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CONTACT

AIR LAND & SEA

ISSUE 25 | MARCH 2010 | \$8.95

THE AUSTRALIAN MILITARY MAGAZINE

**Aussie phot on
the front line**

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CONTENTS

ISSUE 25 – MARCH 2010

49



10 The Big Picture
Standard Missile 2 launch

12 Heads Up
News and bits from around the world

20 Tank Day
New Zealand's Men of Steel 2009

24 No Experience Necessary
Aussie civvie delivers military cargo

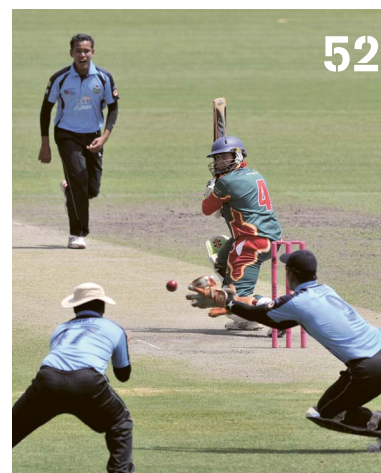
32 SIEV 62
HMAS Albany intercepts

34 AAHH! That's Bass
Navy George Bass Surfboat Marathon

38 Boxing Day Ashes
Pitch rolled (out) for Aussies v Poms

40 Pathfinders
Defence Indigenous Development

44 Embedded
Aussie photographer on the front line



52

24



49 Where's Willie
VC winner back in action

52 ADF stumped
Minnows prevail in cricket challenge

56 Cadet Corner

60 Somalia Pt XXV

64 Postcards Home - Tas

66 Just Soldiers

70 Games Reviews

74 Fitness/MSD

76 Gear Insider

78 The Jobs' Market

80 Transport Yard



44



40

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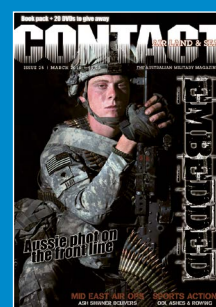


EDITORIAL

Issue 25 - MARCH 2010

CONTACT

AIR, LAND & SEA



EMBEDDED

News Limited photographer Gary Ramage took this pic of No1 gunner, C Sqn, 3-71 Cav, 10th Mountain Div, in Afghanistan last year.

"Not sure of his age, but fit as a mallee bull," Gary says. "On a two-day op, he carried shitloads of ammo, water and rats. The boy was a power house."

Story p44

We apologise to Corporal Chris Moore for getting his name wrong last issue.

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CONTACT had a rough trot in 2009, thanks to the global financial crisis.

While I'm very pleased to say that not only did our fans stick with us and we actually increased our fan base along the way - the crux was in a substantial loss of advertising revenue.

Many of you noticed that the September and particularly December issues were very light on for advertising - which we replaced with even more stories and photos. Obviously this was good for you, the reader. But it wasn't good for CONTACT.

The truth is we love our advertisers and when they are hurting, CONTACT hurts too.

But, I'm delighted to say that things are looking up.

You will notice in this issue that the quantity of advertising is almost back up to the levels of this time 12 months ago. And, while you may be disappointed that the quantity of editorial and photos is thus reduced, I hope you will rejoice in the knowledge that CONTACT's future looks far more secure than it did in the past six months or so.

To help us celebrate the gradual return to a healthy economy, I urge you to support our advertisers in return for supporting your favourite magazine. And, of course, tell them that you are a big fan of CONTACT when you do make a purchase.

I mentioned that our fan base was stronger than ever. Well, not only have our shop sales remained strong, but we have found more ways of bringing new fans on board.

- We started a fan page on facebook late last year and, at time of writing, we have about 1400 registered fans there - and, of course, it's going to grow in leaps and bounds now that you know about it! Right?
- We have also started selling CONTACT in an electronic page-flip format (\$5) on our web site. While this isn't as good as a real magazine, it does open up the possibility that a large number of overseas fans can get more into it, without paying onerous mailing costs.
- And the big one - we are offering a 'free electronic subscription' to anyone with a .gov.au email address. Simply send an email to free@militarycontact.com from your eligible email account with 'free subscription' in the subject line. I also expand this offer to all Cadets with a Cadetnet email account.

The upshot of all this is - CONTACT is strong and healthy and looking forward to continued success, improvement and growth - and to a big future.

Roll on 2010.

Managing Editor

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INCOMING

SUSTAINED BURSTS

As an ex-serving member, I purchase your magazine to keep up with what our military is up to and what I'm missing out on.

I understand that you are running a business and you need money to produce the magazine, and one way to get that money is obviously by advertisement.

As an avid collector of your magazine, I have noticed over the years that more and more (let's just say it) crap, has been landing between the two covers.

Not only the advertisement that has nothing to do with the military, but some of the stories as well.

If I wanted to know about what car I should buy, or that your car has been fitted out with new tyres, I would buy a car magazine. Also, I understand that it was a Defence conference, but who cares about school kids racing toy cars! (issue 24, page 56/57).

Games reviews to me are the same. If I was a gamer I would buy a gaming magazine. Sure the pictures are cool to look at but it is not the real world.

I'm sorry, but am I the only one who feels this way? The title does state; CONTACT Air Land & Sea – the Australian military magazine, doesn't it?

Matt T, via email

Rather than get defensive about this, I thought I would ask – do other readers feel the same way? Please send your thoughts to editor@militarycontact.com

I was just reading your column regarding ADF applications as a pilot, and noticed a rather major problem. In most of the diagrams and text, it states the application process goes like this; YOU Session > Spec (Aircrew) Testing > FSP/OSB > Flight Training (BFTS).

You've actually forgotten one of the major sections in any application – the assessment day, which happens between aircrew testing and the FSP/OSB stages.

I just thought I'd point this error out, considering the assessment day is a pretty major factor in the application process – it's the first time you're tested as a person, with a proper formal interview. At the YOU Session/spec testing, you're judged based on intelligence. The assessment day is the ADF's chance to look at you as a person before throwing you a place at FSP/OSB.

You can confirm the existence of the assessment day through – well, anyone who is currently in the application process, any ADF members, or just take a look at the Defence Jobs website.

Thanks, and keep up a great magazine.

Anthony M, via email

Sorry Anthony – you are right. We'll try to do better next time – Ed

TARGET UNSIGHTED

I am a cadet petty officer with the Australian Navy Cadets. I am an avid CONTACT Air Land & Sea reader and just wondering, will there be any more pages and articles about ADF Cadets.

Peter C, via email

Peter, the quantity (and quality) of cadet content in CONTACT is 100% dependant on the quantity and quality of the information sent to us.

Cadets and parents of cadets seem to be our best source so far – official sources being the least dependable/productive.

We plan to keep our recently instigated "Cadet Corner" section running as long as info keeps flowing.

So, if you have anything to report from the world of Navy Cadets, we'd love to receive it. Or, please encourage the kids themselves to talk to us.

Thank you very much for your return email.

I was very surprised when the Cadet Corner came out and was very pleased to see it there. But I wasn't so pleased when it wasn't in the most recent issue. But, after the email I just received, I understand now.

Our unit is having a tri-service end-of-year parade on the 12th and, if there are any good photos, I'll be sure to pass them on.

Peter, you should have another look in the most recent issue – there were three pages of Cadet Corner – the biggest yet!!! :-)

I obviously don't pay much attention sometimes – I flicked right past it! My bad :)

QUICK FIRE

Just got the December issue the other day. Great read. Love the mag. Helps me relive my misspent uniformed youth!
Thanks mate

Craig S, via email

Keepp up the great work CONTACT. Reading your mag makes my days on civvie street just a touch less painful. I really appreciate the support you give our troops.

Keep an eye on the boys in Kanimbla for us. They aren't too keen on this latest job [Op Sumatra Assist]. We have too many bad memories and third time round is NOT a charm.

Thanks for keeping this old boy in the loop.

Aaron L via email

Please keep letters short and to the point, to fit more in. The Editor reserves the right to abbreviate and otherwise edit letters for any reason, including to make them fit.

Missile away

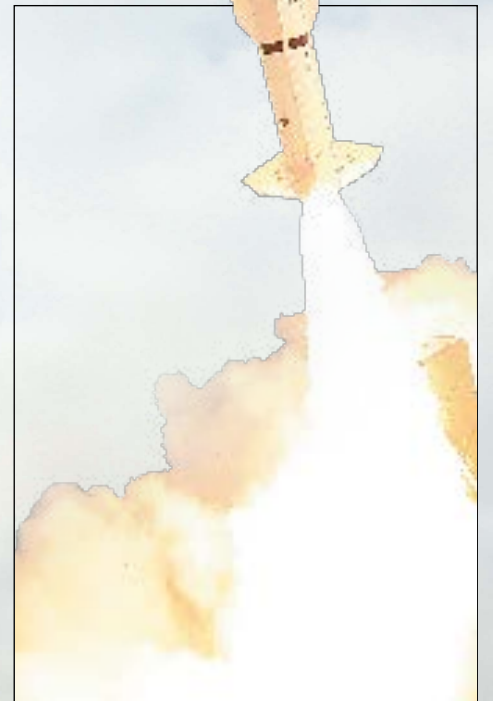
HMAS Melbourne demonstrated the Navy's updated naval air defence capability in mid December with the firing of an SM-2 (Standard Missile) off Jervis Bay. Minister for Defence Personnel, Materiel and Science Greg Combet said this was the first time an SM-2 had been fired from an Adelaide-class frigate.

"HMAS Melbourne is an Adelaide-class guided-missile frigate (FFG) that has completed the multi-million dollar FFG Upgrade Program and has recently undergone additional SM-2 related alterations to its combat system," Mr Combet said.

Melbourne is now equipped with two modern missile systems to combat anti-ship missiles and aircraft.

Although variations of the US-designed FFG-7 guided missile frigates are in service with many navies around the world, only the Royal Australian Navy's Adelaide-class FFG has been fitted with SM-2.

SM-2 is an all-weather, ship-launched, medium-to-long range, fleet air-defence missile system. Australia's new Hobart-class Air Warfare Destroyer will also be equipped with SM-2.



SM-2 SPECIFICATIONS

Length:	4.72m
Diameter:	34.3cm
Span:	91.5cm
Weight:	708kg
Max range:	80km+
Altitude:	65,000ft
Speed:	Mach 3+
Warhead:	high-velocity fragmentation

RAAF now operates the 1tonne-class Heron UAV in Afghanistan



HERON EXTENDS EYES IN THE SKY

The RAAF has begun operations in Afghanistan using a leased Heron unmanned aerial vehicle.

Under Project Nankeen, the Defence Materiel Organisation signed a contract with MacDonald Dettwiler and Associates (MDA) to provide Heron unmanned aerial system (UAS) services, which is now delivering high-resolution intelligence, surveillance and reconnaissance (ISR) capability supporting ADF and ISAF operations in southern Afghanistan. Heron provides ground commanders with live situational awareness, using high-resolution sensors on a long-endurance platform, enhancing the ADF's current ISR capabilities provided by Air Force AP-3C Orions and Army's Scan Eagle tactical UAV.

For five months leading up to the initial deployment, an Air Force-led ADF detachment was preparing for

the delivery of Heron, by working with the Canadian Heron detachment in Kandahar, drawing on the Canadians' operational knowledge, experience and facilities.

The Australian Heron detachment has been drawn from many parts of the RAAF and Army. It includes UAV pilots, payload operators, intelligence officers, imagery analysts, engineers, administrative and logistics personnel.

Initial operating capability has been achieved and development of the full capability is ongoing with Heron expected to be fully mission capable early this year.

Heron is a 1tonne aircraft capable of medium altitude, long endurance flights and was selected after detailed examination of off-the-shelf, low-risk ISR systems ready for deployment.

The initial lease is for one year, with an option to extend.



NEW BOSS

Major General John Cantwell assumed command of all ADF personnel serving in the Middle East Area of Operations, taking over from Major General Mark Kelly in January.

A parade and ceremony at Australia's main support base in the Middle East Area of Operations marked the change of command at the head of Joint Task Force 633.

Major General Cantwell said there were very few opportunities to serve that provided such challenges and

rewards than to lead one's countrymen on operations.

"There can be no doubt that this period of service will be the pinnacle of my 36 years and I embrace it with great excitement, pride and some foreboding," he said.

CYBER DEFENCE

A new Cyber Security Operations Centre in the Defence Signals Directorate was officially opened in January. The centre will provide comprehensive understanding of cyber threats to Australian interests and coordinate



NEW SPIKE IN THE FAMILY

Rafael Advanced Defense Systems has announced the release of the Spike NLOS weapon system – an electro-optically guided missile for ranges of up to 25km with pinpoint accuracy and midcourse navigation. The weapon system can be launched from land, air and naval platforms.

Equipped with a variety of warheads, RF communication and the unique advantages of hitting non-line-of-site (NLOS) targets, as well as an ability to switch targets or abort a mission, the Spike NLOS can be operated in wide range of offensive or defensive scenarios.

Spike NLOS is designed to be integrated into a modern, networked battle arena and can receive target information from ground or air sensors.

The long established Spike missile family consists of precise tactical missiles that can be launched from varying ranges at a variety of targets, for use by infantry units or combat vehicles, attack helicopters or naval vessels.

responses to cyber incidents of national importance.

It is staffed by information technology experts, engineers and analysts from the Defence Signals Directorate, Defence Intelligence Organisation, Australian Defence Force and scientists from the Defence Science and Technology Organisation.

Minister for Defence Senator John Faulkner said cyber security was a top national security priority and cyber attacks on government and critical infrastructure constituted a real threat to Australia's national interest.

TREE SOUVENIRS

A fallen branch from the Australian War Memorial's Lone Pine tree has been crafted into a set of limited-edition products currently on sale at the Memorial's shop.

Thanks to the foresight of AWM staff, a fallen limb from the tree was rescued after the tree was damaged during a storm on 27 December 2008.

The tree has great historical significance. It was grown from a pine cone sent to Australia by Lance Corporal Benjamin Smith, whose brother was killed in the battle for Lone Pine Ridge on the Gallipoli Peninsula on 6 August 1915.

Head of Retail and Online Sales at the War Memorial Anne Bennie said it was very sad to see the damage caused by the storm, but

there was a lot of interest from people wanting to purchase parts of the fallen branch.

"These products have been developed in response to that demand," she said.

Series One of the Lone Pine Tree collection features seven different products, including pens, clocks, book ends and a brooch.

There were originally 2190 individual items available.

Sales started on 13 January and there are limited stocks left.

Lone Pine Tree souvenirs can be bought at the AWM shop or online at www.awm.gov.au/shop

A second and final series of items will be developed in future years.

A piece of timber from the fallen limb has also been set aside by the Memorial for a future sculpture.



MRH90 'Cobra 08' conducts a deck landing on HMAS Manoora off the coast of Hobart. PIC LEADING AIRCRAFTMAN CHRISTOPHER DICKSON

WORLD-FIRST TRIALS

The Royal Australian Navy conducted the world's first maritime trials of two MRH90 multi-role helicopters aboard the amphibious transport ship HMAS Manoora in November.

