawk Romeo helicopters were the stars.

Fact is, Joint Warrior was actually a British-organised and hosted exercise with nearly 12,000 marines, navy, army and air force personnel from 17 NATO as well as non-NATO countries participating in multiple high-end land, air, sea and cyber war-fighting activities.

Even Russia was there, as official military observers, in an effort to promote trust and transparency.

Aside from the anti-submarine missions (not reported in any other source we could find), exercise scenarios mainly focused on counter-terrorism, anti-smuggling, information warfare, denial of GPS, civilian evacuations, naval gunfire against land targets, nation-state disputes over resources and territories – and a final major multi-national urban combat battle involving five nations and thousands of troops with Apache, Chinook, Wildcat and Tornado air support.

US Marine Corps Captain Ryan Matthews, a firepower control team leader who was involved in calling naval gunfire onto Scottish land targets, said working in coalitions and forging partnerships was important for marine and land forces.

"Maintaining those relationships and learning how to work together to face a common enemy is going to be the way of the future," he said.

"This exercise was definitely a success in that we achieved interoperability with our hosts by conducting fire and close air support to our partner nations.

"Our Marines were able to call-for-fire from Dutch, German, Turkish and British ships, as well as our own US Navy."

Joint Warrior is a British exercise held twice a year in spring and autumn.

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AWE2018

AUSTRALIAN WARRIOR EXPO

Where: **Brisbane Showgrounds**
When: **15 - 17 November 2018**

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A comment on Facebook caught my eye recently and I think it's worth expanding on.

The comment said something like, "It's a real shame Australian Warrior Expo isn't open to the general public".

But it is!

Australian Warrior Expo is a pretty unique opportunity for companies specialising in the law-enforcement, military, emergency-services and security-products-and-equipment field to talk directly to buyers – and for both personal and institutional buyers in those fields to talk directly to the companies.

But, it is also open to anyone who wants to buy a ticket and come along, just for a sticky-beak, if you're not in the market to buy anything.

"That sounds exactly like any other conference", some might say.

And again they'd be wrong.

Australian Warrior Expo is not a conference – no death by Powerpoint – no boring 'lectures' – and

no trudging through trade booths just because the organisers ask you to 'support the companies that made all this possible'.

AWE is all about the trade booths – all about turning up to 'talk turkey' with people who want to sell stuff – because the attendees are there specifically to buy stuff, either directly on the day or later down the track when their parent unit or organisation is ready to sign a procurement contract.

Or they are there just for a sticky beak – to see what's new and what's cool in the military marketplace.

There will even be a retail outlet where, if you don't want to talk turkey with the manufacturer, you can just browse, touch, feel, tinker, select and then buy a massive range of gear over the counter.

And, it's a great place for the exhibitors too, because they can talk directly to customers who want to be there, are prepared to spend money or, in some cases, representing organisations and

parent units who may be in the market to buy big, either soon or soonish.

In so many ways, Australian Warrior Expo is unlike any other event – where exhibition halls are often virtually empty when delegates are at conference lectures and only turn up during coffee and lunch breaks.

Conferences are just that – a conference, where the exhibition is little more than a side show.

But AWE is all about the show – the show, the tell, the touch, the feel, the buy, the sell.

Australian Warrior Expo, unlike any other event in this niche market, is all about bringing buyers and sellers together to buy and sell – with no pesky conference to distract anyone from their mission.

As the organisers say, "For the serious operators and serious buyers, Shot Show in Vegas is what they'd all love to attend – but the cost is prohibitive, especially if they want to go in an official capacity.

"So our idea with Australian Warrior Expo is to bring a little bit of Las Vegas to BrisVegas!

"Of course, Australian Warrior Expo won't be no "Shot Show" – because that thing is unbelievable – but that's the style of event and vibe we're aiming for."

Australian Warrior Expo will feature trade exhibitions where company booths will be well staffed to talk with a keen crowd of attendees who are there for the flip side of the exact same coin – to buy, or at least learn about equipment offerings in the law enforcement, military, emergency services and security industries.

Australian Warrior Expo will be held at the massive, impressive and recently modernised Brisbane Showgrounds, almost in the centre of BrisVegas, on 15, 16 and 17 November.

AND EVERYONE IS WELCOME!

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AWE2018

AUSTRALIAN WARRIOR EXPO

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When: 15 - 17 November 2018

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1 BRIGADE

CAPABILITY THROUGH CO-OPERATION

The Australian Army's 1st Armoured Regiment (1 Arm'd Regt) and soldiers from the 2nd Division (2 Div) converged on the Cultana Training Area in South Australia early this year to undertake Exercise Predator's Crawl 18 – 1 Arm'd Regt's first field exercise since relocating from Darwin to Adelaide late last year.

Officers and soldiers from the 4th/19th Prince of Wales Light Horse Regiment (4/19PWLH) and the 3rd/9th South Australian Mounted Rifles (3/9SAMR) integrated into 1 Arm'd Regt's Combat Reconnaissance Vehicle (CRV) squadrons to start developing a critical 'cavalry scout' capability.

The exercise resulted in what was described as excellent training, strengthening of relationships between 1 Arm'd Regt and its 2 Div partners, and early validation of a key foundation of Plan Keogh – explained in the previous issue of CONTACT.

Second in Command of A Squadron 4/19PWLH Captain Lachlan Poppins said the integration of reserve units with 1 Arm'd Regt's Armoured Cavalry Regiment (ACR) had enormous training benefits.

"We so rarely get a chance to operate with armoured vehicles in a cavalry setting," Captain Poppins said.

"It has been great not to have to use 'notional' ASLAVs and it has allowed us to practice and confirm many of our SOPs [standard operating procedures] in a live setting."

Commanding Officer 1 Arm'd Regt Lieutenant Colonel John Holloway said the future inclusion of 2 Div capabilities was essential to the ACR capability.

"By focussing on the integration of cavalry scouts at troop level in CRV squadrons, Exercise Predator's Crawl 18 reinforced the benefits of a mounted force having an organic dismounted reconnaissance and enhanced security capability," Lieutenant Colonel Holloway said.

"This exercise has provided a great opportunity to enhance our relationship with 4/19PWLH and 3/9SAMR at all levels, not only through the integration of cavalry scouts, but through the incorporation of planning staff and commanders.

"Ultimately, this style of exercise will realise a more comprehensive armoured-cavalry capability for Army.

"This blended approach to training has only come about following the release of the reserve Royal Australian Armoured Corps' Future Capability Generation directive from FORCOMD in August 2017."

The benefits of integration at the troop and squadron level was also seen by Officer Commanding C Squadron, 1 Arm'd Regt, Major Adam Murgatroyd.

"While the co-operation is still in its infancy, the benefits are already easily visible," Major Murgatroyd said.

"The exercise has been an excellent demonstration of the professionalism of all the soldiers regardless if they are reserve or regular unit.

"Not only have they learnt skills from each other, they have quickly integrated to develop the cavalry-scout capability at the troop level.

"As we continue with these exercises throughout the training year, I am confident all the units will provide a very good capability in preparation for the transition to (the Army's cyclic) 'readying' (phase) for 1st Brigade, supported by 4th and 9th Brigades."

1 Arm'd Regt is planning future integrated exercises with 2 Div this year to build on training and further develop Army's armoured-cavalry capability.



1ST BRIGADE

EXERCISE SOUTHERN TIGER 18



The 7th Battalion, Royal Australian Regiment, (7RAR) kicked off its collective-training year with the completion of the first of more than a dozen international engagements scheduled for 1st Brigade.

Exercise Southern Tiger 18, held in late March, saw the Adelaide-based unit joined by Malaysian soldiers from the 14 Rejimen Askar Melayu DiRaja (RAMD), Malaysian Armed Forces, for two weeks of enhanced training.

Hosted by 7RAR at Horseshoe Lines, RAAF Base Edinburgh, and the Cultana Training Area, the exercise provided an opportunity for soldiers of both nations to enhance interoperability, with a focus on sharing tactics, techniques and procedures (TTPs) for urban and mounted operations.

Commanding Officer 7RAR Lieutenant Colonel Paul Graham said the exercise confirmed Army's ability to operate cohesively and to a high standard with its Malaysian partners.

"Exercise Southern Tiger 18 demonstrated the benefits of the regular program of training activities held between the two nations," Lieutenant Colonel Graham said.

"As a result of years of combined training and sharing knowledge we have developed a very similar approach to the challenges and intricacies of urban and mounted operations."

Working in combined teams over the course of two weeks, the soldiers practiced conventional operations in open, close and urban terrain.

Lieutenant Colonel Graham said one of the key benefits from the combined training program and integrated platoons was the ability to observe and then experience small differences in each other's drills and procedures.

"This generated excellent discussion and the sharing of lessons at all levels among the officers, NCOs and soldiers from both nations.

"The result was the development of a more intuitive teams approach to the complexities presented in each training scenario, which was reflected in the successful outcome of the exercise."

Exercise Southern Tiger 18 is just one of a number of exercises to be conducted this year by 1st Brigade units with regional partners in Malaysia, Indonesia and Timor Leste, in support of the Australian Army's international engagement program.

Through this extensive program, the Australian Army is developing bilateral and multilateral programs that include high-level visits and delegations, exercises and training of foreign forces both at home and abroad, exchange programs and the conduct of army-to-army staff talks.

While training was the priority, the natural inclination of mates working with mates eventually saw a soccer ball appear, which galvanised friendships on a personal level as well.



Story by Lieutenant Zac Hucker

1 BRIGADE

MP DOGS SINK TEETH INTO NT

In a significant first for Darwin-based B Company, 1 Military Police Battalion, military police dogs (MPDs) will be kennelled permanently in Robertson Barracks to operate in close support of 1st Brigade.