Airframes 007 and 008 achieved serviceability rates of 77%, recorded more than 200 deck landings and, during 52.2 hours of flight time, performed 520 trial-related evolutions simulating operations at sea in a month-long intensive testing regime.

CEO Australian Aerospace Jens Goennemann said the trials had been a great success.

"There's been very positive feedback about the MRH90 from the pilots – especially its handling and the way the aircraft's fly-by-wire control

system reduces the pilot workload," Dr Goennemann said.

The trials also confirmed that the MRH90 fits in the ship's hangar.

Australian Aerospace is proposing the NH90 NATO Frigate Helicopter variant of the airframe as the new naval combat helicopter for the Royal Australian Navy.

MRH90 and NH90 NFH are 80% similar – differing mainly in mission systems and fitout.

Forty six MRH90s are expected to enter service by mid this year, with the NH90 NFH and the Sikorsky Lockheed Martin MH-60R vying to replace the ageing Seahawk and cancelled Super Seasprite as the RAN's new combat helicopter.



EIGHT KILLED

A road-side bomb on a route between two joint Afghan/Australian bases in the Chora Valley killed eight Afghan soldiers on 7 January.

The soldiers, from the Australian-mentored 2nd Kandak, were conducting a logistics task.

The bodies of those killed were air-lifted to Tarin Kowt where an MRTF2 honour guard formally paid respects to their Afghan colleagues.

No Australians were involved in the incident.

RELATIVE QUIET

This issue of CONTACT is the first in more than a year where, thankfully, we have not had to report the death of at least one Australian soldier. Several have had near misses in Afghanistan, however.

On 4 December, an Australian soldier was shot in the leg during an operation in Oruzgan Province. Another presented for treatment after Christmas for delayed hearing loss from an IED incident on 12 December in which no injuries were originally reported. On 30 December an Australian soldier received shrapnel wounds from another IED explosion.

Since Operation Slipper began (and up to 26 January 2010), 11 Australian soldiers have been killed and 97 wounded – 37 during 2009.

SUB STANDARDS QUESTIONED

The Australian Navy submarine, HMAS Farncomb, is in maintenance following the electrical failure of one of its three main generators, with a manufacturing fault blamed.

Investigations were instigated to determine the impact the fault might have on the remainder of the submarine fleet.

Officials said HMAS Farncomb would remain alongside until the issue was rectified.

STEALTH CLOUD

Addressing security concerns around virtual or 'cloud computing' for business and mission-critical applications, Unisys has launched its own brand of 'Stealth' security technology.

First developed for the US DoD to allow safe transfer of data across any network, Unisys' approach works by bit-splitting data and encrypting it using Defense-certified encryption. This secures the data, allowing it to be sent safely through open networks.

Unisys says Stealth protected servers can't be pinged, so even if someone did intercept a packet, it is bit-split and encrypted and therefore meaningless to them.

Australia's Defence Signals Directorate is testing the system for possible Defence use.

PEDESTRIAN DEATH

A female pedestrian was struck by an Australian military vehicle in East Timor on 18 December.

First aid was administered by ADF personnel at the scene before the woman was taken to Dili Hospital by East Timorese ambulance.

An International Stabilisation Force medical officer visiting the hospital that afternoon was informed that the woman had sustained a broken leg and lacerations.

Two weeks later, during a routine visit to the hospital, the same medical officer enquired about the woman and was told she died on the evening of admission.

ISF personnel contacted local police to offer assistance in their investigation, but were informed the matter was not being investigated.



PIC ABLE SEAMAN JAMES MCDUGALL

CIRCUMNAVIGATOR

Australia's national Sail Training Ship Young Endeavour arrived at Sydney on 10 December after completing a six-month circumnavigation of Australia.

Minister for Defence Personnel, Materiel and Science Greg Combet congratulated the Royal Australian Navy crew and the young Australians who sailed the ship more than 6000 nautical miles around the Australian coast.

"During the circumnavigation more than 300 young Australians have undertaken a voyage on Young Endeavour," Mr Combet said.

"During this time they have developed teamwork, communication and leadership skills, and also imparted their new-found knowledge to almost 200 youth with disabilities.

"They have explored remote areas along the coastline, and learned a great deal about Australia's maritime and cultural history."

During the circumnavigation – the ship's first since 2001 – the Young Endeavour visited ports in Queensland, the Northern Territory, Western Australia, South Australia, Victoria and New South Wales.

The theme of the circumnavigation was Banyandah, which means "home on the water".

Since 1988, the Young Endeavour Youth Scheme, in partnership with the Royal Australian Navy, has provided challenging training voyages for more than 11,000 young Australians aged 16–23.

SHOT WARNING

Thales Australia has successfully demonstrated an Infra-Red (IR) Warner System that detects the discharge of weapons through IR sensing, and displays the information to alert an operator about the presence and location of an adversary.

The system is intended to be fitted to vehicles and integrated with vehicle-mounted weapons and countermeasures systems to provide an effective self-defence capability against hostile fire.

An Australian system being developed in partnership with the

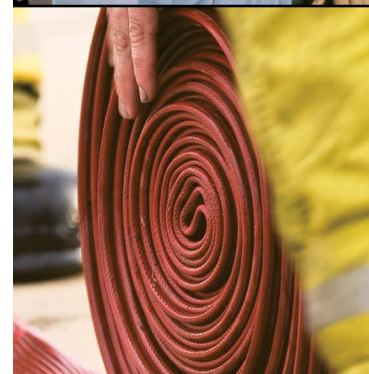
Defence Science and Technology Organisation under the Department of Defence's Capability Technology Demonstrator (CTD) program is based on Thales' Elix-IR threat warner developed for airborne applications in the UK.

Thales' Land & Joint Systems VP Ian Irving said field-trial results for the IR Warner System were outstanding and had exceeded expectations.

"The IR Warner System successfully detected all threats presented during the trials, including some very

challenging threats that have been difficult to detect using previous hostile-fire indicator systems," he said.

One objective of the month-long field tests was to demonstrate the performance of Elix-IR in complex warfighting environments, while another was to demonstrate that networking the system between ground vehicles and existing ADF command and support systems could enhance soldiers' situational awareness when under attack and enhance overall force protection capabilities.



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KILLED IN SERVICE



Above: Nick Cree receives recognition for his service in East Timor, June 2008

PIC LEADING AIRCRAFTMAN BRAD HANSON, NZDF

Squadron Leader Nick Cree, 32, was killed on 14 January when he crashed his CT-4E Airtrainer while conducting a solo manoeuvre as part of a Red Checkers air display practice.

Squadron Leader Cree was a highly skilled and experienced member of the New Zealand Air Force, becoming an 'A' category instructor at the Central Flying School and a member of the Red Checkers display team.

On 19 November 2009, in the Waiouru Training Area, an unexpected explosion occurred, causing instantly fatal injuries to Flight Sergeant Andrew Forster.

A second Air Force sergeant received minor injuries in the incident.

Flight Sergeant Forster was a member of the NZDF tri-service Explosive Ordnance Disposal Squadron and was involved in the routine marking of the location of an unexploded artillery shell for later disposal.

A family statement said Andrew was the loved husband of Karen and father of Candice, Mitchell and Ashlee. He was a devoted family man and an awesome all-round good Kiwi bloke.

"Andrew was very well liked and he will be missed terribly by friends and colleagues and will be remembered as a well-respected and deeply loved guy who was passionate about his career and loved his time in the Royal New Zealand Air Force.

"During his 27 years in the NZDF he travelled and worked in the Middle East, UK and most recently completed a tour with the New Zealand Provincial Reconstruction Team based in Bamiyan Province in Afghanistan.

"He always knew the work he was

A family statement sums up the loss. "Nick was an amazing person. He has always loved flying. He joined the Air Force at the age of 18. He gained his BTEch in Aviation in Canberra and has achieved so much since then.

"He served our country in Timor, Singapore and the Solomons which we are all so proud of.

"The high point of his career was being selected and flying for the Red Checkers display team.

"Although his life-long passion was flying, he was an excellent sportsman. He sailed, skied, played soccer and more recently, conquered the NZ Ironman for the second time.

"He always gave everything 100 per cent and was really good at everything he did.

"He was such a family man – always there for us. He was the best brother, son and friend anyone could ask for.

"Nick would have no regrets, as he had done almost everything in his 32 years. He farmed, was building his dream home, had a gorgeous son and married the girl of his dreams. He was so proud of his new son Jackson, and loved his wife Sarah so much.

"We are all going to miss him so much!"

doing could be dangerous but he was committed to protecting his mates while on deployment and was enjoying the challenges of his new role with the Explosives Ordnance Disposal Squadron in Trentham.

"Karen and the family send their heartfelt love and best wishes to all of Andrew's family, friends and colleagues and their thoughts are with the other airman who was injured.

"Andrew is much loved and will be greatly missed."



Lance Corporals Damon McDonald from the New Zealand Army and Zachary Williams from the Australian Army display their vehicles in Dili. The task of transporting Australian and New Zealand infantry who are dispatched to deal with outbreaks of civil unrest in East Timor's capital has been transferred from Australia's home-bound M113s (left) to New Zealand's Pinzgauer armoured light operational vehicles.

PIC ABLE SEAMAN JO DILORENZO, ADF



PIC LEADING AIRCRAFTMAN SAM SHEPHERD, NZDF

ICE BIRD

A Royal New Zealand Air Force Boeing 757 completed a successful maiden trial flight to Antarctica landing on the ice runway at Pegasus Airfield, McMurdo Station just before 4pm New Zealand time on 16 December.

The recently upgraded Boeing 757-200 left Christchurch at 11.30am for the 4.5hr trip, returning the same day after refuelling at Pegasus.

Air Component Commander Air Commodore Steve Moore said the aim of the flight was to look at the suitability of the B757 to carry passengers to McMurdo, and the availability and suitability of passenger-handling facilities, ground support equipment and engineering support equipment in the event the aircraft requires maintenance," he said.

Currently, the New Zealand Defence Force operates around a dozen C-130 Hercules flights to McMurdo Station each Antarctic summer, between October and April.

"Depending on the outcomes of the trial flight, it could be that the B757 would be a more efficient and effective way of transporting passengers than the C-130 Hercules or USAF C-17s, enabling those aircraft to be more effectively used to carry cargo," Air Commodore Moore said.

IN BRIEF



LAVS DEPLOY

Three of the Army's Light Armoured Vehicles (NZLAVs) and their crews have deployed to Afghanistan to support SAS operations – and would stay there as long as they are needed, Defence Minister Wayne Mapp said.

"They will provide increased protected mobility for our personnel, particularly from improvised explosive devices," Dr Mapp said.

"Our people in Afghanistan are doing a difficult job in a dangerous environment and the government is committed to giving them the tools they need to do that job and do it well."

PATROL ATTACKED

A patrol from the New Zealand Provincial Reconstruction Team (NZPRT) in Bamiyan Province, Afghanistan, was attacked by a group of insurgents using small-arms fire and rocket-propelled grenades on 31 October 2009.

The New Zealanders were engaged on more than one occasion throughout the incident and returned fire. Coalition air support was activated and two helicopter gunships engaged the insurgents.

Supporting New Zealand patrols moved to assist and all NZDF personnel were able to move to a safe location without casualty.

SEA RESCUE

The Naval Inshore Survey Motor Boat Adventure was in the right place at the right time in late November when it responded to a call for assistance when two divers failed to return to their support boat.

Adventure, operated as a tender for the principal Naval Hydrographic and Survey vessel HMNZS Resolution, was on survey operations in the Whitianga area when it responded to the distress call.

The missing divers were found safe and well in the vicinity of Koraeuki Island and taken back to their dive boat.

REAPPOINTED

Chief of Defence Force Lieutenant General Jerry Mateparae and Chief of Air Force Air Vice Marshal Graham Lintott were both reappointed for a further year after their current terms of office expire on 30 April.

Both men have been in their current positions since May 2006.



LAI TO REST



The remains of three Australian soldiers killed during WWII have been laid to rest at a cemetery in Papua New Guinea. The men, who lay buried in temporary battlefield graves in PNG for more than 60 years, were discovered some time ago – one of them having been handed in at the Australian High Commission more than 10 years ago. An Army investigation team undertook painstaking research, including DNA testing, and eventually identified two of the men. Lance Sergeant James Garrard Wheeler (23) was part of a two-man Australian artillery forward observation party in support of the US 'I' Company, 126th Infantry Regiment. He was the assistant to a forward observer, Lieutenant T Daniels, from 2/1 Field Regiment, Royal Australian Artillery, operating near Huggins Roadblock. While attempting to retrieve the body of Lieutenant Daniels, who had been hit by a Japanese sniper, Lance Sergeant Wheeler was shot and killed. James Wheeler was born on 29 August 1919 at Narrabri, New South Wales. He enlisted on 29 October 1939. Lieutenant Talbot Tim Logan (29) was shot by a Japanese sniper just short of the beach at Buna between the mouth of the Simema Creek and Giropa Point on 1 January 1943. He was in command of 9 Platoon, 2/12 Battalion during the attack to capture Buna Mission. Tim Logan was born on 10 February 1913 at Kuambu in Kenya. He enlisted for military service in Australia on 20 October 1939 at Hughenden, Queensland. Lance Sergeant James Garrard Wheeler and Lieutenant Talbot Logan were buried beside an unidentified Australian soldier whose headstone was engraved 'Known Unto God'. Small fragments of bone believed to be from a fourth Australian soldier were interred in the same grave. Their reinterment at PNG's Bomana Cemetery on 1 December 2009 featured an honour guard provided by the Australian Army, with Australia's Federation Guard firing volleys over the graves and the Last Post played by a lone bugler. Four other sets of remains in the custody of the Australian High Commission in Port Moresby were believed to be those of Japanese soldiers and arrangements were being made to hand them over to the Japanese Embassy.

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TANK DAY

MEN OF
STEEL 2009



I just wanna be left alone and drive me tank without any b\$#@*d telling me I need a flamin resource consent or asking if I know how big me flamin carbon footprint is!*

Des O'Sullivan, Te Kauwhata turret-head and Mk10 Chieftain main battle tank owner

WORDS: KIWIMAC PICS: SUPPLIED BY KIWIMAC

It turned out the hard-hitting heavy-metal-fan-come-farmer wasn't the only one in the mood for tracked action, with thousands of fans making their way to the Men of Steel 2009 Tank Day at Horotiu just outside Hamilton in October.

Being thrown about an open turret hatch sounded like fun to me too, so I grabbed the mini-Macs and headed off in our Jeep. Pretty soon we were in the hatch of a Sabre CVR(T), hot on the tail of Des' Chieftain and an M41 Walker Bulldog.

The brainchild of three military vehicle enthusiasts; Malcolm Lumsden, Jeff Peters and Reg Gibson, MoS 09 attracted 20 tracked armoured vehicles and more than 50 soft-skin vehicles, plus artillery pieces, re-enactment groups and aircraft.

Malcolm Lumsden, MoS 09 secretary, said despite an uphill battle, everything came through in the end.