Four canine law enforcers arrived in Darwin in February, signalling the completion of a program that began years ago to get the animals into the 'Top End'.

The results of concerted efforts have seen the beginning of a new era of capability integration with other units in the region.

Lead handler with B Coy, 1 MP Bn, Sergeant Reginald Ramage, said the advantages to having the dogs permanently located at Robertson Barracks go beyond simple convenience.

"In the past we had to fly the MPDs around Australia from Oakey, which is costly and has a detrimental affect on the dogs, especially dealing with the heat in the north," Sergeant Ramage said.

"Having them in Darwin permanently allows us to ensure the animals are acclimatised properly and ready to integrate into combat teams to support the full spectrum of operations."

The arrival of the dogs has been welcomed by Commanding Officer 5th Battalion, The Royal Australian Regiment, Lieutenant Colonel Travis Gordon.

"Due to our northern location, the opportunity to undertake regular training with capabilities like the military police dogs was near impossible," Lieutenant Colonel Gordon said.

"The permanent placement of the dogs allows us to regularly integrate them into our training serials, which is particularly important as the 1st Brigade heads towards the 'readying' phase in the later part of 2018.

"It's a situation which pays off not only for 5RAR and B Coy 1 MP Bn, but for other brigade units who will be eager to access the dogs."

Of particular focus for 5RAR is the use of combined teams with soldiers and dogs to conduct property clearances as well as cordon-and-search operations in rural and urban environments.

Used 'out front', the dogs can enter confined spaces, provide soldiers with an early warning capability against approaching enemy due to their superior ability to detect human scent and offer a less-lethal option for controlling targets.

Sergeant Ramage said preparation for the animals was important, with a building program beginning six months before they arrived.

"Because of the weather conditions in the Northern Territory, well-built shelters are critical," Sergeant Ramage said.

"The engineers of the 1st Combat Engineer Regiment were invaluable to us, providing great support in their construction."

B Coy, 1 MP Battalion has also been working closely with the Northern Territory police dog squad.

Sergeant Ramage said this relationship had not only enhanced interoperability with other government agencies in Darwin, but had also provided access to a wealth of knowledge.

"Being able to share training ideas and methodology has benefited both organisations," he said.

"There is a level of complexity when working in extreme heat and humidity that NT Police have had years of experience working in."

1 MP Bn is now working with 3 Brigade and the 3rd Combat Engineer Regiment to develop a similar permanent MPD capability in Townsville.



Story by Major David Hankin

In April, 110th Field Battery, 16th Air Land Regiment, conducted Exercise Remagen Bridge – an all-arms air-defence (AAAD) and advanced missile live-fire exercise at Woomera Test Range, South Australia.

The main effort was the inoculation of RBS-70 operators regarding the effects of firing the weapon system.

Secondary efforts of the exercise were the familiarisation of AAAD practices and the development of tactical firing skills.

16th Air Land Regiment's mission is to defend deployed forces and critical assets from air-to-surface and surface-to-surface fires and provide command and control for joint air-land integration in order to support ADF operations.

Exercise Remagen Bridge ran from 14 to 20 April 2018.

The exercise was named after a key bridge over the German River Rhine in the end days of WWII where American anti-aircraft batteries defended the crucial river crossing against more than 350 Luftwaffe air assaults, downing as many as 30 per cent of the attacking aircraft.

In the face of massive and desperate German efforts to destroy the bridge, it held up for 10 days – enough time to allow the American's to establish a substantial bridgehead, which effectively hastened the end of World War II.

AIR DEFENCE

'16ALR STRUTS NEW CAPABILITIES



The 16th Air Land Regiment, Royal Australian Artillery (16ALR, RAA) provides force protection for land forces against air-to-ground and surface-to-surface fires through ground-based air defence (GBAD); a sense, warn, and locate (SnWL) capability; plus command and control of Joint Air/Land Integration.

16ALR, formerly the 16th Air Defence Regiment, was established on 16 January 2012 following the amalgamation of 1st Ground Liaison Group into 1st Air Ground Operations (AGO) Battery.

The current structure of 16ALR is:

- 110th and 111th Air Land Batteries, responsible for:
 - defending land forces from enemy air attack, using the RBS-70 short-range missile system and the PSTAR-ER Radar
 - detecting and warning land forces of incoming artillery attack, as well as locating the point of origin of those attacks to enable joint-effects retaliation on the enemy using the Giraffe Agile Multi Beam (GAMB) radar and Light-weight Counter Mortar Radar (LCMR).
- 1st AGO Battery, responsible for the coordination and allocation of friendly air assets in support of the land force in the joint warfighting environment
- Combat Service Support (CSS) Battery, responsible for the sustainment and maintenance of the regiment in barracks and in field environments, and includes logisticians, vehicle mechanics and technical electricians.



The regiment is rapidly developing and enhancing capabilities to respond to the requirements of the modern battle space.

GBAD capability has been enhanced by the arrival of the Protected Mobility – Air Defence Variant (PM-ADV) vehicle, which allows the regiment to maintain a rapid rate of advance in order to support advancing land forces.

SnWL capability was enhanced with the arrival of the Advanced Field Artillery Tactical Data System (AFATDS), which allows communication between SnWL detachments and friendly artillery units.

AGO Battery is continuing to refine its processes, and aims to be able to coordinate air assets at all levels of command, as well as providing a strike capability through the battery's Joint Terminal Attack Controllers (JTAC) Troop.

16ALR has, in recent history, deployed soldiers to Timor-Leste, Iraq and Afghanistan, and currently supports Operation Okra in the Middle East.

The 16th Air Land Regiment, Royal Australian Artillery, is based at Woodside Barracks, near Adelaide, South Australia.



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WINGS Over ILLAWARRA

Top: C-130J Hercules
Main: P-8A Poseidon

ONE OF THE BEST SHOWS EVER – would not be an overstatement.

This year's Wings Over Illawarra air show was simply awesome. Perfect weather, large crowds and great support from the ADF.

Unlike some previous WoI shows, there wasn't even a hint of wind – the seasonal blusteries turning up a week later.

One also had to remind oneself that Wings Over Illawarra is held in May – i.e. late Autumn – as one basked and baked in mid-20s full sun.

Actually, I went well prepared this year (for a change), with deckchair, water, umbrella (for sun shade) and plenty of coin for sausage sangers – and had a great two days of air and ground action.

I was so pleased that the ADF got behind this great air show in force this year. In fact, there isn't much on the ADF's air-power inventory that wasn't represented.



The Roulettes opened the show on both days with their usual impeccable display of precision, close-formation flying, which never fails to impress no matter how many time you witness it.

Two F/A-18A Hornets flew in on Saturday morning, one landing while the other did a quick flying demo to whet the appetite for a much longer display later in the show.

A C-130J Hercules and baby brother C-27J Spartan performed air- and ground-handling displays – surprising first-time show goers with their ability to reverse on the ground.

The Navy's new MH-60R 'Romeo' Seahawk impressed even me with its steep banking and high-nosed stops from speed.

C-17 Globemaster III was an impressive sight too, though its immense size gave a mind-twisting impression that it was barely moving as it faded into the distance.

In the arvo, a Hawk 127 Lead-in Fighter trainer turned up to remind us all that it might be a good idea to stick ear plugs in before the F/A-18 performed a high-powered, very-high-volume takeoff, before ripping the sky to shreds, with another impressive flying display.

And, even though it was on the program and I knew it was coming, 'The Wall of Fire' ground-attack simulation incorporated into the Hornet's routine scared the crap out of me – in a jump-then-pretend-I'm-cool kinda way.

In between the show-opening and -closing ADF displays were a wide array of civilian and ex-military air displays.



Clockwise from top:
Roulettes – Pilatus PC-9/A;
Sikorsky MH-60R Seahawk;
C-17A Globemaster III (flying)
and Focke Wulf FW-190 (front);
Sikorsky MH-60R Seahawk;
MRH-90 Taipan.



Ex-RAAF Hornet pilot now Red Bull Air Racer Matt Hall was as jaw-dropping as ever, not only throwing his plane through awe-inspiring high-G twists and turns, but also pushing it through manoeuvres that seemed to defy the laws of flight – manoeuvres two kids might put fighter-plane models through when enacting aerial dogfights where winning is more important than realism.

Others too, in various Pitts and Russian-built trick-specialist planes carved up the sky, leaving jaws as slack as the streams of white smoke wafting in the windless blue.

Old warbirds still looked and sounded awesome too – Trojan, Harvard, Avenger, Mustang, Spitfire, Hurricane and even Sabre, brought back memories of Airfix models lovingly assembled eons ago.

But all that was just the in-air action. On ground there was a decent array of ADF assets to look at – and even climb into as a well.

Black Hawk, NH-90 Taipan, EC-135T2+ and Bell 429 Global Ranger helicopters were available to all budding pilots to get a selfie in – and various pilots and air crew were more than happy to talk to the public, posed for photos and sign memorabilia.

Even a RAAF VIP jet, while not officially participating in the show, added some glamour, and made a smooth, glamorous exit in golden twilight.



Clockwise from right:
P-8A Poseidon;
Eyes on the sky;
North American AT-6G Texan/Harvard;
Douglas DC-3s and a C-47 Dakota.



The Historical Aircraft Restoration Society, while not participating in the flying program, had an impressive number of aircraft open for internal inspection – 14 in all – with the rest of its fleet on close display.

My sentimental favourite, Connie, was a real treat to get inside for the first time. The most surprising thing was to note that, while her seats have seen many backsides over many years, their girth, layout and spacing in 'economy class' was enviously far more generous than even business class on any modern pack-em-in-tight carrier.

Recent HARS acquisitions, PC-3 Orion, F-111 Aardvark and the mighty 747 'Longreach' were also on the 'open' list.