"We've had to battle everything from council bureaucracy and demands for thousands of dollars through to heavy rain for weeks before the event," he said.

"But the team's perseverance paid off with fantastic weather allowing for large crowds.

"And the rain made for a picturesque backdrop with the pond turning into a lake."

This MoS event differed from three previous gatherings in that it was open to the public.

"There's other shows around in various parts of the country, but where this one differs is we're able to offer a real hands-on experience with rides available on most vehicles," Malcolm said.

"Previously it's been held on private land, but this year, the Perry Group gave us access to their large sand quarry so we had plenty of room and the heavy rain left a bit of a lake that was put to good use with vehicles testing their amphibious capabilities."

As well as the distinctive former Berlin Brigade Chieftain painted in its urban-camouflage finish, other tanks included ex NZ Army M41 Walker Bulldogs, Valentines, M3 Stuart/Honey, a Scorpion CVR(T), M113 APCs, Ferret and Daimler armoured cars, Bren and Lloyd carriers, plus an L5 and 5.5 inch artillery pieces.

Overseas-sourced armour included a Russian BMP1, a British Abbott self-propelled gun, 432 APCs, a wheeled Saracen APC, a Sabre CVR(T) an ex-Bundeswehr Hotchkiss APC and an ex-Free French M5 Halftrack.



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A rich ensemble of non-armoured vehicles were also on display with various trucks, HUMVEES, recovery vehicles and more than 20 jeeps, including such rarities as an amphibious jeep (actually a Seep, Ford GPA) and a 1941 Ford GP (forerunner of the WWII Jeep). With the sun beating down relentlessly, sun-block was a must for the first fine weekend in Waikato for months and no one wanting to forego a prime position to watch the car-crushing demo by the BMP for the sake of a bit of sunburn.

For those with their mind more in the clouds, an aerial display by the Auckland-based Warbirds saw strafing runs by a Harvard,

a Messerschmitt BF 108 and a three-quarter-sized replica Focke Wulf 190. Naturally, there was plenty of return fire from various vehicle-mounted .50cals while a number of re-enactors also added their firepower to try and bring the flyboys back down to earth.

In case of casualties, a B47-G Sioux 'M.A.S.H.' helicopter was on hand for dust-offs. Just hours after the last transporter left the quarry taking its load of metal mayhem home, the three wise men of MoS 09 got their heads together to debrief the event.

"There's no doubt it was a success," Malcolm said. "What we were after was a chance for vehicle owners to be able to safely put their vehicles through their paces while at the same time allowing the public a chance for a hands-on experience of military history – and I think we achieved that."

The problem now for the three wise men of the MoS committee is just how they're going to top this success for next time?

"Give us some time and we'll come up with something, I'm pretty sure of that," Malcolm said. Meanwhile, down in the yard, it wasn't all back-slaps and laughs though, with the hard yakka of refurbishing the vehicles still to be completed. Reflecting on a blown transmission and yelling from inside the Chieftain turret, Des O'Sullivan threw out his fourth lollipop or ice-block stick...

"Y'know it's great to be able to share this type of thing with the public, but a little bit of respect wouldn't go amiss.

"I wouldn't drop me rubbish in their lounge – so why do they do it here?

"We've got a fair bit of maintenance to do and the local farm garage is a far cry from the EME – but we'll definitely be back for the next one. Just try and stop us!"



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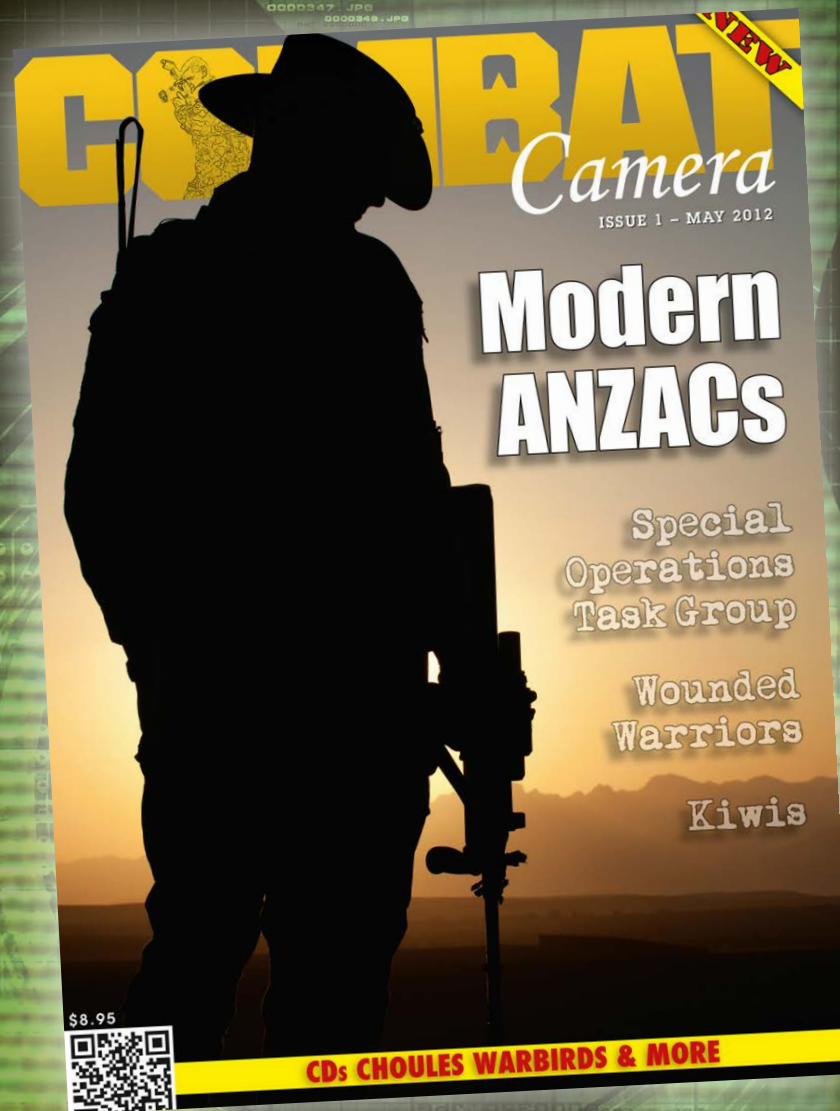
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EXPERIENCE NECESSARY



Main: The author, Ash Shinner, enjoys a sunrise, next to 'his' IL76
Below: Danny's IL76 meets a sad end in Kandahar



MIDDLE EAST MILITARY CARGO DELIVERIES, THROUGH AUSSIE EYES

Right or wrong, for better or worse, modern large-scale military deployments rely heavily on the civilian sector. Although this fact has always been evident on my odd jobs in the MEAO, the scale of civilian involvement never dawned on me until my last gig as a cargo flight manager.

To briefly explain – every day, the US military and their friends move a bloody lot of cargo to and through the Middle East Area of Operations to sustain the War on Terror.

Because of the volume of cargo involved, not all of it can be moved by the USAF. So, the Theatre Express Program was put into place.

Under this program, several very select companies get a daily list of cargo that has to be moved in and out of theatre hot spots, along with a strict timeframe in which to do it.

Each company then throws in quotes on moving X, Y and Z to A, B or C, and every day a list of winning bids streams through the operations-room nerd boxes.

The company I was working for was by far the smallest of these players, but had earned its place among the elite by moving the odd and unusual to places no one else would dare.

My part in this billion-dollar industry was small and simple enough, but important.

The aircraft and crews chartered by all

of the theatre-express companies were predominantly Russian and Ukrainian.

Although a small fish in the big pond, my company had won friends on the military airbases by sending along western flight managers. I would fly with the cargo, check and sign manifests and be the smiling, friendly, English-speaking liaison between the coalition military and the sometimes cantankerous Russian crews. Simple.

On arriving in Dubai, I was shown around the office, introduced to everybody – and bombarded with information and friendly advice.

It wasn't until I stood in front of the whiteboard in the ops room that it dawned on me that this could be a bit more complex than I first expected.

IL76 (EK-76707) penned into a slot with legs OKBK-OTBH-OAIX-OKBK, timings in Zulu, and then a list of what I would later learn were pallet identifiers, all looked daunting to me on that first day. But I would

learn it fast or go insane trying.

After being handed the company's SOPs, an ID card and an envelope containing US\$10,000 'emergency and E&E money', I was hustled into a 4X4 and driven to Fujairah, a port city on the east coast of the UAE.

No sooner had I dropped my gear in the company's villa and shook hands with the other guys I'd be working with, I was whisked off to the airport by Mike the senior flight manager to learn the ropes.

Fujairah airport is a surreal place that seems to defy all attempts of organisation and OH&S laws. Littering every square inch of the tarmac and surrounds is just about every make and model of former Com Bloc cargo aircraft in various states of airworthiness or disrepair. Several companies operated IL76, AN12, AN124 and even an old 1948-vintage Antonov AN2 biplane out of the place.

That night, still jet-lagged and struggling to sort through the paperwork for my first

mission, the boys G'd me up by telling tales and showing me pictures of one of the IL76s that had blown up while landing in Kandahar two weeks before.

Danny, a young Yank, had been the flight manager on that fateful flight and had been unceremoniously woken from a cat nap by being thrown the 3m from the still-rolling IL76 by a burly Russian loadmaster, as the number-one engine exploded, sending shrapnel through the fuselage. The IL76 was written off by the ensuing fire and remained an eye-sore at the side of the Kandahar strip for several months.

The training missions with Mike over the next few days went well. Six pallets on in Qatar, two off in Oman, full download in Bagram, then upload five banged-up Hummers and drop them in Kuwait. Then, do it all again the next day, but with a stop-over in Kandahar and so on. Too easy.

My first solo mission saw me running a huge generator from Qatar up to Bagram in Afghanistan. However, during a delay getting the upload and fuel in Qatar, I walked over to the USAF operations room and strolled in. I was feeling a bit self-conscious when everybody in the ops room, for the most part high-ranking Air Force officers, turned and watched my entrance. But, after binging on the Aussie accent, I was rewarded with a smile and an "Is that *your* aircraft out there sir?" followed by, "I'll get onto that personally sir, we'll get you out of here ASAP".

I felt like a million bucks strutting back to the IL – damn right it was *my* aircraft!

As well as being my first solo flight, that particular mission had another pleasant bonus. Still feeling a bit clumsy around the Russian crew members, who each had 20 years or more experience flying military cargo, I went that extra mile to help out and fit in. I'd obviously impressed them by rolling up my sleeves and helping push the pallets on because there was a lot of smiling and back slapping. The extra reward was being happily waved up to the navigator's position to experience the takeoff and flight from what I still reckon is the best seat in the house.

No words can describe the rush of lying on the deck watching a takeoff or landing through the navigator's bubble at the front of an IL76. Equally, nothing can describe the thrill of looking straight down at the snow-covered mountain ranges of northern Afghanistan from 30,000ft.

While taking in the passing landscape, I struck up a conversation with the navigator who happily stated, in broken English, that he had once been an infantryman posted to Afghanistan almost 30 years earlier. After explaining I'd served in the Australian Army, the Russian nodded approval and added "Dar, Skippsky Kangaroosky good".

The interior of the Russian aircraft always resembled a Gypsy camp. They couldn't have cared less about neatness and, although all had a hard-core Soviet Military background, they exuded an overall unkempt and casual aura.

Likewise they seemed unconcerned about smoking while in flight, wore

singlets, boxer shorts and sandals while working, and generally dismissed the looks of disgust from the younger US military personnel.

Just like the crews, the aircraft themselves were more than well worn in and generally looked like shit when compared to the well-maintained USAF C17s they commonly sat next to.

I found my legs quickly, made new friends and filled in the spare moments by clicking away with my new camera – although that wasn't always tolerated or possible on the US air bases.

Occasionally, though, I'd click off a covert picture of a B-1 taking off from Qatar, a CV-22 Osprey landing in Al Assad or an F-15 rolling down the strip at Bagram between signing paperwork and gasbagging with the US ground crews.

Unlike the US military, the Russians loved my camera and encouraged me to take photos of anything and everything.

Often I'd stand behind the pilot and click away during take offs or landings and, once they understood what I was looking for in a picture, I'd often be woken up from a cat nap as we approached an interesting mountain range or landmark.

Time went by quickly and, before long, I was posted out to Lahore in Pakistan to work with a South African crew flying an L100 (the civil designation for a C130).

From Lahore, it was a quick jump across the border to ferry cargo between Jalalibad, Bagram, Kandahar and Kabul.



Main: A tyre change in Samarra, Iraq
Below left: Unloading a semi trailer in Oman
Below right: USMC Osprey at al Assad, Iraq



Below left: 14 USMC Hummers aboard an AN124
Below right: A Russian pilot in an AN12

Only a week before I took over that post, the same L100 had hit a perimeter fence at one of the small forward operations bases (FOBs) while taking off. Strangely the crew were oblivious and had only become aware of their near disaster when confronted by a far-from-amused Yank Air Force officer pointing to a 10m-long piece of barbed wire trailing from the aircraft's landing gear after arriving in Bagram.

The South African crew were also all former military, had a wicked sense of humour and were great to work with.

On our first hop over the Hindu Kush, I had been seated behind the pilot when the navigator, grinning from ear to ear, handed me the spare head set. The pilot, not knowing I was now listening in, completed telling a joke about how Aussie convicts would steal anything that wasn't bolted down, or something like that.

"How quickly can you put on a parachute mate?" I asked over the radio, with the co-pilot, flight engineer and navigator busting a gut laughing, while the red-faced pilot sheepishly smiled and promised to buy the beers that night.

True to his word, I never put my hand in my pocket that night as we listened to a shootout just down the road from our hotel bar in Lahore.

During one of our downloads at the small base at Jalalabad, a 101st Airborne patrol had been hit and we watched as the Apache attack helicopter flew out and the medivac choppers came in with the wounded.

As a former infantryman, it was fascinating to watch the incident without being a part of the action – but I must admit feeling a tad guilty for being a spectator.

Probably my favourite location we flew in and out of was a small city called Mazar e Sharif in northern Afghanistan. Apparently well known for a large blue mosque in the

centre of the city, Mazar e Sharif will be remembered by me for its spartan airfield. Although the Germans had a military base on the far side of the strip, the civilian side was pretty much barren, apart from a small, brightly coloured terminal building.

The stops while working with the smaller AN12s in Mazar e Sharif rarely lasted more than a few hours, but I found the tranquillity, only rarely shattered by the roar of a German Air Force Tornado, was a breath of fresh air compared to the hustle and bustle of the larger airbases.

Although I was faring well, other flight managers weren't so lucky. Mike, who took over my post in Lahore, had just taken off from one of the smaller FOBs in the L100 when it was attacked with mortars and rockets.

Chris, a Kenyan mate who I had previously worked with in Iraq, had an

interesting few moments when his Russian pilot confused a taxiway for the main runway during a landing in Tikrit, Iraq, narrowly missing several parked USAF C-17s with a fully laden IL76.