Billed as 'The Sydney Airshow' – being a mere 90-minute drive from the Sydney CBD – Wings Over Illawarra has come on in leaps and bounds since I became a near neighbour six years ago.

Indeed, this year's iteration has seen this once-community-run 'open day' blossom into an impressive annual event that should be on the bucket list for any and all aircraft enthusiasts.

I can't wait for next year. (Yes, it is an *annual* air show!)

Clockwise from top: Focke Wulf FW-190; Douglas DC-3 and C-47 Dakota; C-17A Globemaster III; Hawk 127; F/A-18A Hornet; Douglas DC-3; and, EC-135T2+.





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Not your average view from a WINDOW



A Royal Australian Air Force No 11 Squadron P-8A Poseidon, armed with Harpoon missiles, conducts a training sortie over the Southern Ocean. Photo by Corporal Craig Barrett.

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ARMED AND DANGEROUS



Poesidon is a long-range maritime surveillance aircraft, based on a commercial Boeing 737 platform.

It is RAAF's replacement for the AP-3C Orion, which is being retired right now.

The first Poseidon was delivered in 2016, with the full fleet of 12 scheduled to be delivered by 2020.

Operated out of RAAF Base Edinburgh by No 11 Squadron, the P-8A Poseidon is an important part of Australia's future maritime patrol and response strategy.

Recently, the platform was operated out of RAAF Base Learmonth in Western Australia as part of Operation Resolute.

Operation Resolute is the Australian Defence Force's contribution to a whole-of-government effort to protect Australia's borders and offshore maritime interests.

RAAF says the area of operations for Operation Resolute covers approximately 10 per cent of the world's surface and includes Australia's Exclusive Economic Zone – extending 200 nautical miles around the mainland Australia and the Christmas, Cocos, Keeling, Norfolk, Heard, Macquarie and Lord Howe Islands.

With a range of 7500km, Poseidon is capable of ranging far and wide over the AO.

It has a fuel capacity of 34 tonnes and can take on more in flight from the RAAF's KC-30A MRTT.

Poseidon also has a weapons' bay and 11 external hardpoints, allowing it to be armed with a range of torpedos and missiles.



A large green Centurion tank is displayed in a museum. The tank is positioned diagonally, showing its front and side. It has a long barrel and a turret. The background is a large, open hall with a corrugated metal roof. The text "TANKS FOR THE RIDE IN AN AUSSIE..." is written in a stylized, white, distressed font at the top left. The word "CENTURION" is written in large, green, 3D block letters across the middle of the tank. At the bottom left, there is a paragraph of text. At the bottom right, there are social media icons and a page number.

TANKS FOR THE
RIDE IN AN AUSSIE...

CENTURION

Thanks to the video game World of Tanks and to South Gippsland Tank Adventures, I got to ride in an ex-Aussie Army Centurion tank – and the experience didn't disappoint.



WORLD OF TANKS

I met the Aussie Centurion for the first time in an out-of-the-way big-boys' shed up in the hills of South Gippsland, a couple of hours drive from Melbourne.

That's the home of ex-Army proprietor Cameron Stone – a good-old-boy tankie type who's quite simply 'passionate' about his hobby-come-business – South Gippsland Tank Adventures.

Aside from the Centurion, Cameron also has a range of other vehicles, including a Striker, Saracen, FV 432, M113, LP2 Brengun Carrier, Staghound and a Halftrack M3 all in running order, plus a Valentine and M3A1 Stuart under restoration.

I bet it also offers a great sense of nostalgia and pride for Aussies beating up lesser tanks inside the game.

Of course, you can also feel the thrill and nostalgia of a ride in the real thing with Cameron down at South Gippsland Tank Adventures.

His 52-tonne, V12-engined behemoth still bashes the Aussie bush with all the grace and nobility of a 650-horsepowered wrecking machine – and makes light work of any old Subaru that happens to be carelessly lying around.

Thank you Cameron for an awesome day out.

RIDE A REAL AUSSIE CENTURION

And none of Cameron's toys are museum pieces – all are drivable (though Cameron does most of the driving himself, with guests consigned to crew seats) – and all are for hire, for shows, exhibitions, PR events – or even bucks/hens parties.

In my case, I visited South Gippsland Tank Adventures in early May as part of a PR event to promote the launch of a fair-dinkum Aussie Centurion tank inside the video game World of Tanks.

With more than 160 million players world wide, World of Tanks is a big deal and with a recently opened office and local servers for Australia and New Zealand, it is also a big deal locally, I'm told.

CONTACT fans who do play, told me that while the Aussie Centurion is not a free tier 8 asset and lacks a little punch, its frontal armour is so good it saved their bacon more than once – whatever that means! (I'm not a gamer myself).

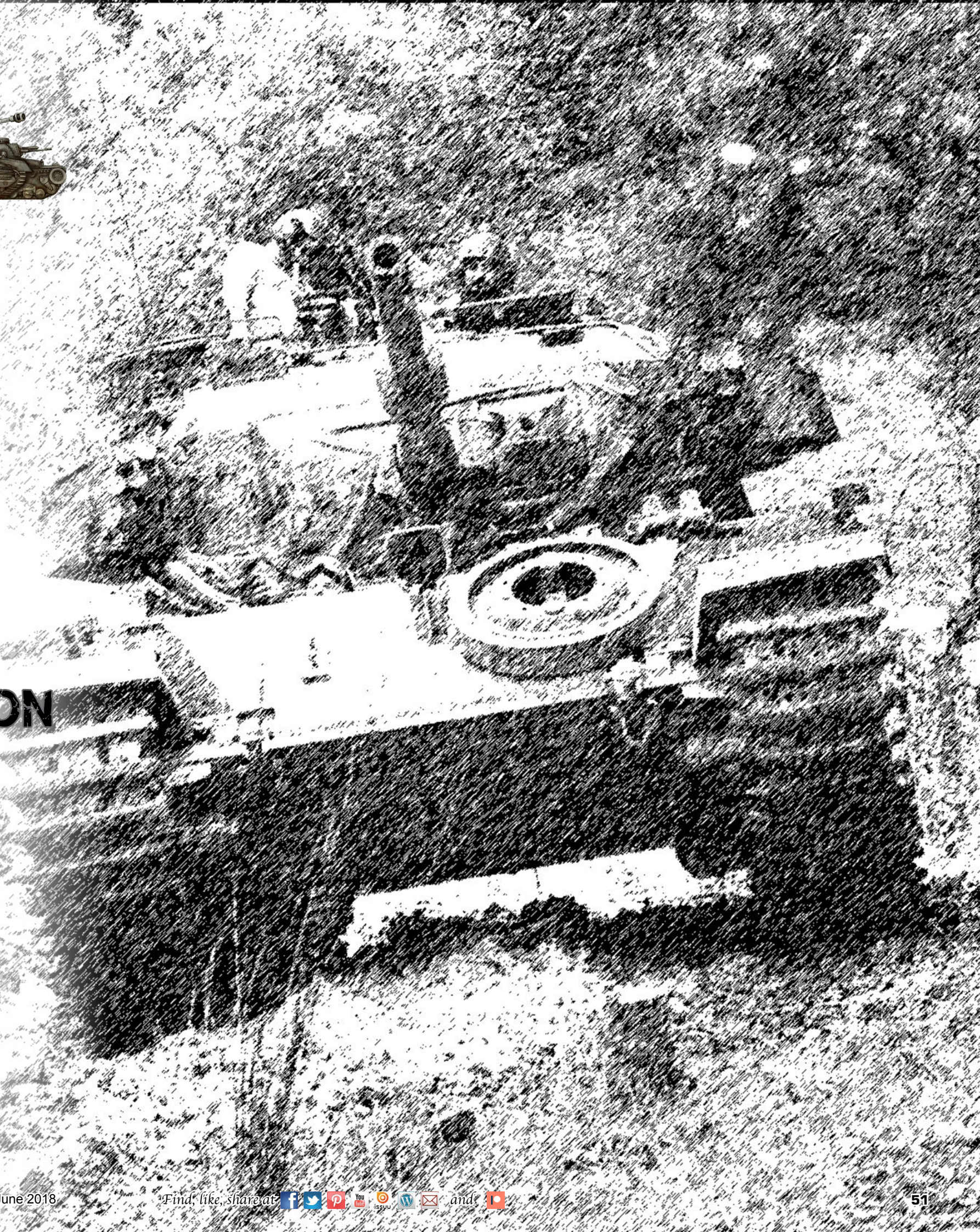
I also have to thank the World of Tanks game people most especially for inviting me on this excursion. They knew I wasn't a game player, but saw the synergy in the CONTACT audience nonetheless.

I loved chatting with these people too. They told me awesome stories of how their business also gives back to the tank community all around the world – for example by finding, transporting and restoring a very rare AC1 Sentinel tank and donating it to the Australian Armour and Artillery Museum in Cairns.

Well done those guys.

If you are an Australian World of Tanks player, I'd still love to hear from you – especially if/when you actually get to drive and fight the Aussie Centurion in the game – email editor@militarycontact.com

And [check out the video](#) of my experience riding in the real-deal Aussie Centurion down in Victoria.



Final RESTING PLACE

Australia's first submarine was most likely lost during an underwater operation off the coast of Papua New Guinea as it returned to Rabaul – according to a report from the expedition that found the wreck of...

HMAS AET

The wreck of Australian's first submarine HMAS AE1 was discovered during an expedition led by Find AE1 Limited in December 2017 – ending one of Australia's longest and most intriguing naval mysteries.

Images collected during the expedition to find the lost submarine show that the boat's guardrails were stowed and its hatches appeared to be shut, leading the expedition to conclude that AE1 was configured for underwater operations when she was lost, more than 100 years ago.

Minister for Defence Marise Payne said the work undertaken by Find AE1 Limited and the Silentworld Foundation to search for and locate the AE1 filled an important gap in what was one of Australia's most enduring naval mysteries of the First World War.