Ryan, another mate, was in transit between Kuwait and Kandahar when a window cracked, causing his aircraft to start decompressing. Expecting a catastrophic explosive decompression the pilot threw the massive IL76 into a nose dive before making a wave-top retreat back to Kuwait.

Ryan would comment later that you know things are bad when the Russians go quiet and start making the sign of the cross on their chests.

Mick, a fellow Australian mate who I'd known for several years, had a comical string of bad luck. His first dilemma was having to deal with a Russian pilot who decided to turn up to fly one morning in Kuwait so drunk



he could barely stand – strange in a country where alcohol is forbidden.

On another jaunt into northern Afghanistan, Mick had the misfortune of consuming some dodgy local food in Mazar e Sharif which caused him to spend a few very uncomfortable days in the back of his aircraft's cargo hold squatting over a plastic garbage bag – not easy to do with bad turbulence.

And yet another one of Mick's misadventures involved a communication stuff-up with an Indian employee when handed two boxes of donuts before a mission in Fujairah.

"Who are these for?" Mick enquired.

"For you sir" was the obvious reply.

Half conscious from two weeks of solid flying, Mick simply assumed it was a kind gesture from the ground staff, and headed off into the wild blue, eating fresh donuts and drinking bad Russian coffee.

With cinnamon sprinkles still glued to their

faces, Mick and the Russian crew started the download in Jalalabad only to be confronted by a fully tooled-up Yank CPP team looking for their donuts.

After embarrassingly explaining the stuff up, the CPP team leader threw a monumental hissy fit that ended with him screaming 'heads will roll' before speeding off in his up-armoured SUV.

The incident quickly became famous among the boys, resulting in commemorative patches being made and would ultimately lead to all easy missions being christened 'donut runs'.

On the serious side, the simple mistake over two trivial boxes of donuts started an inter-company diplomatic row and ended up jeopardising a million-dollar contract. I guess the guys must have loved donuts!

Lamely, the closest any of my own missions came to disaster was when I was forced to return to Fujairah with a fully laden IL76 after having the mission canned because of bad weather over Iraq. Although carrying a mundane cargo consisting of several small generators, tools and random clerical items, an over-officious airport big-wig had great joy pointing out that it was illegal to have US military cargo on UAE soil.

After being detained by airport police, I was arrogantly informed that I was not allowed to leave until I paid a 10,000 Dirum fine.

Thinking he had me beat, the official smugly stood with arms folded as I pulled out the US\$10,000 bundle of notes that constantly weighed down my left trouser-leg pocket, and peeled off the trivial US equivalent – \$2700.

Just to rub in how unconcerned I was about the whole thing, I yawned, as the now-furious bureaucrat threw the receipt at me and stormed off. The receipt, which states in plain English 'PENALTY FOR

Main: IL76 departs Bagram, Afghanistan
Above right: A UN Mi 26 in Darfur, Sudan

Right: VIP service into Afghanistan
Right centre: USAF load an Airbus A300
Far right: USAF ground-staff truck, Tikrit, Iraq

DURING ONE OF OUR DOWNLOADS AT THE SMALL BASE AT JALALABAD, A 101ST AIRBORNE PATROL HAD BEEN HIT AND WE WATCHED AS THE APACHE ATTACK HELICOPTER FLEW OUT AND THE MEDIVAC CHOPPERS CAME IN WITH THE WOUNDED.



CARRYING CARGO FOR MILITARY..... DHS 10,000.00' is now a prized souvenir and framed on my wall.

One of the more visually impressive missions I flew was a gig moving USMC Hummers from Kuwait into Kandahar in a huge Antonov 124.

The complete task involved several aircraft moving 100 of the up-armoured Marine Hummers and, at that time, was the largest movement of its type by a civilian company.

While loading the first 14 vehicles into the AN124 I was introduced to the Marine lieutenant colonel in charge of the movement and, after learning that we had both served in Somalia, bored everybody shitless chinwagging and telling waries.

Thankfully, the Hummer missions went off like clockwork – that is, apart from a slight hiccup organising Iranian over-flights. Let's just say if we had been forced down and the Iranians inspected the cargo and found it wasn't medical supplies, smiling and bunging on an Aussie ascent probably wouldn't have saved me.

Not as straightforward were the occasional flights we did for the UN into Al Fashir, a town in Darfur, Sudan.

In true African style, every run into the small airstrip at Al Fashir was a drama in one way or another.

On one mission, I was told there was a problem with our paperwork, only to be told after six hours on the ground that the truth was, the rubber stamp needed to get me back off the ground was in a locked desk and nobody could find the keys!

Although the predictable delays in Al Fashir were annoying, they did have their moments.

While the Russian crew used one of the delays to change an extra crappy tyre on our IL76, we were entertained by a group of 20 or so stick- and machete-wielding Sudanese soldiers chasing a scrawny hare/ rabbit thing across the runway. So focused

on their zigging and zagging meal they didn't notice the UN Mil 8 helicopter that was trying to land.

It was hilarious watching the group of soldiers being bowled over by the chopper's rotor wash and a small satisfying triumph to watch the hare momentarily stop to watch the chaos before disappearing into the camel-thorns on the other side of the strip.

At the other end of the spectrum was being tasked to tag along with the company's VIP and PAX flights around Afghanistan to take some PR photos. By comparison, these jobs felt like I was flying on Air Force One.

In all, I flew for eight months with the company, clocking up countless hours flying around in a variety of exotic aircraft with every conceivable type of military cargo into and over some very interesting locations – thankfully never once having to pick up a weapon.

Sometimes the very best jobs are those with 'no experience necessary'.



Top: The view from the best seat in the house on night approach to Kuwait City
Above: The author, Ash Shinner, rides the best seat in the house
Below: IL76 departs Kandahar, Afghanistan



USAF F-15s head out on a mission from Bagram, Afghanistan

IN ALL, I FLEW FOR EIGHT MONTHS WITH THE COMPANY, CLOCKING UP COUNTLESS HOURS FLYING AROUND IN A VARIETY OF EXOTIC AIRCRAFT WITH EVERY CONCEIVABLE TYPE OF MILITARY CARGO INTO AND OVER SOME VERY INTERESTING LOCATIONS – THANKFULLY NEVER ONCE HAVING TO PICK UP A WEAPON.

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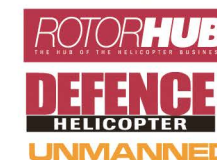
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SIEV 62



Suspected illegal entry vessels – or SIEVs – continue to attempt entry into Australia – and the Royal Australian Navy are among those trying to keep them out.

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

Up to 400 ADF personnel are assigned to the ongoing operation.

Typical of the vessels making their way to Australia was SIEV 62, which was intercepted by Armidale-class patrol boat HMAS Albany north-west of Ashmore Island just before Christmas.

The vessel, carrying 56 passengers including two young children, plus two crew members, was initially sighted by a RAAF P3 maritime patrol aircraft.

Under the control of Border Protection Command, HMAS Albany was directed to intercept the boat.

Members of Albany's 'Attack One' boarded the vessel, assessed its condition, coordinated the removal of all personnel from it and then readied it for destruction.

The passengers were transferred to the Christmas Island immigration detention centre for processing.

Work to increase the detention capacity on Christmas Island for 'irregular maritime arrivals' has been progressing apace and is scheduled to be complete in March, bringing the island's total capacity to 2200 beds.



UNDER THE CONTROL OF BORDER PROTECTION COMMAND, HMAS ALBANY WAS DIRECTED TO INTERCEPT THE BOAT



AAHH! That's Bass

WORDS AND PICS FLIGHT LIEUTENANT TREVOR GRANT



Surfboats satisfy in the drink

A cold, grey, wet dawn greeted competitors for the start of the biennial Navy-sponsored George Bass Surfboat Marathon at Batemans Bay on the south coast of NSW.

Competitors from all over eastern Australia were this year joined by a crew from Holland.

Surfboat rowers and surfski paddlers followed part of the route Royal Navy Commander George Bass first rowed with his crew in 1797 while exploring the east coast of Australia. Commander Bass and six sailors took a whale boat from Sydney in December 1797 and returned in February 1798 having covered some 1000km – half of which was previously unexplored.

This year's George Bass marathon started at Bateman's Bay and progressed over seven days, with competitors rowing more than 190km of the original route to Eden on the far south coast of NSW.

Navy was again the main sponsor for this event with Commander Rod Harrod, who managed the Navy team, saying it was an extremely arduous event that tested every competitor to the core of their being.

"This event tested courage, strength and teamwork – all core values of the Royal Australia Navy," Commander Harrod said.

But it's not just about the rowers. Like the competing teams, Commander Harrod had a small dedicated team of sailors who gave up their New Year break to support the

George Bass Surfboat Marathon.

He said that without the support in the background from all of the volunteers – Navy, surf-club members, Saint John Ambulance and the families of competitors – this race could not happen.

His 'beach team' of Chief Petty Officer Kel Bryant, Leading Seaman Dana Richards and Seaman Janelle Price actively engaged the large crowds that gathered on the beaches for the start and finish of each leg.

"We had lots of work to do, setting up at the start and then packing up to reset at the finish, so the crowds waiting had something to do," Commander Harrod said.

"We also had a lot of fun interacting with

the kids on the beach, building sandcastles and playing some games."

Leading Seaman Dana Richards (also a member of the Shellharbour Surf Lifesaving Club) said that, as a rower, participating in the George Bass was one of those great achievements in life.

"Supporting the race is also something to be proud of and something that you will remember for the rest of your life," Leading Seaman Richards said.

Seaman Janelle Price, a former Gap Year participant, said she volunteered to help in support of this event because she has never had anything to do with the sea.

"Helping out also gave me the chance to do something new and be a part of a team," she said.

Competing was a far cry from the

dentist chair for Commander Peta Blake as a participant in this year's Surfboat Marathon.

Commander Blake, a reserve dental officer, is a member of the Bermagui Surf Lifesaving Club based on the south coast of NSW and has been involved in surfboat rowing for a number of years.

"The George Bass surfboat Marathon is one of the most gruelling events I have ever done," Commander Blake said.

"It's a real test of your inner strength, your courage, your teamwork and your determination to finish."

Rain, wind and heavy sea conditions didn't deter Commander Blake and the rest of her team from pushing on to the end though.

"I think the conditions on the first few days were so bad that most crews had some problems with seasickness, injuries and hypothermia.

"But we all kept talking to each other and our sweep kept our morale up," she said.

Summing up the race, Commander Blake said she thought the pain of rowing for seven days in arduous conditions was worse than being in the dentist chair.

"For me to not only participate, but to actually finish is great.

"I take my hat off to those original explorers who rowed from Sydney, around Tasmania and back.

"I would like to think that we [Defence] could get a men's and women's team ready for the next George Bass Surf Boat Marathon in 2012."



GREAT BIG CONVOY



PICS CORPORAL CHEYNE JONES

Australian and Afghan National Army soldiers have completed a critical resupply mission in Afghanistan's Oruzgan Province.

Under Operation Tor Ghar (Black Mountain) II, the resupply convoy travelled from Tarin Kowt to Kandahar.

The key objective of the operation was to allow the 4th ANA Brigade to sustain its own operations in the region.

Commanding officer of the Australian Second Mentoring and Reconstruction Task Force Lieutenant Colonel Andrew Hocking said the operation was vital.

"This has increased the capacity of ANA logistics, which is critical to the ANA being able to sustain their own operations well into the future," Lieutenant Colonel Hocking said.

"The operation was complex due to the need to disrupt the insurgent threat over the journey and the punishing effect of the terrain on vehicles, communications and personnel."

Senior mentor and convoy commander Major Gordon Wing said the ANA had learnt lessons from similar operations.

"The ANA improve significantly each time they complete a task," Major Wing said.

"With this convoy they now have a blueprint for success."



M113 APCs end EM tour

M113A1 armoured personnel carriers (APCs) have a long and proud history in the Australian Army since they were first introduced in 1965.

After nearly 45 years of service to the nation, three M113A1 APCs, one of which saw service in Vietnam, had their last street patrol in East Timor before being cleaned in preparation for shipping back to Australia.

Three Black Hawk S70's, also on operational deployment in East Timor, flew over the APCs as they turned and headed back to base.

"This is a big milestone for the 1st Armoured Regiment – to see the last M113A1s on an operation," troop leader Lieutenant Nathan Scott said – "the end of 40 years of proud history."

Driving Lieutenant Scott's vehicle, Lance Corporal Zachery Williams – who at 21, was born 23 years after the APCs first came into service with the Australian Army – praised the simplicity of the M113A1.

"Part of the reason the vehicle has been so successful is just its simple design," Lance Corporal Williams said, speaking from experience as a certified driver, loader and gunner on the Abrams M1A1 main battle tank.

"The M113 is easy to maintain and keep running.

"It is also straightforward to upgrade, and there have been many variations of the vehicles since its introduction in the 1960s."

The M113A1s have been an important part of Australia's mission in East Timor

since they were first used to secure the Dili area when INTERFET inserted in 1999. Since 2006, the APCs have been used to carry the Quick Response Force (QRF) that is made up of Australian and New Zealand infantry who are dispatched to deal with outbreaks of civil unrest in the capital.

With the M113s now gone home, responsibility for driving the QRF has been taken over by New Zealand's Queen Alexandra Mounted Rifles using Pinzgauer armoured light operational vehicles.

Lieutenant Scott said his troop had worked closely with the Kiwis to ensure that they could pick up where the M113s left off.

"With this being an ANZAC battle group here in East Timor, I think it is great this morning to have a New Zealand troop sergeant out here on the last M113 operational patrol. It embodies the ANZAC spirit."

After returning to Australia, these vehicles began the process of conversion to M113AS4 configuration.





Corporal Paul Sweeney rolls the pitch



Sapper Aaron Woods smashes one (bat) off the bowling of Lance Corporal Vinnie De Souza



Corporal Jannick Hill puts his body on the line to make a spectacular in-field catch



THE BOXING

DAY ASHES



PICS CORPORAL ANDREW EDDIE

While the battle between Australia and Pakistan at the MCG was comprehensively won by the home side, another Boxing Day test saw Ashes pride returned to Australia. Far removed from Melbourne's green arena, the 'Battle for the Ashes' between the Aussies and the Poms serving at the Kandahar Airfield in Afghanistan was played with equal gusto.

The traditional Boxing Day match between the two fiercely competitive military giants was held in front of a small but enthusiastic crowd on a wicket that can only be described as uneven – seemingly a bowler's paradise.

With the two captains facing off, the sun beating down and the crowd ready for action, the coin fell in England's favour. They decided to make the most of the conditions and elected to bowl.

For the first few overs it appeared the decision may have backfired, with the Aussies quickly piling on the runs and looking to score a big total.

However, a fine spell of accurate bowling from the Poms suddenly had the Aussies in trouble.

A middle-order revival restored some respectability to the scoreboard for the Aussies who, after the 30 allotted overs, had managed to score a formidable 180 – exactly six an over.

After a quick toilet break, a strong drink (coffee, of course) and some stretching exercises, it was the Poms' turn to bat.