"Through the tireless efforts of many, they have discovered the final resting place of the 35 souls who gave everything in service to the Allied cause.

"We are pleased to be able to provide closure for the families and the entire Navy community by identifying the final resting place of the lost shipmates."

The team that found HMAS AE1 comprised maritime surveyors, marine archaeologists and naval historians who systematically scanned a best-guess search area with a multi-beam echo sounder and side-scan technology in an underwater drone flying 40 metres above the sea bed on pre-programmed 20-hour missions.

Data from the scans was collected and analysed and a three-dimensional rendering of the underwater environment was produced before

an underwater camera drone was sent down to confirm the find.

Several close surveys followed and a preliminary report of findings produced.

The report said that AE1 was probably submerged or diving while she was returning to Rabaul after a patrol looking for enemy activity around the Duke of York Islands when tragedy struck.

The team did not find any evidence that might indicate what actually caused the sinking.

HMAS AE1 was lost off Rabaul on 14 September 1914 and the fate of her 35 crew members remained one of the significant mysteries of Australian military history.

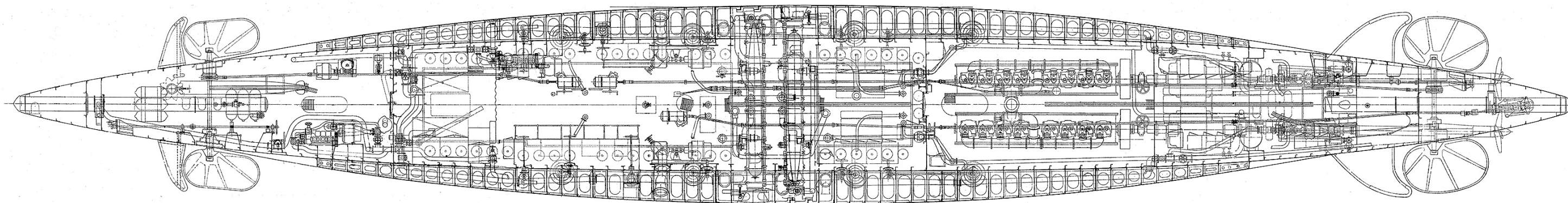
It was the first loss for the Royal Australian Navy and the first Allied submarine loss in World War I.

Following the discovery of the submarine, a small commemorative service was conducted onboard the survey vessel Fugro Equator to remember the officers and sailors who lost their lives 103 years earlier.

Find AE1 Limited's search for HMAS AE1 was supported by the Royal Australian Navy, the Silentworld Foundation, the Australian National Maritime Museum, the Submarine Institute of Australia, Fugro Survey, and the Government of Papua New Guinea.

The exact coordinates of the final resting place of AE1 and her crew was not disclosed – to protect her from salvagers or souvenir takers.

The site is considered a 'war grave' and desecration is a criminal offence – though jurisdictional issues could make this hard to police or prosecute.



MAY THEY REST IN PEACE

LEST WE
FORGET



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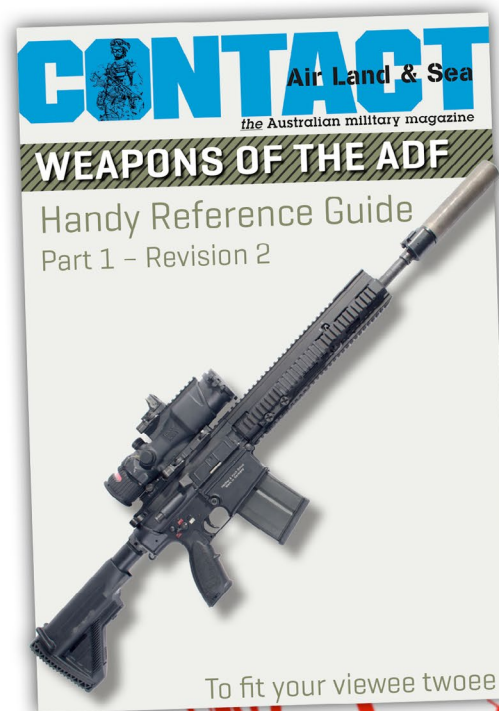
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A Force for Good

The People of the Year Awards are a special opportunity for the Irish public to honour and celebrate extraordinary groups and individuals who have shown courage, bravery and selflessness.

Deserving winners are honoured at a black-tie, red-carpet event broadcast live on national television each year.

“For their immense courage and resilience in saving thousands of lives in their humanitarian mission in the Mediterranean, Óglaigh na hÉireann receive this People of the Year [2015] award, for the work of the Irish Naval Service.”

After the British left Ireland in 1921, the British Admiralty actually remained in control of Irish territorial waters as well as three so-called ‘treaty ports’, including Cork Harbour.

In 1938 Great Britain handed back the treaty ports and control of Irish waters, to the Irish Free State – who actually had little money or interest in naval security.

The advent of World War II was a shock for both countries. England demanded control of the treaty ports back, fearing Germany gaining control or influence in their back yard. On the other hand, the Irish government was determined to maintain its declared neutrality and hard-won independence, and refused Britain’s request, instead agreeing to buy Motor Torpedo Boats (MTBs) from England to do the job itself.

Ireland now had control of its own destiny, both at sea and ashore.

The naval base at Haulbowline, which was actually mothballed in 1924, was reactivated to act as a base for the new force.

By 1941 the new Irish Marine Service consisted of six motor torpedo boats plus four sundry vessels, and about 300 all ranks.

Tasks during WWII included mine laying in Cork and Waterford harbours, regulation of merchant shipping, upkeep of navigational aids and fisheries protection. One MTB even made two separate trips to Dunkirk during the famous evacuation.

At the end of the war, most of the boats were sold and the personnel went back to pre-war employments. However, the government decided that what remained should become a permanent component of the Defence Forces.

Thus, in 1946, the modern-day Irish Naval Service was born.

Numbers were built back up to 400 ratings and 23 officers – two ex Royal Navy, one ex Royal Indian Navy and the rest from the Merchant Navy.

Three Flower-class Corvettes were purchased from Great Britain in 1946/47 and formed the backbone of the Naval Service until the 1960s, with fishery protection as their main task.

The 1970s again saw the service in decline, but three new Coastal Minesweepers (CMS) were ordered to replace the ageing Corvettes, breathing new life into the Naval Service.

Over the next 15 years or so, seven new ships – some of which are still in service today – were commissioned, and a new era of modernisation commenced.

After Ireland joined what is now called the European Union, the then European Economic Community bought and paid for four new Irish ships in 1973, to police the Irish Exclusive Fishery Zone, which was extended from 12 miles out to 200 miles in 1976.

In 1984, the Irish Naval Service commissioned its largest ever ship, LÉ Eithne (P31), a Helicopter Patrol Vessel, capable of carrying an Air Corps Dauphin helicopter and operating for extended periods in the harsh North Atlantic.

As the Naval Service entered the 1990s, its stature had grown and it had proven itself to be a confident and professional branch of the Irish Defence Forces – Óglaigh na hÉireann.

While fisheries protection still played an important role in the Service’s day-to-day operations, drug smuggling was shaping as a sinister new threat.

New legislation in the ‘90s gave the Naval Service powers to board vessels, detain people and confiscate vessels involved in the illicit drug trade – a new and important task that is still of high priority today.



LÉ Samuel Beckett's 'funnel art' was designed by her crew after the ship was tasked to patrol the waters of planet Ahch-To – aka Skellig Michael off County Kerry – during filming for *The Last Jedi*.

Chief Petty Officer Ruairi de Barra and Rosie Hartigan (Mrs CONTACT) on board LÉ Samuel Beckett.

When I go on holidays, I usually try to mix a bit of business with pleasure to maximise my return on investment in international airfares.

More often than not though, it becomes a chore, soaking up valuable Guinness-drinking time.

But, occasionally, it turns out to be a real pleasure in and of itself.

Last year, an Irish Naval Service chief petty officer asked me if I'd be interested in a story for CONTACT – a current-day report on international efforts to rebuild Somalia.

I agreed to publish the story if he'd allow me to edit it a little to reflect CONTACT's and Australia's interest in that country – and the story was published in issue 56, last December.

For his efforts in researching, writing and publishing that story 'domestically and overseas', CPO Ruairi de Barra won the Irish Defence Forces' "Best Article 2017" and was nominated for similar via the European Military Press Association.

By way of thanks for the 'overseas' publishing bit, Ruairi offered to buy me a pint the next time I was home in Ireland – which, as it turned out, was to be a lot sooner than he expected. Rosie had wanted to see the Saint Patrick's Day Parade in Dublin for a long time and this was to be the year.

So a side trip to Cork was quickly included in our schedule.

Ruairi was a delightful host, taking us on a guided tour of the Irish Naval Service headquarters on Haulbowline Island, before a full tour and lunch aboard his ship, LÉ Samuel Beckett, as the crew prepared her for a pending deployment – her third on Operation Sophia in the Mediterranean.

For my part, I probably wasn't the best guest – normally pretty quiet anyway, but even more so because of chronic back pain. But, thankfully, Ruairi was a talker! And Rosie made up for my lack of vim.

We had a wonderfully educational visit, peppered with information, enthusiasm and a plethora of Irish accents – even Irish language. It came natural to Ruairi to point out things, such as RHIBs, dive equipment, base landmarks and a host of other Navy stuff in English, immediately followed by its Irish translation (or vice versa) as though there were brackets around them. And it seemed as subconscious to him as it was fascinating to me.

I think my biggest takeaway from the visit was that the Irish Naval Service, despite its small size and obvious low budget, is manned and driven and thrives on the passion, professionalism, dedication and enthusiasm of people like CPO Ruairi de Barra, who, as a senior NCO in a very small Navy, plays a much bigger role than 'just' an Engine Room Artificer.

Ruairi is a big man (think 6-foot-4 and 100+kg) with a bone-crushing handshake and a big heart, dedicated to his service, dedicated to his juniors – and dedicated to his community.

He lives in Cobh – a 10-minute ferry ride across Cork Harbour or a 35km drive around it – and on the day we visited, a committee to which he had dedicated hundreds of off-duty hours, had just broken ground on Cobh's first and only children's playground.

In uniform too he is a 'community worker', representing his non-commissioned colleagues on conditions-of-service issues and telling their stories through the pages of An Cosantóir, the Defence Forces' official monthly newsletter.

And, in 2015, when the people of Ireland officially recognised the Irish Naval Service in the annual People of the Year Awards, "For their immense courage and resilience in saving thousands of lives," I for one think it was very telling that Chief Petty Officer Ruairi de Barra appeared on national television as one of the representatives accepting the award on behalf of the Irish Naval Service.

That said, he never did buy me that pint. But having met and immediately warmed to his lovely family, in his warm and welcoming home, sure wasn't a nice cup of tea a good substitute?

Resupply missions to Irish peacekeepers in Lebanon, Cyprus and the former Yugoslavia were also new and significant, taking the small, island-nation navy further afield.

LÉ Eithne also carried the Irish Ensign to the USA in 1986 and again in 2000, and LÉ Niamh took it even further in 2002, on a four-month voyage to Hong Kong, Korea, China, Japan, Malaysia and India, with a resupply for Irish troops serving with the UN in Eritrea on the way home.

National and international media headlines brought more renown to the small but professional navy in the 'naughties'. Rescue operations for a Canadian Navy submarine that suffered a fire off Ireland's north-west coast in October 2004 was among numerous other high-profile search, rescue and diving operations and a general increase in days at sea.

In October 2003, LÉ Niamh was deployed on a mission to the west coast of Africa to support an Army reconnaissance mission before the deployment of Irish peacekeepers in Liberia.

Her taskings included the transport and delivery of vehicles, equipment and personnel to Monrovia's war-torn port, plus logistic, medical and communications support, and a secure, armed base for the recce party as they explored coastal areas in an uncertain environment.

For good measure, she also conducted a charting survey of the port, using the navigational skills and training of her highly professional crew, to note the position of wrecks, damage to piers and other hazards to the forthcoming UN mission.

And all that just seven days after completing a routine coastal patrol back home – demonstrating the military capability and operational flexibility of the Irish Naval Service.



ABOVE: The Irish Naval Jack, adopted in 1947, flying at the bow of LÉ Samuel Beckett features a gold harp with 14 golden strings on a green field.

BELOW: A model of LÉ Samuel Beckett's engine room at the National Maritime College of Ireland – and the real thing (inset).

BOTTOM: LÉ Samuel Beckett (P61) and LÉ William Butler Yeats alongside Haulbowline's inner basin.



Displacement: 2256 Standard tonnes
Length: 90m (295.28ft)
Beam: 14m (45.93ft)
Draught: 3.8m (12ft)
Engines: 2 x W16V26F Wärtsilä diesels
Power: 10,000kW (13,000hp)
Speed: 15kn (28km/h) cruise
 23kn (43km/h) max
Range: 6000nmi (11,000km)
Boats: 3 x MST 8m (26ft) RHIBS
Complement: 44 crew + accomodation for 10 trainees
Armament: 1 x OTO Melara 76mm cannon
 2 x 20mm Rheinmetall Rh202 cannons
 2 x 12.7mm heavy machine guns
 4 x 7.62mm FN MAG

In 2004, in a partnership between the Department of Defence, the Naval Service, the Department of Education and the Cork Institute of Technology, a National Maritime College of Ireland was opened just across the bridge from Haulbowline.

NMCI represents an enormous advance in the training environment for Naval Service personnel, as well as Irish and foreign Merchant Navies.

Modern classrooms, simulators and training facilities, including deep-dive pools, helicopter underwater escape training, and a range of hands-on and academic indoor and outdoor training facilities mean improvements have been made in seamanship, engineering, sea-survival, fire-fighting, navigation, engineering and more.

The Naval Service continues to run its military training in the Naval College on Haulbowline, but the bulk of maritime and technical training is now

conducted in the NMCI, with graduates achieving certification to national and international maritime training standards.

With a current strength of around 1100 personnel, the Irish Naval Service is small. Yet despite its size and because of the pride and professionalism of its people, the Irish Naval Service is a keen and respected contributor to collective UN and European External Action Service missions far from home.

Since 2015 it has been a keen participant in Operation Sophia – Europe's response to migrant drownings in the Mediterranean – with LÉ Samuel Beckett currently deployed on her third rotation.

Despite any political or strategic controversy over Operation Sophia, the crew of LÉ Samuel Beckett remain immensely proud of their efforts to date – credited with saving more than 2000 lives – and counting.

The current fleet of the Irish Naval Service comprises one Helicopter Patrol Vessel, three Offshore Patrol Vessels, two Large Patrol Vessels and three Coastal Patrol Vessels – the latter three commissioned in 2014, '15 and '16.

Traditionally, ships of the fleet were named after famous women from Irish and Celtic mythology, but the newest have adopted Irish literary names.

CURRENT FLEET:

LÉ Eithne	P31
LÉ Orla	P41
LÉ Ciara	P42
LÉ Roisin	P51
LÉ Niamh	P52
LÉ Samuel Beckett	P61
LÉ James Joyce	P62
LÉ William Butler Yeats	P63

LÉ means Long Éiremnach
or Irish Ship.

Royal MILITARY

Around 250 members of the British Armed Forces provided ceremonial support to the Royal Wedding of HRH Prince Henry of Wales and Meghan Markle on 19 May.

Participating units held a special relationship with Prince Harry, with many individuals having served with him during his 10 years in the Army.

- The Band of the Irish Guards entertained crowds outside Windsor Castle.
- The State Trumpeters of the Band of the Household Cavalry played fanfares in St George's Chapel to mark the arrival of HM The Queen and Ms Markle ahead of the wedding service.
- Members of the Household Cavalry

lined the steps of St George's Chapel as the bride and groom, and their guests left the chapel.

- A travelling escort of the Household Cavalry Mounted Regiment accompanied the bride and groom on a carriage procession through Windsor.
- The streets inside Windsor Castle were lined by servicemen and

women from Royal Navy Small Ships and Diving, 30 Commando IX Group the Royal Marines, The 1st Battalion Irish Guards, 3 Regiment Army Air Corps, 1st Battalion The Royal Gurkha Rifles, and personnel from RAF Honington.

Prince Harry joined the Army in 2005 and was commissioned as an officer in 2006 after training at the

Royal Military Academy Sandhurst and served in The Blues and Royals, one of two regiments in the Household Cavalry. He served two tours of duty in Afghanistan.

The new Duke and Duchess of Sussex will continue to support many charities – notably among them being Invictus Games, coming to Sydney in October.



ANZAC DAY 2018 AT Villers-Bretonneux

STORY AND PHOTOS BY DANIEL MCINTOSH



In 2014 I attended the ANZAC Day Service at Villers Bretonneux in France at the start of the official 2014-2018 Commemoration program for the ANZAC Centenary. Attending an ANZAC Day Service on the Western Front was not planned, yet fell within the time my wife and I were on holiday through Europe so it was a natural progression in our itinerary.

I actually knew very little of the Villers-Bretonneux battle and its significance to the Western Front Campaigns. Throughout school and university, the obvious focus of studies had been the Gallipoli campaign. The Western Front was looked at through the bigger battles of the Somme and Ypres.

At the 2014 Dawn Service, the master of ceremonies gave a brief history of the battle and the Australian involvement. It was not until this brief introduction that I came to understand the battle's significance and the realisation the battle had taken place on the eve of ANZAC Day 1918, into the dawn of ANZAC Day itself.

The emotions I felt through that service caught me by surprise. Tears flowed and a sense of pride,

especially with the singing of the national anthem, grew within me. I soon realised that attendance in 2018 would be an experience like no other. Attending the dawn service on ANZAC Day, 100 years to the hours the action had taken place would be a once in a lifetime opportunity.

Attendance at the Dawn Service in 2018 was looked after by DVA, who issued attendance passes, ironically the application process for passes opened on ANZAC Day 2017. Confirmation of passes came through and the planning commenced.

Leaving our apartment in Amiens at 130 AM we walked to the train station where buses were waiting to take attendees to the pre-arranged departure point; security checks ensued and a second bus ferried people to the memorial site.

Having already attended in 2014, I knew the layout of the Australian National Memorial. The rows of headstones rise from the memorial entrance and lead toward the wall of remembrance. As you walk the grounds, the ages of those that fell have no consistency; 21, 35, 43, 17 years of age.

Headstones include a soldier's battalion



information, if known. Many read "A Soldier Of The Great War - Known unto God". No matter how many times you read those words, "Known Unto God", the realisation that the individual buried there may never be identified causes you to pause and reflect.

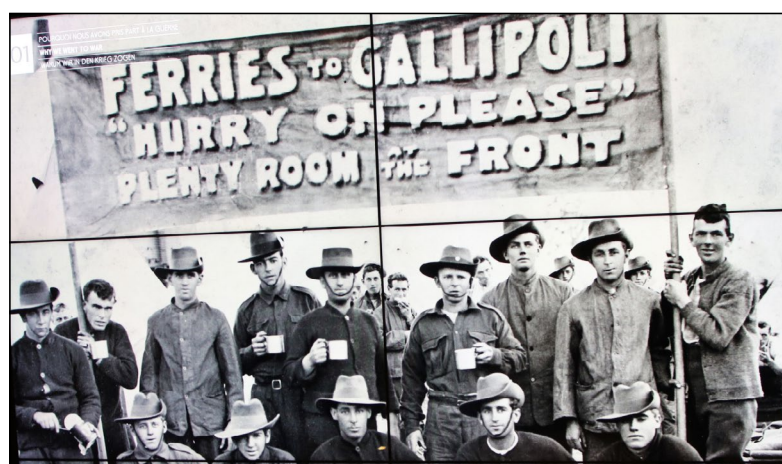
The number of attendees had grown since 2014, temporary grandstands were now included to accommodate the expected 8000 strong crowd.