After just a couple of overs, the Aussies' old enemy was in all sorts of trouble, having lost two early wickets for no runs.

Digging deep, the English team fought back however and, with the atmosphere and tension building to the delight of the crowd, it came down to just four runs required, with one wicket in hand.

The atmosphere was very tense and the crowd was brought to the edge of its collective seats. Unable to hold on, however, the last English batsman fell to a simple catch to short mid-wicket, handing a narrow victory to the jubilant Aussies.



Corporal Adam King punishes another British bowler



PATRIOT FINDERS

Defence Indigenous Development Program

WORDS BRIAN HARTIGAN
PICS BRIAN HARTIGAN & GUNNER SHANNON JOYCE

pilot initiative between the Departments of Defence, Education, Employment and Workplace Relations, and Northern Territory Education and Training aimed at Indigenous peoples from remote areas has been hailed a huge success.

The Defence Indigenous Development Program (DIDP) is designed to provide young indigenous adults with the education, training, life skills and confidence – and, as a result, the opportunities – to secure and sustain continuous employment, and to be role models within their communities.

Those chosen to participate in the pilot course undertook basic military recruit training and specialised NORFORCE patrolman training, as well as a Certificate II in Rural Operations, which included learning about land care, construction and welding, as well as health and wellbeing, and literacy and numeracy.

All participants were paid for their attendance and received free healthcare, accommodation, meals and uniforms.

During the seven-month pilot, participants attended residential components at Darwin's Larrakeyah Barracks and the Katherine Campus of Charles Darwin University, with students rotating through periods of about four weeks training followed by a week's break at home in their communities.

For Private Jeremiah Nuggett from Binjari Community near Katherine and a member of

Armham Squadron, NORFORCE, for more than six years, the separation from family was by far the hardest part of the course.

But he stuck it out and, of the 20 who started in April last year, Jeremiah was very proud to be among the 10 who graduated on 16 December.

"This course was a good thing – a lot of learning," Private Nuggett said.

"It was pretty hard what we had to go through, but I had mates to help me get through it.

"That was important.

"I didn't know half these guys before, but as we went through the course I got to know them a bit better and a couple of them are now best mates. And that friendship will last."

He said that, thanks to the skills he learnt on the course, he had a job with Parks and Wildlife lined up after graduation.

"This course was a good thing for me – make me a role model for my community, especially for the kids.

"That was important to me because there's a lot of trouble in the community. But there's a few young fellows who want to follow what I did – they keep asking me about it and to get them forms to join up.

"I encourage them. I tell them it's good fun – hard work, but good fun."

The DIDP soldiers graduated with a Certificate II in Rural Operations (land care, construction and general education streams) and a Certificate in General Education for Adults, focusing on English language (for some participants, English being a second or, in some cases, third





ONE OF THE FINAL PHASES OF THE COURSE – A STUDY TOUR TO CANBERRA – SAW MANY PARTICIPANTS AT THE FURTHEST THEY HAD EVER VENTURED FROM HOME BEFORE.



combined with the RMC march-out parade – ceremonial occasion – really helped the men relate.

The DIDP is a Defence-led, whole-of-government program that aims to provide young Indigenous adults with life skills and confidence and to secure and sustain continuous employment, as well as to be role models within their communities.

With the first DIDP done and dusted and the concept proved, 2010 will see a second course run by the Army, paralleled by sister programs run by the RAAF at Tindal and the Navy at Cairns.

language), literacy and numeracy. They also received training in financial management, leadership, self esteem and general health and wellbeing, as well as cross-cultural and military training.

Private Anthony Baker, 18-years-old from Borroloola in the Gulf of Carpentaria, said that being on the program had changed his life.

"There have been many rules to follow, but they are fair and make the training better," he said.

"I particularly enjoyed the practical work and training on this program and I have learnt much.

"I will walk away from this course happy and hold my head up high because my dream is coming true.

"I will take stories back to tell my family and friends and get more young people to join the program."

Private Baker is scheduled to commence training as a community police officer in April this year.

"I feel proud of my progress and achievements so far and do not want to be

left halfway between a traditional culture and the modern culture. I want the best of what they both have to offer, and having this job is the beginning of my dream," Private Baker said.

Increasing members' self-confidence and pride in culture, and providing the skills necessary for employment within Defence or the wider civilian community were key aims of the training.

One of the final phases of the course – a study tour to Canberra – saw many participants at the furthest they had ever ventured from home before.

A walk down Anzac Parade and visits to the Australian War Memorial, Parliament House, Defence HQ, the National Museum and other institutions, as well as an officer graduation parade at the Royal Military College Duntroon just days before their own graduation parade, helped open a few eyes to the bigger picture of Defence and Australia.

A guided tour of the War Memorial – a national sacred site – focusing on Aboriginal military service and sacrifice,



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GEAR SPECIALISTS

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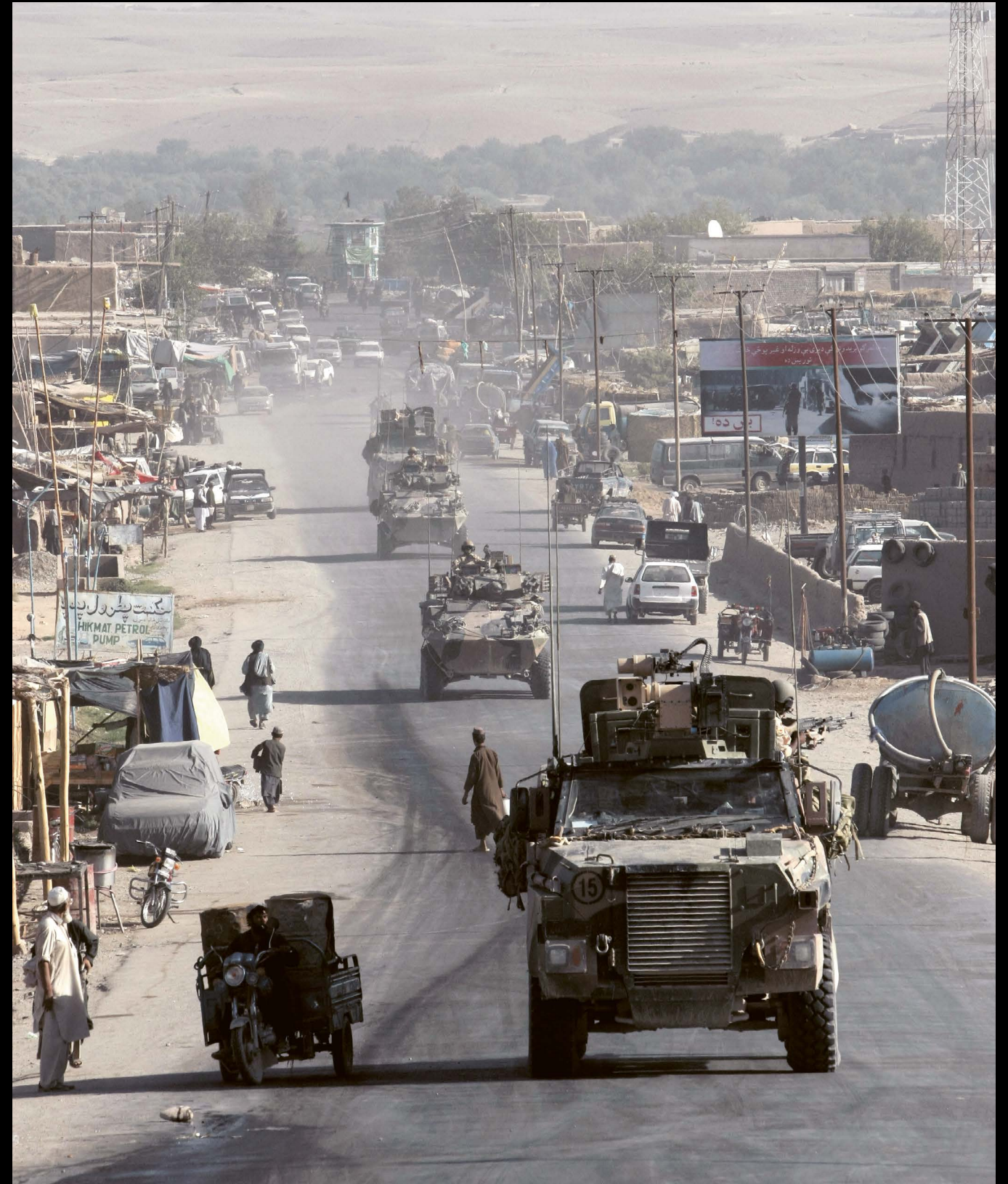
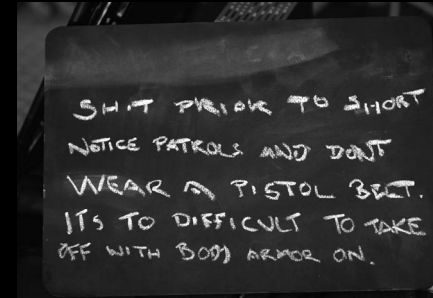
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WORDS
AND PICS
GARY RAMAGE
NEWS LIMITED

AN AUSTRALIAN PHOTOGRAPHER ON THE FRONT LINE





On 28 July 2009, I flew out of Sydney bound for Bagram Air Base in Afghanistan. It was to be the start of a fascinating trip into the Afghan war zone. I embedded with the American 10th Mountain Division in Logar Province, in the east of the country. I was then shipped out to 'the tip of the spear' as the Americans called it, to the district of Kherwar.

The unit I joined was part of the Coalition's blocking force against Taliban forces that are trying to use the area as an alternative entry point to the Wardack province and into Kabul.

The men from 3-71 CAV were a great bunch of guys. They were highly professional and a determined group. Most of them were on their third or fourth 12-month operational tour of duty.

On my first day with the US troops there was a memorial service for a young soldier who was killed in action two days before.

I was lucky enough to be given unlimited access to the service but decided to give the guys some privacy by staying well back and shooting on a long lens. It was a really moving experience.

That same night I was rushed to the helo pad in Altimar and boarded a CH47 Chinook helicopter which flew at low level through the mountains to my new home for the next four weeks where I would patrol with the soldiers every time they went out the gate.

Again, they gave me unlimited access on the patrols. It was by far the best access I have been granted on any embed.

On day three, an injured Afghanistan National Army (ANA) soldier was brought to the aid post after being shot twice in the chest. An ANA commander tried to tell us he had committed suicide, but it turned out a fellow soldier had shot him accidentally. The young bloke died just a few minutes after being brought in.

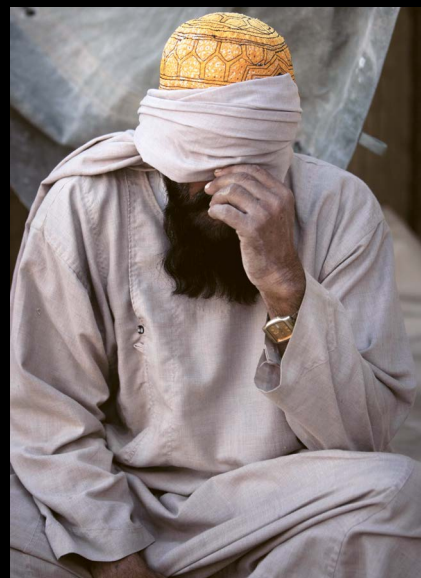
The ANA commander gave me permission to photograph the body being prepared for travel back to his parents in Kabul. It was very moving as his colleagues streamed through the aid post to pay their last respects.

Every night at dusk the US soldiers would 'stand to' and wait for the Taliban to attack them. In one of the windows were carved words that summed up the US soldiers' feelings towards their attackers: "Fuck the Taliban".

At the end of my time with the US troops I flew south and commenced a trial embed with the Australian forces in Tarin Kowt.

Australia's philosophy about giving journalists access to the front lines was somewhat different to the Americans and was at times quite frustrating, but we understood the operational requirements. And we still managed to get some very interesting picture stories out.

Nonetheless, to be given any opportunity to get out there with Australian and American soldiers on the ground, to see, hear and taste the same experiences they do, was indeed a privilege.



Book Launch



Gary Ramage produced a fantastic book of his images upon return to Australia. The book and a similarly titled exhibition – *Danger Close* – were launched at the National Press Club in Canberra on 3 December by Major General Jim Molan, now retired, who had been Gary Ramage's commanding officer when he made the change from infantry soldier to full-time photographer.

Major General Molan's speech at the book's launch gives a good insight into Gary Ramage the photographer.

In 1990 or 1991 – I can never remember – it rained in Queensland. And it was one of those Queensland rains that came and came and came and a bit of flooding occurred throughout the inland. Then it stopped raining for about four or five or six days.

Then it started raining seriously again and the water across the waterlogged ground and the rivers out there just flowed straight across – didn't sink in anywhere. So every bit of that water went straight down to Charleville.

Of course the Australian Defence Force saved the country yet again, which is something that we do.

And, as the true heroes that we are, we went out there.

I happened to be the commanding officer of the 6th Battalion, Royal Australian Regiment, so I was hero number one.

We all went out to Charleville where everyone was sitting on their roofs.

We took half a dozen helicopters out there and, at that stage, we had just got the Black Hawk and this was the first serious rescue series we did with it.

We hadn't really thought this through, though, because as soon as the Black Hawks lodged themselves above the Charleville Pub, we realised this was different from the Iroquois. When you put a Black Hawk over the Charleville Pub, where everyone is sitting on the roof, you blow the people off the roof.

So we quickly changed the way we worked.

But, we spent a long time rescuing people and making great heroes of ourselves and justifying the billions and billions of dollars you taxpayers pay for us.

We established camps out there and rescued the people and put them in camps.

Then, when we got that kind of under control and took a deep breath, someone said "hey, doesn't water flow down hill?"

And so, while we were focusing on Charleville, the water was wandering down hill into northern NSW. So, all of a sudden, we dashed down south and rescued a whole bunch of other towns – some of which I remember didn't need rescuing, but we rescued them anyway.

We were still there at ANZAC Day and, because as deployed troops we have to have an ANZAC Day ceremony, we had an ANZAC Day ceremony with the local people.

The town was still under water and the people were living in a camp on the edge of the airfield.

I remember my picture was in the ARMY News, sitting in the middle of a group of civilians and I remember very much how that photo was taken.

Each battalion in the Australian Army at that stage had a photographer. He's supposed to be there to record intelligence things and stuff like that, but he was really the servant of the self-promoting commanding officers. Usually the soldiers were a little bit older and they'd been in the infantry for some time, and often they were broken – bad backs, bad knees.

And our photographer was Gary Ramage.

I first noticed Gary's ability as a photographer that ANZAC Day, because he was so totally irreverent, with no respect for the ceremony that was going on, with his ability to enter your personal space. First there was a camera, followed by Gary slightly behind.

So, thinking about that, I thought

this is obviously what makes a good photographer – you've got to have absolutely no shame, you've got to be all front and you've got to get in there and work for the picture.