The master of ceremonies again gave a history of the battle and ensuing campaigns. As the bitter wind came up through the valley, the MC described the suffering of French civilians in 1918, forced to seek refuge in open fields of the Somme Valley as their houses were bombarded by German artillery.

If you closed your eyes you could imagine it. The valley, open before you still consists of farm fields that stretch to the horizon.

The ADF was, as always well represented. The Federation Guard and catafalque party performed outstandingly. Prime Minister Turnbull and HRH Prince Charles addressed the crowd. ANZAC 2018 coincided with the opening of the Sir John Monash Centre – established by then Prime Minister Abbott,





also in attendance.

The order of proceedings remained the same as it had for years and years before. Hymns, prayers, The Ode, The Last Post, a minutes silence, Reveille, French and Australian National Anthems.

In France, with the Australian National Anthem; the sense of pride and reverence overflow. And that's when the tears come freely and I'm happy to say that. Australian flags fly throughout the local towns so the respect the local French people have for those that fought and fell for their freedom, was proudly on display.

The welcome the local French give to those Australian pilgrims that make the journey every ANZAC Day is a measure of the respect held between the two countries. The welcome is sincere, respectful and warm. If you have the opportunity to attend ANZAC Day on foreign shores, do so. It is an experience you will never forget.

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David Read is the fan who got us started on [Patreon](#) and the first CONTACT Sergeant, joined in the Sergeants Mess by...

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Warren Hunt became a Warrant Officer on 7 May 2018
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David Tatler is our first CONTACT Captain and, incredibly, is not looking for advertiser rewards. 'I'm doing this as an interested citizen. Both my brothers were Nasho's (John, my eldest brother, did Vietnam) and my dad served in the Royal Navy during WW2. Keep up the great work.'

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JUST SOLDIERS

BY MAJOR DARRYL KELLY

THE RIGGER

The Germans were pushing hard against the trench line forcing the infantry to withdraw. The Sergeant Major placed another belt of ammunition on the feed tray and slammed the cover of the machine gun shut. Depressing the trigger, he sent a burst into the nearest group of enemy. "Come on Sergeant Major, we've got to get out of here, the Hun will be on us any second!" the young lieutenant said. "You best be off then lad. I'll be right here. I'll just keep them off your backs for a few minutes yet!" the Sergeant Major with the broad accent yelled.

Thomas McKeown was an old adventurer. Born in Londonderry, Ireland¹, he chose the life of a seaman and joined the Royal Navy as a career sailor. The young lad revelled in the excitement of exotic ports. He had to grow up and grow up fast, as the life he chose was not for the faint hearted. He looked with an element of pride at his first tattoo that adorned his arm and smiled as he stood up from the chair. The smile soon turned to a frown as the tattoo artist grabbed the young fella as he stumbled, feeling faint.

"Come on young Tom, find your sea legs!" his older mate said, steering him out of the shop.

Tom did his time both at sea and ashore. He deployed as part of the British Naval Contingent to the Boer War and then joined the cruiser HMS Encounter, part of the Australian Squadron.

With the onset of the First World War Tom McKeown was still serving aboard Encounter, which was now on loan and controlled by the Royal Australian Navy¹ and, in September 1914, they headed off as part of the Australian contingent to seize New Guinea and the strategic port of Rabaul from the Germans. Encounter was destined for notoriety when she became the first ship of the RAN to fire in anger after bombarding Toma Ridge, near Rabaul, in support of the Australian ground forces ashore.²

In mid-1915, Encounter was undergoing refit in Sydney. Tom had been following the news of the Gallipoli landings with interest and yearned to get into the fight. Encounter was scheduled to undertake convoy escort and routine patrolling duties in the Pacific and Indian Oceans but, secretly, Tom knew the real fighting was taking place on the other side of the world. Tom was 36 years and 10 months old when on 4 July 1915, he presented himself at the AIF enlistment centre. He had no problems passing the medical or enlistment checks and noted down his naval service on his

enlistment documentation as 'Royal Navy – Time expired (14 years 9 months)'. Private Tom McKeown was sent to Liverpool Camp on the outskirts of Sydney, where he would now undertake his military training.³

Tom's absence was noted back on the ship, firstly as 'Absent Without Leave' and later he was deemed to have deserted with his full detailed description being circulated by the NSW police.⁴

Tom was allocated to the 30th Infantry Battalion as part of their machine-gun section.³ They were armed with the Maxim machine gun, which had seen significant service throughout the world.

The older sailor was a big hit in the unit. He was mature, dependable and a natural leader, especially to the younger recruits. At night after dinner, he would speak to an eager crowd of exotic ports and the high adventures he'd had in places such as Africa, China, Japan and the Middle East.

It wasn't long before Tom started to rise through the ranks and, by the time the 30th embarked in November 1915, he was a corporal.³

As they plied their way across the Indian Ocean, training continued. Tom had his blokes hard at it to the point where they could strip and assemble their guns in near record time, by day, by night and blindfolded if necessary. He was a hard taskmaster but a fair bloke to boot and his men knew it.

The battalion disembarked in the Egyptian port of Suez on 11 December and headed for Cairo. In the staging camp they set to sorting themselves out. They knew that the next time they boarded ship would be for the front lines.

Christmas came and went, as did the New Year, and the mood around camp seemed to change – there wasn't the rush and sense of urgency as when they arrived. Then they saw the returning troops who rolled into camp – not fresh faced reinforcements from Australia but tired, haggard men who looked like they'd been through hell.

Warrant Officer Class One Tom McKeown DCM 5th Machine Gun Battalion, AIF

They were men back from Gallipoli and it was here that the new-bloods learned that the peninsula had been evacuated. The men of the 30th Battalion were devastated. They felt they had been cheated to have come so far and then be denied at the last minute to have their crack at the enemy.

Orders came down that the AIF was to be reorganised and new divisions formed. As well as the additional divisions, other specialist units such as pioneers, artillery and dedicated machine-gun companies were to be established. The nucleus of these new companies were to be the existing machine-gun sections from the infantry battalions. These sections would be massed together to provide vital machine-gun support to the formations.

Tom and the others from the 30th Battalion Machine-Gun Section, found out they had 'volunteered' to become part of the new 8th Machine-Gun Company, which was part of the even newer 5th Machine-Gun Battalion. The 8th MG Company was based at Tel-el-Kebir and as the unit needed to grow and grow rapidly. Promotions came down pretty quickly. This saw Tom sewing on his third stripe a few days after marching in. His superiors watched his natural leadership and knew he had the goods and his promotion to Company Sergeant Major followed less than three weeks later.³

In mid June they received orders to move to the nearby port of Alexandria for immediate departure. The company arrived in the southern French port of Marseilles on 23 June.³ Boarding trains, they made their way towards the battlefields to the north.

The 8th were issued with the new Vickers medium machine gun – a big improvement on the old Maxim. The Vickers was water cooled and belt fed and could fire both direct and indirect roles.⁶

In July 1916, the 5th MG Battalion was to support its parent formation, the Australian 5th Division in an attack. It was to be the 5th Division's first time at bat and 'the brass' were keen to show their worth as a

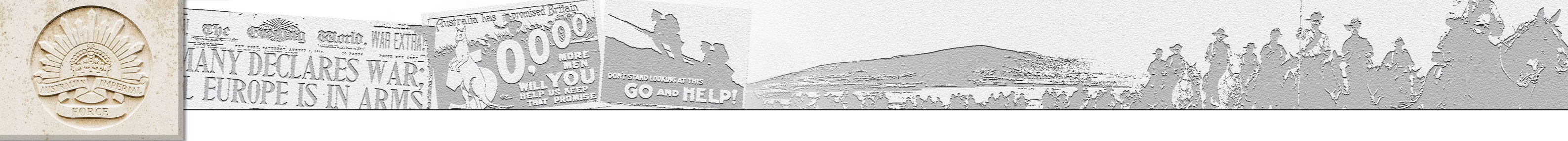
fighting formation. The attack was to be centred on a place that still sends shivers up a spine.

Fromelles⁷ was designed primarily as a feint, to draw German attention away from the British main thrust on the Somme. It was to be a dusk attack and 'H' hour was set for late afternoon on 19 July.

The 8th were in action right across the front line and, from the outset, the issue was in doubt. The guns were deployed forward and were right behind the leading infantry elements. Tom and his ammunition party were ready to keep the forward guns resupplied with sufficient ammunition to do the job. From the outset the company was being hit, and hit hard and casualties were mounting. A runner came into Company HQ and said that all the officers and NCOs from No3 Section had been either killed or wounded. Immediately Tom volunteered to go out and take charge of the section. When he arrived at the guns it was like a place gone mad. Rounds were flying in all directions and wounded lay everywhere. Tom calmly walked around the position indicating targets and giving directions to the gunners and ammunition members alike.

"Control that fire lad, there's plenty more targets to deal with!" he'd say to one – "Don't forget to top up the water in the jackets, we don't want to cook the barrels", he'd say to another. His very presence seemed to calm the young gunners and the subsequent fire became more controlled and more accurate.

Then the infantry started to withdraw towards the chattering machine-guns. The situation was becoming desperate. One of the precious guns jammed and Tom ordered it to be withdrawn to the rear, cleaned and brought back into action to assist in covering the withdrawal. Then a burst of enemy fire took out the crew of the other gun. Tom dragged the bodies of his fallen men aside and took over the gun. As the last of the infantry filed past, a young



CORRECTION: In the last issue of CONTACT magazine, Gunner Joseph Delaney MM, 2nd Field Artillery Brigade, was presented in the 'Almost VC' series. This was an editorial error – it should have been the first instalment in this new 'Just Soldiers' series. For historic accuracy, it should be noted that Gunner Delaney was not nominated for a VC. We apologise for the error.

lieutenant advised Tom to withdraw as the enemy were hot on his heels. The old soldier said he wasn't leaving and he'd continue to cover the infantry until they were safely back.

"Well good luck Sergeant Major – you're going to need it!" the officer said as he turned and scampered away.

Tom took a bead on his next targets and gave them a burst of 10 rounds, then spun the gun around to the right and let go another burst. He kept the gun loose on the tripod pivot to allow easy movement. One party of enemy were foolish enough to try and rush the post, but Tom gave them a longer-than-usual burst just to make sure he got them all. He held his position for over two gruelling hours, and now the enemy were getting gamer and moving forward on a broader front. Tom knew he was in danger of being surrounded, so he broke down the gun and placed both it and a belt of ammunition over his shoulder. Drawing his pistol, he started off for the rear.

As he vanished into the darkness he heard the blasts of two bombs hitting his deserted post, indicating the Hun were close. Suddenly two German soldiers challenged him, he responded straight away by shooting them both dead with his pistol.⁸

As he approached the new Australian positions he heard a voice echo from the darkness – "Stop ya bastard or I'll shoot ya!"

"That's not the way I taught you to challenge – I'll have your guts for that boyo!" Tom growled with a few other colourful adjectives thrown in for good measure.

"Shit – it's the CSM!" the voice croaked.

"Right, help me get this bugger back into action, the bloody Hun's right on my arse!" Tom ordered.

Sheltering in a shell hole, they struggled to get the gun back into action. Tom spied forward into the darkness with his field glasses. By the glow of a distant flare, he could see the Hun was moving forward en mass. Taking over the gun, he gave orders to engage and all across the Aussie frontage they let rip with rifle and machine-gun fire, dispersing the Germans in a hundred different directions.

Again the Germans tried to force the issue and again Tom's little band of Diggers forced them back.

It was now time to again fall back and Tom allocated tasks to his men to gather up the remaining ammunition, tripods and the like. Then he turned to one young fellow and placed a hand on his shoulder, "You cover our backs and keep those buggers at bay!" he said to the soldier. "I won't let the bastards get at us, sir!" the young soldier said, chambering a round in his rifle. "I know that boyo, that's why I gave you the job!" Tom replied. The Digger swelled with pride and grinned.

Tom carried a gun on each shoulder and, with his young escort about 10 paces behind firing randomly at Germans that came into view, and withdrew.

Over that terrible night of 19/20 July 1916, the 5th Division was, to say the least – devastated. Intact battalions went over the top and, within a few short hours, only shattered remnants returned. One battalion, the 60th, went into battle with a strength of 887 officers and men and, after they were forced to withdraw, only one officer and 106 other ranks remained to answer the roll call.⁷ The other battalions didn't fair much better. The 8th Machine-Gun Company lost five officers and 49 other ranks.⁷

For Tom's actions that night, he was awarded the Distinguished Conduct Medal. Part of his citation highlighting "Sergeant Major McKeown's coolness and utter disregard for personal safety saved many lives during the retirement".⁸

The 5th Division now licked its wounds, was reinforced, re-equipped and got itself back into the war. After all, there was a job to be done.

Tom went in to and out of action with his men over the ensuing months. It was clear from reading his record that Tom wasn't one for writing letters as his file is littered with letters from various ladies asking for his whereabouts as "they had not heard from him in some time".³

In September 1917 he was detached to the Machine Gun Training School in England.¹ This gave him an opportunity to return to Liverpool where he could visit with his sister. On 21 February 1918, he was appointed as Temporary Warrant Officer Class One and took over the role of Regimental Sergeant Major of the Machine-Gun Training School. He ran a taut ship, but the Diggers

NOTES:

1. A.W. Jose, The Official History of Australia in the War 1914-1918, Volume IX, Australian War Memorial, 1937
2. This contingent was dubbed The Australian Naval and Military Expeditionary Force (AN and MEF)
3. National Archives of Australia, B2455, WW1 Service Records, 30 Thomas McKeown
4. NSW Police Gazette, 25 August 1915, Page 411
5. AWM 8, Unit Embarkation Nominal Rolls, 30th Battalion AIF, 1914-18 War
6. The term 'direct' means that the gunner can engage targets by sight, 'indirect' indicates that he cannot see the target and needs to have co-ordinates relayed to him from a forward observer who directs the fire onto the target.
7. Bean CEW, The Official History of Australia in the War 1914-1918, Volume III, Australian War Memorial, 1936
8. AWM 28, Recommendation Files for Honours and Awards, AIF, 1914-1918
9. 18 February 1920 NSW Police Gazette, Page 99
10. National Archives of Australia, A6770, Service Cards for Petty Officers and Men, 1911-1970, 4613 Thomas McKeown
11. Sydney Harbour Bridge Workers, Honour Roll 1922-32, Jo Holder and Gavin Harris, Pylon Lookout Publication, 2000 www.pylonlookout.com.au
12. Sydney Morning Herald Article, 27 March 1929
13. Reveille Magazine, 30 April 1929

knew they'd get a fair shake, so long as they kept their noses clean.

Tom received orders to return to France, the battalion needed him and, deep down, he was looking forward to getting back into action. On 6 August 1918 he reverted to his substantive rank of Warrant Officer Class Two and the following day he sailed for France.³

The Aussies now had Fritz well and truly on the run. They dealt him a savage blow on 8 August, which all but knocked them out of the war. It was dubbed the 'Black Day of the German Army', by the Germans themselves.

In mid-October 1918, Tom was appointed as the temporary RSM of the 5th Machine Gun Battalion and was confirmed into the position later that day by his substantive promotion to WO1.³

On the morning of 11 November 1918, the commanding officer called Tom into his office. "RSM, would you please get the battalion on parade, I wish to speak to them in 30 minutes time – and would you ask the adjutant to have the company commanders report to me immediately".

Tom brought the battalion to attention, handed over to the adjutant and then marched to his position on the right flank of the parade. When the CO took over the parade, he told the battalion how proud he was of each and every man and the outstanding reputation they had built for the battalion over the years. He then told them of the Armistice which would come into play at 1100 hours – the war was over. The battalion was handed back to the adjutant and then to Tom. When he gave the command to "Fall out", the men erupted into cheers and for some – tears.

Tom did not return to Australia until the following August. At his final medical board his was declared as "OK" with no disabilities.³

Tom McKeown blended back into society and tried to blank out the horrors of the past few years. He was pleased to learn that the Navy didn't hold a grudge, when the warrant for his arrest as a deserter was cancelled⁹ and his Naval records amended to read "Joined AIF – Not to be claimed for further service in RAN."¹⁰

In the 1920s, he was living in the inner suburb of Enmore and read of the plan to build a bridge that would link the northern suburbs with the city. It was to be a mammoth task and men of the right calibre were needed to help build The Sydney Harbour Bridge. Tom presented himself at the employment office. He was a man with significant experience under his belt and a staunch unionist, a member of the Ironworkers Assistants Union. He got a job as a rigger¹¹ – one of the most dangerous jobs on site. They worked on the highest portion of the bridge with no safety equipment as we know it today, and worked in rain, hail or shine. As the crane drivers lifted a piece of steel up to the half arch, the riggers pulled it into position, inserted pins and bolts and strapped it into place, then bolted the joints to each other, making sure they hadn't left any gaps.¹¹

In late March 1929 Tom was working on a painting gantry beneath the main bridge decking about 160 feet above the ground, with three other workers – Edward Lund, Thomas Doody and Holger Noysen. Suddenly the huge staging gave way at one end, tilting it at a dangerous angle. Lund, Doody and Noysen were able to jump up and grab the base of an overhead girder, which they hung from momentarily. Tom, who was furthest down the staging, caught hold of a chain that ran through a huge overhead pulley. As if in slow motion, he tried to climb hand-over-hand up the chain, which was running towards him through the pulley. His left leg and hand became tangled in the links and, as he plummeted, the chain went taut. The sudden stop tore Tom's left leg and hand from his body and his shattered torso rocketed to earth.¹²

Tom was probably dead before he hit the ground, but was rushed to the nearby Sydney Hospital where he was pronounced "Dead on arrival".

This gallant old soldier/sailor was buried a few days later, his funeral attended by both his mates from the bridge and two of his old mates from the battalion. Even an old Naval comrade turned up to bid his friend goodbye.¹³

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[Sergeant Troy Simmonds, SASR, completed several tours of Afghanistan. His most memorable and deadliest encounter with the enemy is the feature story in the 2015 yearbook]

"Reading through the 2016 Yearbook today, the first thing that stood out was the quality of the photographs – they are fantastic. Not to take away from the magazine or online site, but the book is something else – it definitely has that 'special' feel about it. The content, physical size, layout and hard-back, all add to the overall experience, yet it still has that familiar feel. Overall, this compendium is a great idea and a great addition to the CONTACT experience. You can put me down for 2017's edition."