Gary did that. And I sat there politely, because I figured out early in my military career – and this was reinforced as I got more senior in rank – that as a senior officer, when you realise that someone around you actually knows what he is doing, stay out of his way.

Gary's ability to organise and manage his senior officer who could do most for him worked very very well, even at that early stage. Within a couple of months after that, because he showed such incredible talent as a photographer, even though we were very short of manpower, I was more than happy to sign the papers that released him from being an infantryman and sent him across to work in our public affairs.

He's done an awful lot since those days and we all see his photos at Parliament

House and in the wider environment.

Today, we are one day past Obama's strategy for Afghanistan and our government is not reacting to that yet.

But it occurs to me that if you are going to do strategy in leadership anywhere – national strategy that leads to wars – you've got to be able to split yourself down the middle.

You can't do strategy if you are thinking about soldiers' funerals. You've got to bring that in as a factor, but to do strategy, that's only got to be a factor – it can't be *the* factor. There are some things that are more important than my life, or our lives and particularly soldiers' lives. Not much. And you won't get it right because you only have one chance.

But, what Gary has produced for us around the walls today, and the book that he's got there, is a reminder to us that we are dealing with an Afghan people who are real, who are children, mothers, brothers and sisters – and our own soldiers who are sons and daughters of all of us.

The first book of war photos I ever really became aware of – and it really impacted on me – is still on my bookshelf at home. In fact, this house, being about the 36th house I've lived in in 40 years, actually has bookshelves. So I've dragged all my books out and that book is still there. It's called *War Without Heroes* by David Douglas Duncan, a Vietnam-War-era photographer.

I noticed on the front cover this morning when I opened it, it was reduced from \$19.50 to \$8.50 – which gives you an idea that it was printed in 1971.

But, it had on its cover one of the most evocative war photos I think that you could ever see. It's one that is probably familiar to a lot of you – a soldier's face, a rain cape, rain coming down, black all around, a helmet on.

And two really big eyes. The kind of eyes that say that he's seen more than any young person should see, even at Con Thien in Vietnam.

I guess it reminds me that there are many ways to memorialise war. Today it is at the National Press Club. But there are many other ways – and of course, poetry is a marked way of doing it...

'At the reaping and the shearing, at the sawmill and the mine, in the stockyard and the clearing, at the pressing of the vine, by the campfire of the drover, by the fence with sliprail drawn' – we've got to tell the story of our soldiers.

And what I think Gary has done is tell the story of our soldiers, of the Afghan people and of our coalition soldiers – and I think that's magnificent.

I congratulate you, Gary. I think it's a magnificent attempt, and it gives me great honour to launch this exhibition and the book. Well Done

WHERE'S WILLIE



Wild Willie Apiata on ops in Afghanistan.



NZSAS file pic by Andy Deere

On 18 January 2010, while covering a gun battle in Kabul, Afghanistan, a French freelance photographer took a photo of two New Zealand SAS soldiers in the near vicinity of the fighting.

The photo was published around the world, sometimes with and sometimes without attempts to disguise the soldiers' faces.

On 20 January, at least two New Zealand newspapers published the photo – and the Prime Minister reportedly confirmed that one of the men in the photo was in fact New Zealand VC winner Corporal Willie Apiata.

And a proverbial shitstorm erupted.

The media fell back on 'the public's right to know'. Defence and politicians cited the extant and 'robust gentleman's agreement' that heretofore upheld their self-imposed blanket ban on all commentary on SAS activities.

A week after the incident, however, NZ's Prime Minister John Key has apparently adopted a new, more open attitude towards divulging information on SAS operational activities. Specifically in relation to the photographed incident on 18 January, the PM hosted a press conference in which Chief of Defence Lieutenant General Jerry Mateparae gave the following comprehensive briefing....

Background

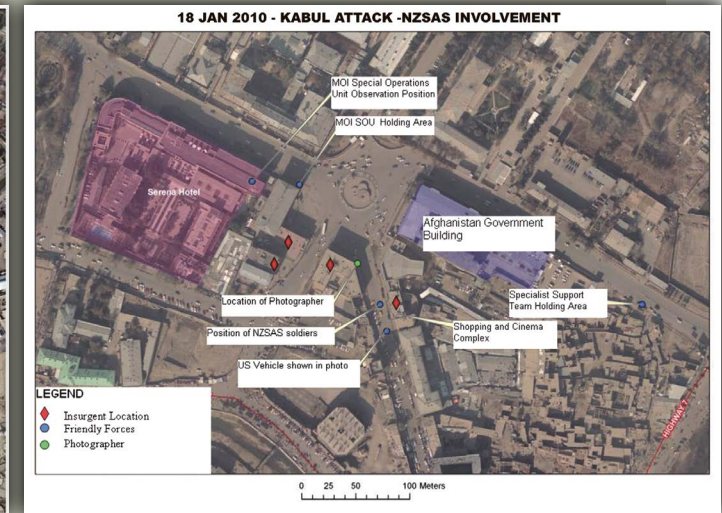
The NZSAS Task Force is authorised to conduct the following missions in support of Headquarters International Security Assistance Force (HQ ISAF):

- > Reconnaissance
- > Combat operations, and
- > Military assistance, including training and liaison to a Ministry of Interior (MOI) Special Operations Unit (SOU).

At all times the NZSAS Task Force is under my full command and the NZSAS Task Force commander on the ground has the authority to accept or decline missions consistent with his mandate. All operations conducted by the NZSAS must be approved by HQ ISAF and authorised by the government of the Islamic Republic of Afghanistan. There must be an Afghan face to activities, which means Afghanistan Security Force participation in all NZSAS operations. The SOU provides specialist personnel in support of our missions. The aim of the military assistance mission is to improve the capability of the SOU in the conduct of counter-insurgency operations. (This is in direct response to HQ ISAF's goal of increasing the capacity and capability of the Afghan National Security Forces.) We achieve this by conducting advanced training and by providing liaison. Advanced training takes place at a training camp outside of Kabul. The training consists

of operational planning, weapons training and close-quarter fighting techniques. The liaison role requires NZSAS soldiers deploying with the SOU to provide situational awareness for HQ ISAF from an incident area. In this role our people neither come under the command and control of the Afghan unit, nor do they command an Afghan force or elements of the SOU. They provide a means by which the SOU is able to call for additional operational support from HQ ISAF as required, including from our own SAS Task Force. To date, our people have been involved in a number of activities since arriving in theatre. I will only mention a couple, because operations are still ongoing. Each week I receive a brief on operations conducted by the NZSAS. I also get briefings on occurrence for significant events. I brief the minister regularly on operations, including SAS operations. When they arrived, all personnel attended an ISAF-sponsored theatre brief on: the roles

and structure of ISAF; counter-insurgency operations; and, counter-improvised-explosive-device (IED) techniques. It was a pre-employment requirement. In direct support of the SOU, the NZSAS has also conducted disruption operations against insurgent networks, predominantly insurgent IED networks. A recent operation saw members of our SAS contingent assist the Afghan Security Force take into custody people who were alleged to have participated in rocket and IED attacks in Kabul and who were alleged to be planning further attacks. The Afghan personnel detained were in possession of bomb-making materials. When I was in Kabul last year, the NZSAS responded to a report of insurgents preparing to fire rockets into Kabul. A small SAS group deployed to an area in the outskirts of Kabul and located the firing point and rockets, which they destroyed. The insurgents had scarpered.



SLIDE 1 SLIDE 2

Incident of 18 January 2010

SLIDE ONE: On Monday 18 January at about 0930hr, insurgents conducted a synchronised attack on Afghan government and commercial buildings in downtown Kabul, adjacent to the Presidential Palace. In all, six buildings were targeted.

The Afghan National Security Forces, who have the lead for security in Kabul, deployed forward to contain the incidents and then take actions to resolve them. The Afghan National Army was the major force provider and were comprised of conventional forces and commandos. The counter attack and clearance of the insurgents from the buildings was conducted by the ANA. (At this point I will say that the SOU and NZSAS were not involved).

There were other coalition special forces supporting the ANA, which were not reported by any media (for example, captured in the background of the photo of Corporal Apiata is a US vehicle).

SLIDE TWO: The SOU deployed forward to the incident site in the vicinity of the Serena Hotel as reserve troops to reinforce the operation if required. It was in position by around 1045hr.

The scale of the incident meant that the NZSAS Task Force in its entirety was on stand-by. However, only 19 people deployed to the incident area. These were, initially, an NZSAS liaison element with the SOU, and a small specialist support team. They did not move forward of this location.

Later in the afternoon, at 1420hr, an NZSAS team reinforced the MOI SOU.

At 1500hr, Afghan National Army reported they had cleared the last building of insurgents and the operation was complete.

At 1510hr, two NZSAS personnel were photographed by Philip Poupin returning to the SOU holding area.

At 1530hr, the SOU and all NZSAS personnel withdrew from the incident area and returned to their base camp.

In summary, the actions taken by NZSAS and SOU were:

- > Relaying information to HQ ISAF which entailed them moving in and around their holding area as indicated on the map. They remained in this area until the SOU withdrew at 1530.
- > The NZSAS provided support to the SOU and, throughout the incident, no NZSAS person fired their weapon or took part in the assault or clearing of the occupied buildings.
- > Their role in this particular operation was very limited.

To add some context to the photo of our two soldiers – the photo was taken at approximately 1510hr. The two soldiers had moved forward to the position of the US vehicle shown in the background of the photo. They were there to confirm with the other coalition Special Force that the incident had been resolved and was in fact over. They were able to confirm this. When they turned to move back to the SOU holding area and report that the incident had been resolved, Corporal Apiata removed his helmet. Just after that, the photo was taken. They were not exiting the burning building after being involved in the fire fight, as reported.



On Monday 18 January at about 0930hr, insurgents conducted a synchronised attack on Afghan government and commercial buildings in downtown Kabul, adjacent to the Presidential Palace. In all, six buildings were targeted.





AUSTRALIAN ARMY TEAM SKIPPER CAPTAIN MATT SUEN SAID THE DROP AT SECOND SLIP EARLY ON WAS AN UNFORTUNATE MISTAKE THAT COST DEARLY

Army team skipper Captain Matt Suen is clean bowled by Mahyudin



ADF stumped

Beaten by minnows in cricket challenge

WORDS AND PHOTOS BRIAN HARTIGAN

Defending champions of the International Defence Cricket Challenge – the Australian Army – were soundly beaten in this year’s final in Canberra on 26 November thanks to a polished performance from a minnow of the game.

Sent in to bat, the Royal Malaysian Air Force set about building a total worthy of any international 50-over game.

In what proved to be a decisive mistake, Army dropped a catch off the Malaysian’s best batsman early in the game, allowing Suharril to contribute 123 runs to the eventual total of 7-313.

Australian Army team skipper Captain Matt Suen said the drop at second slip early on was an unfortunate mistake that cost dearly.



REFLECTIVE OF THE SPIRIT THE GAME WAS PLAYED IN, SUHARRIL RECEIVED HANDSHAKES AND BACK-PATS FROM MOST OF THE ARMY TEAM WHEN HE WAS EVENTUALLY DISMISSED

Army bowler Corporal Don Mander in full flight

“That century, plus their skipper [Anwar] scoring about 60-odd as well, was what they built their big score around,” Captain Suen said.

“Our boys toiled really well in the field, but I can’t say anyone in particular really stood out today.

“The boys stuck together and gelled very well as a team all tournament, but we didn’t have any standout superstars.”

He said the deck at Canberra’s famous Manuka Oval was pretty slow and pretty flat for the final and he thought his side might get the better conditions in the afternoon session, so, after winning the toss, he decided to send the Malaysians in to bat first.

The Royal Malaysian Air Force got off to a shaky start, losing both openers – Razman for 11 and Rosman for 17.

But this only opened the floodgates as far as the visitor’s run rate was concerned, with Suharril sending the ball to the boundary 13 times on his way to 123 off 122 balls, while Anwar supported him valiantly with five boundaries of his own off 67 balls for a creditable personal tally of 64.

Reflective of the spirit the game was played in, Suharril received handshakes and back-pats from most of the Army team when he was eventually dismissed – caught by the Aussie skipper off the bowling of Mander.

However, the crowd, comprised mainly of the other participating players from the tournament, were 100 per cent – and very vocally – behind the Malaysians.

“Both sides worked hard out there today, but, of course, it was all played in the best cricketing spirit,” Captain Suen said.

“Being the defending champions, the crowd’s reaction was bound to happen,” he added with a laugh.

“It was all good fun though.”

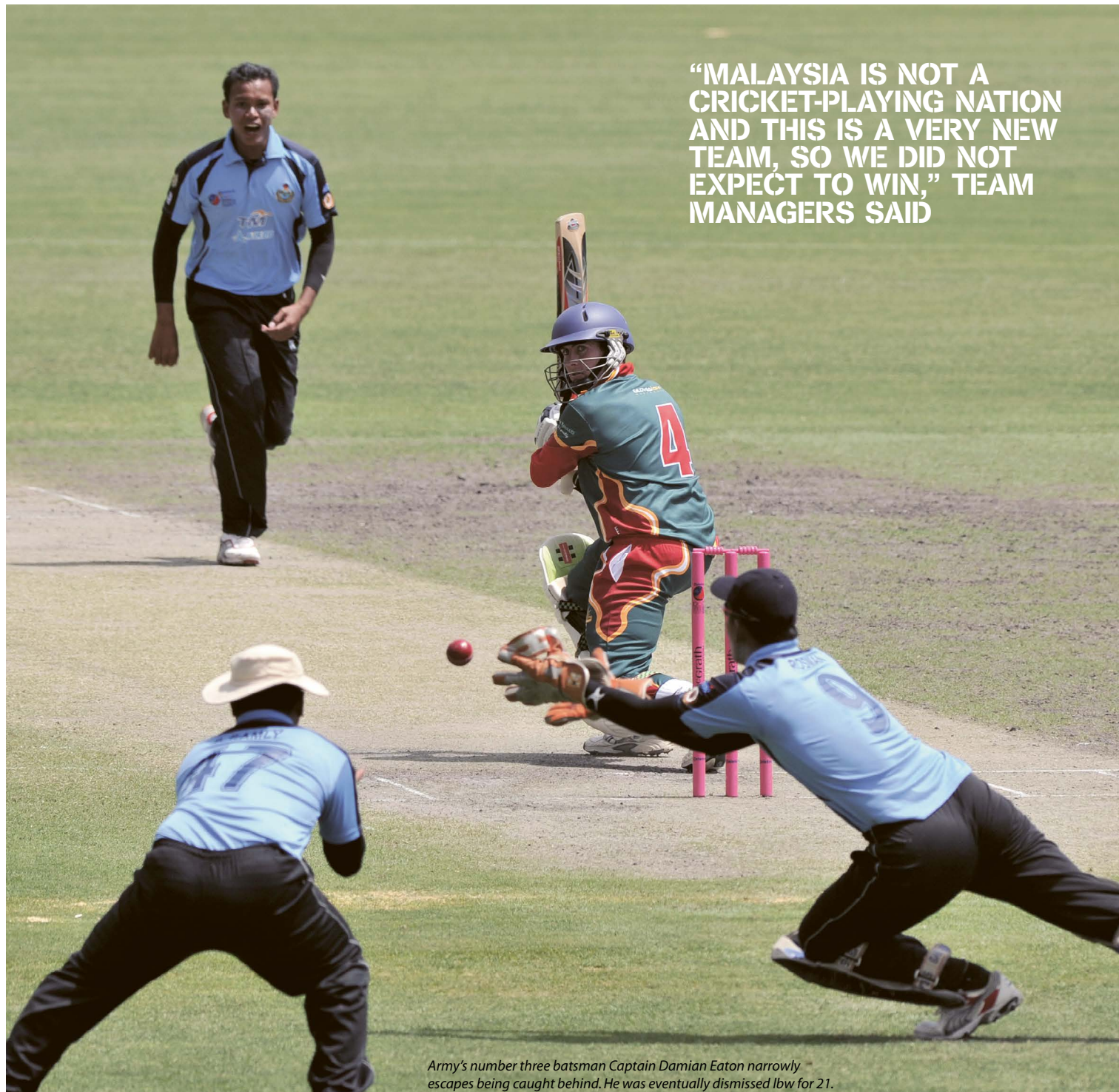
Unfortunately, after playing in very hot, humid conditions for most of the day, a cool change and rain brought the game to a premature end in the 33rd over of Army’s innings.

With the Aussies on 6 for 164, requiring another 150 runs off 97 balls, and with just four lower-order wickets in hand, the prospective result was unquestionable.

“Chasing 313 was always a pretty big task,” Captain Suen said.

“So, while we would have liked to have a crack at finishing it, we certainly weren’t expecting to be 6 for 164 at this stage.

“So, well done to them.”



"MALAYSIA IS NOT A CRICKET-PLAYING NATION AND THIS IS A VERY NEW TEAM, SO WE DID NOT EXPECT TO WIN," TEAM MANAGERS SAID

Army's number three batsman Captain Damian Eaton narrowly escapes being caught behind. He was eventually dismissed lbw for 21.

Tournament director Lieutenant Colonel James Brownlie said it was disappointing that the final had to end because of the weather but, unfortunately for Army, the Malaysians had obviously done enough by then to well and truly deserve their victory.

"However, I'm not so sure today was a true reflection of our Australian Army team's ability – it's just that the Malaysians played a superior brand of cricket today," Lieutenant Colonel Brownlie said.

"I think if this was played again next week, it might be a different result entirely."

Malaysian team management said they were completely surprised and delighted to win the tournament.

"Malaysia is not a cricket-playing nation and this is a very new team, so we did not expect to win this," they said.

"We look up to New Zealand and especially Australia as cricket-playing nations and we came here to learn.

"So, to beat the icons of the game is fantastic for us.

"We cannot believe it."

Lieutenant Colonel Brownlie said it was a fantastic tournament all 'round and to have an international team and an Australian team in the final was perfect from the organisers' viewpoint.

"One of the key goals of this tournament is to develop defence partnerships through sport – so, to have five international teams added to Australian-services cricket talent certainly achieved that aim.

"And the Malaysians have added a whole different flavour to things – far beyond our expectations."

He said that while he hoped the tournament could be exported to one of the other countries, he could certainly see it growing and improving if it stayed in Australia.

"Even this year we had extra interest from overseas, but, unfortunately, the economic downturn kicked in right at the wrong time and the UK, for example, were unable to come because of that.

"But this was exponentially better than the last one in 2007 in the standard of cricket and the level of participation.

"So, yes, if the Malaysians can come again and the Kiwis can come again and we can engage a couple of other countries, the next one would definitely be bigger and better in 2000-and-whatever it might be."

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CADET CORNER

International Exchange

By Major (AAC) Ben Robinson

While many young people join the Australian Army Cadets to expand their horizons, a group of 30 Army cadets and staff took this to a whole new level undertaking a vigorous selection process late last year to represent Australia on a two-week International Army Cadet Exchange.

The Army Cadet Exchange is an annual two-week exchange of cadets and staff during which cadets participate in a variety of military, cultural and adventurous activities.

Twenty-four cadets and six team leaders came from all corners of Australia, and gathered at Simpson Barracks in Victoria before heading off in small contingents to Canada, Norway, Germany and the Cayman Islands.

The Australian cadets participated in a diverse range of activities such as flights in service aircraft, rafting, scuba diving and culturally significant sporting events.

Concurrently, Australia played host to 30 cadets and staff from Canada, Germany, Korea and the United Kingdom.

Commander Forces Command Major General David Morrison met with the overseas cadets during a sightseeing tour of Sydney.

The foreign cadets also toured sights of military significance to Australia including The Royal Military College Duntroon, the Australian Defence Force Academy and the Australian War Memorial.

They also participated in a variety of field and adventurous activities.

The Army Cadet Exchange was originally established by Colonel Lars-Gunnar Sölin of Sweden who is now the Honorary President.

"The Army Cadet Exchange gives the youth of our countries the chance to travel from one end of the world to the other and, as a result, build bridges of understanding in the leaders of the future," Colonel Sölin said.

"Our youth will take the places of leadership we now occupy, whether they want to or not."

He went on to say that no matter if their careers will be in business, politics or in the armed services, it would serve our countries well to have future leaders who can approach issues with an open mind and an appreciation for other national cultures and points of view.

In a letter sent to the headquarters Australian Army Cadets following the exchange, a parent wrote, "The influence on a young person's development and skills learnt can not be over emphasised. Luke has brought back to his family, his unit, his community and his college a glimpse of the world, its possibilities and its potential. The experience has lifted others in his unit to aspire for application next year and students at his college have become more aware of the cadet unit and all the benefits that come with being a member of the AAC – teamwork, leadership, personal development and challenging yourself to be the best you can be."



Young Endeavour

DEVELOPING TOMORROW'S LEADERS

Words Lieutenant Brooke Olds

If you saw them suspended 100 feet up a mast above the heavily rolling wooden deck of Sail Training Ship Young Endeavour, you'd be forgiven for thinking that the four dedicated Australian Army Cadets onboard were actually promising young sailors.

In September, cadets Warrant Officer Class Two Norman Hansen, Sergeants Shaun Washington and Kaitlyn Champion, and Lance Corporal Kirah Lynn Gustafson were selected to participate in a 12-day Young Endeavour voyage that had them sailing from Darwin to Broome past the spectacular and rugged Kimberley coastline.

"We visited King George River, Bigge Island and Yampi Sound," 17-year-old Sergeant Shaun Washington said.

"I especially loved Bigge Island because it was a good place to explore, with its aboriginal art and interesting surroundings."

Rather than just fostering sailors, the Young Endeavour Youth Scheme's mission is to provide young Australians with a unique, challenging and inspirational experience at sea that increases their self-awareness, develops their teamwork and leadership skills, and creates a strong sense of community responsibility. Sail training is the vehicle used to achieve this worthy mission.

"We learnt how to sail a tall ship, but we also learnt a lot about ourselves," Shaun said.

The Royal Australian Navy operates and maintains Young Endeavour on behalf of the young people of Australia. The program is designed to be upbeat, entertaining, flexible, energetic and fun.

Young Australians who join the ship are taught seaman-like skills including rope work, deck work, climbing the mast and, of course, sailing. But most importantly, the focus is on building teamwork and encouraging leadership.

"Before the trip, I expected working with complete strangers to be a challenge," Sergeant Kaitlyn Champion – who celebrated her 18th birthday during the voyage – said.

"But, before I knew it, we were working together as a team and talking as though we had known each other for years!"

The cadets enjoyed the voyage and the program immensely and were quick to sing its praises.

"This was a very worthwhile trip to be on and I highly recommend it to all young Australians," 18-year-old Warrant Officer Class Two Norman Hansen said.

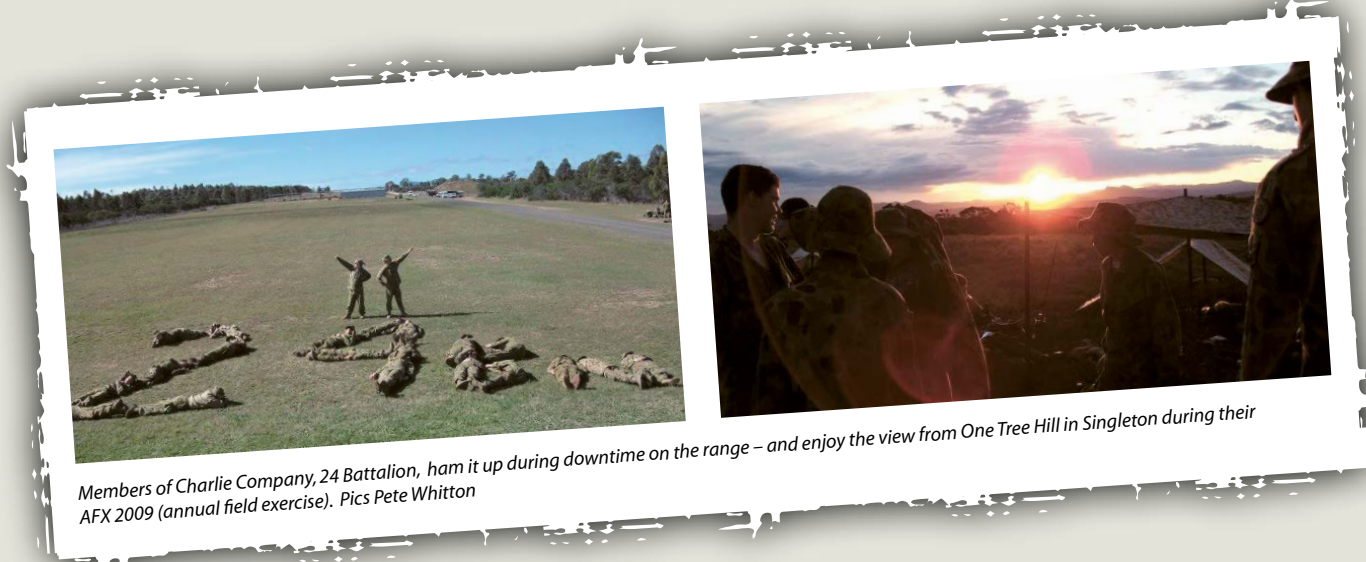
Sixteen-year-old Lance Corporal Kirah Lynn Gustafson agreed. "It was one of the best experiences of my life!"

The four Australian Army Cadets from Darwin were sponsored by HQ NT AAC Battalion to undertake a voyage aboard Young Endeavour through the Young Endeavour Youth Scheme Scholarship Program.

Voyages on Young Endeavour are open to all Australians aged 16 to 23. For more information visit www.youngendeavour.gov.au



Australian Army Cadets Sergeant Kaitlyn Champion, Lance Corporal Kirah Lynn Gustafson, Warrant Officer Class Two Norman Hansen and Sergeant Shaun Washington stand on the bowsprit of Sail Training Ship Young Endeavour.



Members of Charlie Company, 24 Battalion, ham it up during downtime on the range – and enjoy the view from One Tree Hill in Singleton during their AFX 2009 (annual field exercise). Pics Pete Whitton



Royal Guard

Words Lieutenant (AAC) Michael Borg
Photos Lieutenant (AAC) Stan Hinsby

The NSW Australian Army Cadets Brigade added a new chapter to its history when it mounted a Royal Guard for HRH Prince Edward, Earl of Wessex, on Saturday 31 October 2009 at Victoria Barracks, Sydney.

The Earl of Wessex, representing HRH the Duke of Edinburgh, was visiting Sydney for the 10th International Duke of Edinburgh Awards Forum. As a registered operator of the award, the NSW Australian Army Cadets Brigade was given an opportunity to parade the Australian Army Cadet's Duke of Edinburgh's Banner for a member of the Royal Family.

Official guests included Commander Forces Command Major General David Morrison and Forces Command Sergeant Major Warrant Officer Class One David Ashley.

The parade was kept brief in order to allow His Royal Highness greater opportunity to mingle with the cadets and staff who came from across NSW and ACT to participate. It was obvious the Earl enjoyed the relaxed and informal atmosphere, as he stayed even longer than the allocated time.

During the parade, two of the participants, Cadet Under Officer Nathaniel Willoughby of 237 Army Cadet Unit (Southern Highlands) and Cadet Sergeant Ian Brooks of



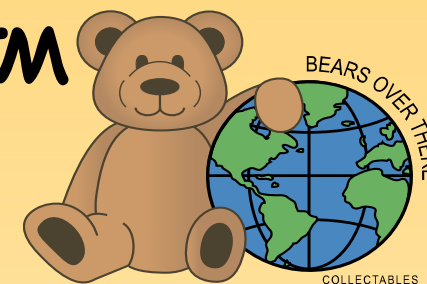
226 Army Cadet Unit (Normanhurst) were presented with their Gold Duke of Edinburgh Award badges by the prince.

The Parade was commanded by the NSW Regional Cadet Under Officer Jacquelyn Daly-Keys who spoke in glowing terms of the 160 cadets under her command saying she was exceptionally impressed with their ability to operate as a team and produce such a professional parade given their short rehearsal time.

"The cadets were a credit to the Corps and displayed all of the elements of the Australian Army Cadets' ethos," she said.



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SHARP AS KNIVES

I'm sure every soldier who has ever served believes their unit, at the time they served, was the best in the Australian Defence Force. Anybody who has read any of my yarns from earlier editions will know I've always been happy to take the piss out of myself whenever I had the misfortune of treading on my dick or to tell it how it was when things didn't go to plan.

But, among the faux pas more suited to *M.A.S.H.* or *The Odd Angry Shot*, there were also moments of pure gold.

In 1992 Charlie Coy 1RAR did a tour of duty at RAAF Base Butterworth in Malaysia and was tasked with representing the Army during the 50th anniversary of the fall of Singapore commemorations.

The trip was my first overseas with the military.

With highlights such as meeting Sir Weary Dunlop, cutting down trees with Mag 58s during live-fire contact drills in the jungle (you gotta miss the days before OH&S) and killing more than a few brain cells with cheap Thai whiskey, the trip was absolutely awesome.

One of the less significant events was finding a particular military shop in Singapore that was free of gimmicks and full of many interesting practical items not available in Australia.

After a bit of browsing around the shop I ended up in front of the knife cabinet and finally convinced myself I needed a good field knife.

With a bit of guidance from our resident knife guru, Polly, I hesitantly handed over what amounted to almost a week's wages and walked out the door with an Al Mar Sere SOF IV combat knife.

The knife itself is very unassuming, not overly big and with none of the added bullshit some knife designers throw on to catch the eye of wankers. It is a quality tool that was always in arms reach while in Somalia and would remain a part of my belt kit for the rest of my military and contracting careers.

At this point, if you think I'm leading into tales of creeping up and dispatching Somali gunmen in the dead of night with my trusty combat knife, then I'm happy to disappoint.

Stories of that nature are extremely rare in military history and really only exist in the realm of fantasy or Hollywood action movies.