Kind Regards, Chris B, Victoria



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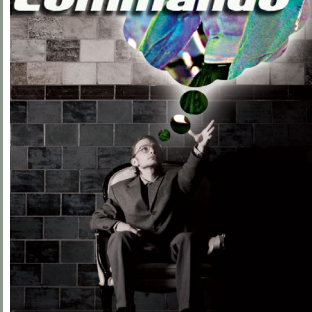


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If you haven't got a copy of both our free viewee-twoee-sized "Weapons of the ADF" printable .pdfs yet, you can download them free from – www.contactairlandandsea.com/2016/02/03/viewee-twoee/

YOUR VOTE FOR BETTER CHOICE

It's been a while since we last spoke and I've been quietly watching the evolution of new gear being issued to you guys, in both a timely and sometimes very un-timely manner.

"The more things change, the more they stay the same" seems to be coming true.

One of the subjects that's cropped up again after it was supposedly solved, is the combat boot. We are coming to the close of the first five years of the combat-boot contract and it appears that nothing has changed, despite the rhetoric gushing from Defence.

Let's re-cap on what we got from that tender: the Terra boot was selected and has remained relatively unchanged since – and, a Chinese-made tactical boot by Danner was adopted on a limited-issue basis.

We all know how the Terra goes, so no improvement there. But what would you expect when the specification in the tender was the specification of the Terra.

The Danner was issued a lot for deployments and is a popular boot – but it has proven not to be durable. But that's ok when the life expectancy of a boot in combat is very short anyway.

Interestingly, since September '17, there has been a trial of a new boot from Redback (who make Terra's to an ADF specification) in northern-based units. This boot is a copy of a US-spec military boot, and from reports I heard, not a good copy. So, we're a copy of a boot that first appeared on the US market in around 2001! Hardly cutting-edge, even if it was up to 2001 standard.

"That's cool" you say, "I can get a pair from the Approved Boot List!" Yeah, you might think that, but have you actually tried lately?

Fact is, only two of the models on the Approved Boot List are readily available. The rest have been discontinued, the maker gone out of business or poor distribution decisions that have killed off supply.

You might also think that the guys from the Managed Choice Program will fix the list and we'll get other boots included. After all, that program

was set up to provide options for soldiers. But, nothing's happening on that front. Defence, and particularly Army HQ, do not want to manage the list, according to industry sources, and have denied all attempts by industry to modify the list to address the changes in boot availability.

Soldiers at many units are reporting a return to the mentality, "If it's not issued, you can't wear it or use it". It would seem Defence thinks it has fixed all of it's personal-equipment problems and soldiers shouldn't need anything other than issued gear. With that mentality, it's been pats on the back and promotions all round at the renamed Defence Material Office (now CASG), because the silence from soldiers awaiting new equipment has been interpreted as approval.

Defence says that 95 per cent of soldiers surveyed are happy with the new issued boots – but that just means they only asked happy soldiers.

Diggerworks is continuing its 'exploration' of new tech, which is mostly tech they could have had years ago if they wanted, but they have run into a little problem. Industry has mostly stopped offering innovative items to Defence because it often ends up being copied and manufacturing contracts given to anyone other than the one who developed and proposed the innovation.

This is going to get worse as Defence pursues a 'prime vendor' arrangement for combat clothing and equipment.

Some people in Defence Industry have been trying to get Defence to actually manage the Managed Choice Program and expand it. If that is successful, you could get access to more gear officially approved to wear or use.

If the Managed Choice Program was expanded and managed properly, Defence industry could make new and better gear in the right pattern or colours, to Defence specification and with lots of choice for you.

If the Managed Choice Program was expanded and managed properly, Defence would have a large pool of tested and approved gear for rapid acquisition – and you would be the testing

I'm pretty sure 80 per cent of diggers want to have some choice in the gear they use. I know I do.

GEAR INSIDER

body that can tell Defence what works and what doesn't.

Australian Defence industry would also get a boost with local manufacturing growth and more jobs – and the incentive to once again start home-grown innovation.

This would seem to work on all levels and the only entity that might get hurt by it is a 'prime vendor' with a monopoly in the market.

Some industry types are spending their own money to battle Defence on your behalf – and for themselves – and they need your help.

There is an on-line survey being shared around social media – find it [here](#). It's goal is to gather data on the opinions of a wide variety of soldiers (not just the hand-picked happy ones) regarding

the Managed Choice Program. Results will be presented to Defence in support of well-made arguments for real innovation and healthy competition.

I've seen [this survey](#) – it's anonymous and short – and you can give it power.

I encourage you to participate. In fact, if you seriously want choice in the gear you use and wear, get off your butt and support this survey.

I can guarantee that if you do nothing, the industry that has supported in the past and wants to continue supporting you in the future is in serious danger of collapse.

Send any comments, critiques, criticisms or death threats to gearinsider@militarycontact.com



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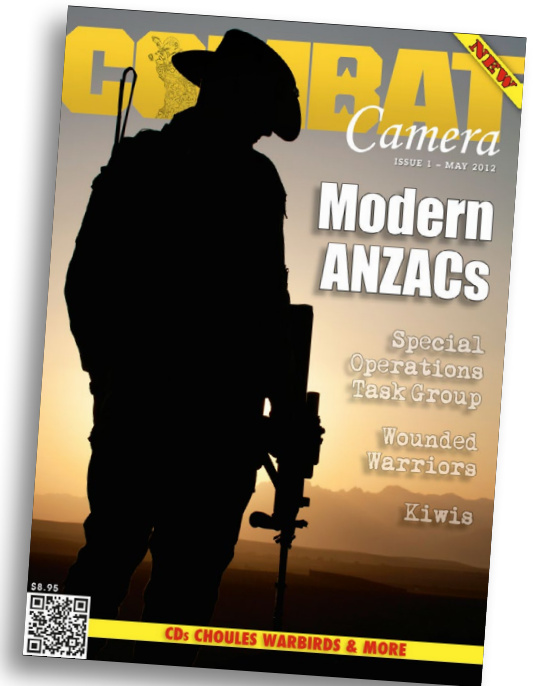
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MAIL INCLUDED



CCPL Sydney Searle (603SQN AAFC) with the Battle of Britain Memorial Flight's Lancaster bomber at RAF Coningsby.

In April, the Australian Air Force Cadets sent a small contingent to the UK to attend the opening of the new International Bomber Command Centre in Lincoln.

They were invited to join the Australian Branch of the Bomber Command Association on a tour of places significant to the Bomber Command effort during World War 2.

Among the AAFC contingent was South Australian Cadet Corporal Sydney Searle from No 603 Squadron (Riverland).

Since her return, CCPL Searle has given presentations to members of the Loxton RSL and her fellow cadets, and she wrote up a summary of her trip for the local Riverland newspaper.

After some sight-seeing on an iconic red double-decker bus, on day 2 of their visit, "We went to the Bomber Command Memorial in Green Park where we laid wreaths and poppies on behalf of all who served", CCPL Searle said.

They were then hosted for lunch at the RAF Club in Piccadilly.

Over the following days they visited various historic sites including Bletchley Park, the Pathfinder Force Museum at RAF Wyton, the Imperial War Museum in Duxford, RAF Coningsby in Lincolnshire, and RAF Waddington south of Lincoln where they met some RAF Air Cadets.

CCPL Searle said they even had dinner at the famous Blue Bell Inn, which had been frequented during the war by members of No 617 Squadron, RAF (the 'Dam Busters'), and on another day visited the Dam Busters' wartime base at RAF Scampton.

In Lincoln they attended the International Bomber Command Centre opening ceremony on 12 April.

CCPL Searle said, "After the ceremony had finished we placed poppies on the Walls of Names where all the 58,000 fallen were listed".

These walls list the names of the men and women who lost their lives serving or supporting Bomber Command during WWII – every life lost in Bomber Command was considered equal in sacrifice so the walls do not list ranks held or decorations awarded.

Of 10,000 Australian airmen who served with Bomber Command, 3486 were killed in action.

Flying Officer (AAFC) Paul Rosenzweig, 6 Wing Public Affairs & Communication Officer, said, "Many of the fallen came from South Australia, so it was fitting that a South Australian air force cadet had the unique opportunity to be among those paying respects on our behalf at the opening of the International Bomber Command Centre".

Fly over to Facebook

and check out our new Cadets page



Freedom of Entry



2 Wing, Australian Air Force Cadets, were awarded Freedom of Entry to the City of Brisbane on Saturday 19 May 2018.

Approximately 700 cadets and staff marched through the city from King George Square.

The parade was led by Officer Commanding 2 Wing, Wing Commander (AAFC) Tony Lee, supported by Wing Warrant Officer WOFF (AAFC) Andy Kitchen.

The Wing's official Facebook page was full of praise – "Well done to all the 2 Wing staff and cadets who did us proud today".

2 Wing Australian Air Force Cadets march through Brisbane after being granted Freedom Of Entry to the City. Photo supplied by Steve McCann.

"What a wonderful display we put on and how exciting it was to be a part of this historic occasion."

In a significant show of support and testament to the close relationship between the Royal Australian Air Force and Australian Air Force Cadets, a RAAF C-17 performed a flyover of the parade at impressively low level over the city.

ANZAC Day

LCDT Ana Ribeiro Dos Santos (No 613 Sqn, AAFC) leads the RAAF WWII contingent in Adelaide. Photo by Flying Officer (AAFC) Paul Rosenzweig.

Throughout South Australia and western Victoria, and even in Canberra, Air Force Cadets from No 6 Wing took part in a number of Anzac Day Dawn Services and commemorative marches.

In some localities, the activity actually began the night before with an overnight Vigil, in which cadets and other volunteer youth mounted a formal 'Holding Ground' ceremony around a War Memorial continuously throughout the night, from sunset until dawn.

The list of Anzac Day activities in which cadets participated was quite extensive.

Many cadets took the opportunity to honour a deceased relative by wearing their medals.



No 6 Wing Public Affairs & Communication Officer, Flying Officer (AAFC) Paul Rosenzweig said, "Each year we take these opportunities to ensure that our Anzacs are remembered – we must constantly repeat the essence of the faith our fallen heroes keep".

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