Although doubling as a weapon of last resort, my knife spent its operational life cutting hootchie cord, removing flexi cuffs and opening ration boxes. Not very glamorous, but true.

The point is that although my particular Al Mar knife led a humble life, I've always believed it has epitomised the 1st Battalion of the late '80s and early '90s and, what's more, perfectly reflects the qualities of the 1RAR Battle Group of Operation Solace in Somalia – not particularly pretty or glamorous, not over-sized and cumbersome, a weapon, yes, but more rightly a versatile, quality tool, free of gimmicks or spit and polish – oh, and of course, sharp. Very sharp.

**It's nice to believe
your unit was the
best at a given time
– but I must say,
it's far better to
know it as fact**

WORDS AJ SHINNER PICS SHINNER COLLECTION & ADF

It was about the time we were probably getting a tad too comfortable with the patrolling, VCPs (vehicle check points) and food-distribution tasks that call-sign 3-2 Bravo was detached for several days to work with the secret squirrels from Army Intelligence.

The change of pace from what was mostly reactive ops at that point, to proactive, was very welcome and it was also nice to find the Int boys weren't snobs – very accommodating and happy to explain how they did business.

Don't get any glamorous ideas though. We weren't suddenly issued dinner jackets, bow ties and silencers. We were simply muscle.

I guess having us assigned was to bypass the time-consuming process of trying to get assets from HQ ASAP when interesting information came their way and doors

Before leaving, we quickly walked through the debus and building entry and then headed up to BHQ for the secret squirrel to brief the brass.

While enduring two false starts and the standard hurry-up-and-wait at BHQ, I spotted the familiar gait of Ruffus, one of the Recon patrol leaders, walking across from where Recon was billeted.

Ruffus was looking very much the lethal weapon that he always was, with his customised webbing and elastoplasts-and-paint-covered Minimi – things us rifle-company plebs had no hope of getting away with.

Although a bit of a battalion celebrity and in a different league of soldiering than myself, Ruffus and I shared a common interest in Axis military history and would briefly shoot the shit whenever our paths crossed.

Unable to contain ourselves any longer, we collectively had a chuckle and Axle muttered 'dickheads' just loud enough so the poor bugger could hear it.

Ruffus checked his watch, said he had to get going, and headed over to the BHQ main doors cradling his Minimi, shotgun style.

He stopped, looked the by-now completely deflated Secret Service guy up and down, before finally shaking his head and disappearing inside.

After getting the nod and giving the informant a bit of extra time to get into position, we loaded up and sped off in a cloud of dust towards town.

We must have looked like the keystone cops with the 10 of us crammed into the one Rover, hanging on for dear life as we screamed past the standing patrol down towards the bridge.

Suddenly, the driver swerved across the road towards the target building, while I tried my best not to be thrown over the windscreen and bonnet.

The crowd around the cafe and neighbouring shopfronts dutifully parted as the Rover skidded to a halt and the secret squirrel jumped out, pointing at the cafe doorway, screaming 'GO GO GO!'

As the boys dived out and raced inside, Gerry the driver and I stayed outside to watch their backs as well as cover down the road.

While we could hear all hell breaking loose inside, one particularly hard-looking bastard – in hind-sight, possibly one of the head clansman's goons – stepped out of the crowd.

Waving his arms around and screaming his tits off, he was obviously trying to get the crowd worked up as he headed towards us.

up' were just a few of the obvious ones, but oddly, my feeble brain could only remember one particular phrase that day.

Firmly but only just loud enough to be heard I said, 'Inshalla!' – if God wills it – as I clicked the Minimi's safety off.

It's hard to know just how you look at moments like this, but I must have convinced him I wasn't fucking around because he suddenly stopped screaming, looked confused, then turned and disappeared back into the crowd.

Seconds later, Mac yelled 'Backs' as Gerry and I stepped out of the way and covered the boys as they re-emerged, dragging the bagged suspect toward the Rover.

With the Minimi still in the shoulder, I stood my ground in front of the crowd while the boys lifted the suspect's deadweight onto the Rover's floor and everybody loaded up.

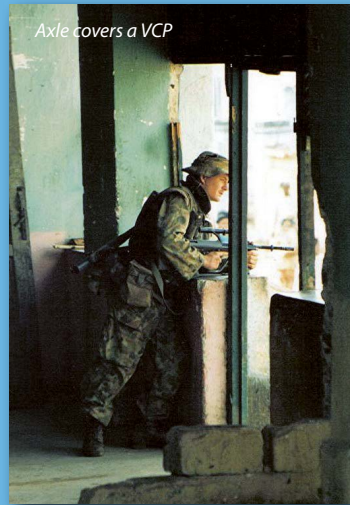
guilt and moved my arse off the clansman's head.

He had either somehow worked the triangular bandage from over his eyes or it had simply come loose but, for the first time, I saw his face and looked directly into his eyes.

Ten years after Operation Solace I ended up in the security industry, bouncing at clubs around Sydney to try and pay the bills. In that job I met all types of self-confessed hard bastards. Bikies, crims, cons, dealers and wanna-be gang bangers all flexed and strutted their stuff at one time or other in an attempt to intimidate me when refused entry.

But none of them could ever duplicate the look of pure evil and hate I saw in that clansman's cold black eyes that day.

Back on base the secret squirrels waved us to one side as they took their prize away.



Axle covers a VCP



Call-sign 3-2 Bravo take prisoners during a sweep



1RAR HQ at Baidoa airfield



The author and his Minimi

needed to be kicked in quickly – which was lucky for us, because we loved it.

The orders group for our first gig was very informal. It lacked strict timings and stressed the fact that the mission could evolve and change direction rapidly.

Apparently, a local informant had given information about a wanted head clansman who would be in town that day and the Int boys were keen to grab him.

Basically, our section, along with one of the secret squirrels and a driver would cram into a 110 Rover and cruise up towards the centre of town as if on a routine joy ride. All going well, at a pre-designated spot, the informant would be beside the road among the crowd and would give a signal to confirm that the clan bigwig was inside a specific building and we would burst in and grab him.

Alternately, if the signal wasn't given, we would simply drive down to the Coke factory, scratch our nuts for 10 minutes and then head home for lunch. Too easy.

As we exchanged pleasantries and caught up on goings on, a 4X4 pulled up beside us and a Yank Secret Service detail got out.

We could hardly contain ourselves when, one-by-one, they emerged looking like they'd stepped straight off the set of Miami Vice, with gelled hair, earpieces, aviation sunnies, Hawaiian shirts and packing Uzis.

Along with looking ridiculous, the team was tooled up completely wrong for the environment – driving around armed only with 9mm weapons was insane when the bad guys out-gunned them by several hundred metres with AKs and 7.62 H&K G3s.

Knowing they were now the centre of attention, the clowns made a big deal of checking their surroundings before opening one of the 4X4's doors for a suit-wearing VIP.

We looked on as the VIP vanished inside and the trailing secret service agent gave us a serious nod and took up station beside the main door.

From my position, standing up behind the driver, resting my Minimi on the rollbar, I scanned the crowds on either side of the road as if it was any other vehicle-mounted move through town.

Idiotically, I was trying to look casual, hoping I wasn't too obviously looking for the informant's signal – stupidly forgetting that I had no idea what the informant looked like or what the signal was.

With the roundabout no more than 50m in front of us and disappointedly thinking the mission was scrubbed, the secret squirrel casually turned in his seat and announced, 'We've got a go, boys, get ready.'

After doing a 180 at the roundabout, to give the informant time to get clear, we headed back down the hill.

Doing my final prep, I tugged on the custom 40-round AR magazine on the Minimi to confirm it was secure, quickly ran my hand over the two sections of lead link hanging out of my front webbing pouches and checked the safety.

Needing to stop the agitator in his tracks and avert a riot, I put the Minimi's butt into my shoulder and levelled the barrel towards his face.

In my peripheral vision I could see the muzzle of Gerry's rifle pointing past the main agitator towards a couple of guys in the crowd to my right, who were starting to get a bit antsy.

For a split second, my target halted his rant, looking cross-eyed at the Minimi's muzzle no more than a metre from his nose and then burst into a fresh tirade, locking his hate-filled eyes with mine.

Looking down the sights with both eyes open, I tried to keep the foresight rock steady on the guy's nose as I also attempted to watch his flailing arms, check to make sure the background was clear and keep tabs on the rapidly growing crowd to my left and right.

We had all attempted to memorise several choice words and phrases in Somali and Arabic – 'stay back', 'stop' and 'hands

For a brief moment, Gus stood beside me grinning from ear to ear.

'You didn't miss much mate. The food was ok, but the service was shit.'

After he disappeared from beside me I heard him jump up onto the Rover behind me as Polly added, 'Pity you're a gunner mate but it's a respectable establishment. You know how it is.'

Rock yelled 'Covering. Move your arse, Shinns!'

I clicked the Minimi's safety back on, turned, took three steps and rolled onto the Rover's open tailgate, unintentionally ending up awkwardly sitting on the clansman's head.

During the record-breaking trip back, I covered to the rear as best as I could while we bounced along, down over the bridge, towards the airfield, with Axle and Rock holding onto the back of my webbing harness so I didn't fall off.

Holding on for dear life as we climbed the airfield side of the river, I felt a pang of

A few hours later, we were raking through ration packs while chilling in the shade when the head secret squirrel re-emerged with an interpreter in tow.

Although not privy to the goings on, I'm guessing there had been some disagreement over what the prisoner had said because the Int guy did not look happy and the interpreter seemed to be doing some serious back peddling.

While we happily watched on, the fuming secret squirrel unknowingly topped off the day's activities perfectly for us in one of those classic moments of Aussie sarcasm versus literal translation.

Turning back to face the interpreter, the secret squirrel waved his field notebook in the Somali's face screaming 'WHAT'S THIS THEN, A BLOCK OF FLATS!'

Obviously bewildered, the interpreter looked from the secret squirrel's face to the far-too-light notebook and back again, finally whimpering, 'No sir. No it is not.'

And I scoffed another slice of bunghole.

Chris Dickson

RAAF's Leading Aircraftman Chris Dickson reckons he has the best job in the world. Chris (29), who was raised in Burnie, is a specialist military photographer with the 1st Joint Public Affairs Unit and was recently part of the action in East Timor, photographing the activities of the International Stabilisation Force.

But Chris wasn't always behind the camera. He first joined the RAAF as a plumber in 2001, and went to Bougainville in that role in 2004.

"My job there was to provide purified water to the camps," he says. Chris decided on a career change three years ago, and transferred to photography within the RAAF.

"I was always interested in photography as a kid. I was interested in what our military photographers did and it went from there," Chris says.

"My career highlight so far was being posted to the ADF's deployable public-affairs unit in Canberra, which allows me to work with other photographers and spend my time doing something I love. That's how I ended up in East Timor.

"I love working with the infantry. It's very different to what I'm used to, and the guys are really good to work with. They are really nice people and they enjoy their jobs – and that rubs off. It inspires me to do a good job for them," he says.

While in East Timor, Chris' wife Alana was completing her own RAAF basic and trade training.



Pic Major Kate Ames

David Counsell

Orford's David Counsell, 27, deployed last year to the high mountains and dangerous valleys of Afghanistan as a member of Australia's Mentoring and Reconstruction Task Force.

David grew up in Orford and went to school at Orford Primary School before attending New Town High and Elizabeth College in Hobart.

Then, in 2000, he joined the Army as an artillery officer.

Normally based at Holsworthy near Sydney, David led a team of diggers in Afghanistan whose job it was to train Afghan National Army soldiers.

This was his second deployment to the Middle East, having served in southern Iraq for six months between 2007 and 2008.

"I like being in remote locations, meeting new people including local Afghans," David says.

"The culture is amazing and the food is nice – a lot of meat, a lot of rice and a lot of bread." During his deployment, David missed his sister Sarah's 30th birthday.

"I called her in the morning and got all the people in the command post to sing her happy birthday. I think she appreciated it!" he says.

At the completion of his deployment, David planned to see his parents and then have a holiday in the USA.



Pic Sergeant Rob Nyffeneger

Jenna Webb

Devonport's Jenna Webb started her working life as an administrative assistant for a plumbing company – and now she's managing the procurement needs of more than 100 Air Force personnel.

The Reece High School and Don College graduate first joined the Royal Australian Air Force as a supply clerk in 2004.

After gaining experience at various bases, she's been promoted to corporal and is now enjoying the sub-tropical life at 82 Wing headquarters, RAAF Base Amberley in Queensland.

So what does Jenna's job involve? "My role as NCO procurement means I am responsible for the procurement needs of all the HQ staff, and I can also be part of exercises around Australia and overseas," Jenna says.

My job is highly sociable as I am required to interact with HQ staff on a daily basis to respond to their procurement needs for everything from basic stationery requisites to more complex procurement items.

"I am frequently in contact with various suppliers and my job also involves trips off base for local purchasing."



Pic Corporal Melina Mancuso

Shannon Evans

At just 26 years of age, Smithton girl Shannon Evans has done a lot in her nine years in the Royal Australian Navy – but nothing like the life-saving mission she was part of aboard HMAS Kanimbla in the aftermath of the earthquakes around Padang, Indonesia late last year.

Shannon and her colleagues were in Paraman, north of Padang, disembarking a team of 100 Australian military engineers and their equipment sent there to assist Indonesian authorities to repair several essential infrastructure sites and develop a temporary medical facility.

Leading Seaman Evans is a combat-systems operator and one of HMAS Kanimbla's operations room supervisors and works at the nerve centre of the ship,

home to a vast array of high-tech radar and communications equipment.

Shannon and her fellow combat systems operators provide the ship's command team with a real-time picture of threats that may be within striking range of the ship, as well as non-threatening contacts for navigational safety purposes.

Shannon joined the Navy from Smithton at 17, and is on her second posting to HMAS Kanimbla.

"I was on Kanimbla as a seaman when she went to the Arabian Gulf in 2001," she says. "After that I was on HMAS Sydney for another Gulf trip, then two years ashore at the Fleet Weather Station."

A two-year stint on the Adelaide-class frigate HMAS Newcastle saw Shannon gain more sea time before being posted back to Kanimbla last year.



Pic Able Seaman Andrew Dakin

Nathan Hardwicke

Launceston local Nathan Hardwicke enjoyed his sea-going experience as a soldier so much he decided to change services. Now he's a crewmember aboard amphibious landing ship HMAS Kanimbla, and was involved with the ship's assistance mission to earthquake-shattered Sumatra late last year.

The ship was deployed as part of Australia's response to a request for help from the Indonesian government in the wake of a series of devastating earthquakes late last year.

HMAS Kanimbla is normally based at Garden Island in Sydney, but was quickly packed with relief stores and a large team of specialist Australian Defence Force personnel who worked closely with Indonesian authorities.

Nathan started off as a cargo specialist in the Army in 2001, so his skills were especially useful when hundreds of tonnes of emergency stores required off-loading

at Padang.

Nathan served as a soldier in a number of foreign countries, including the Solomon Islands and the Middle East. He was then posted to Kanimbla as one of the small contingent of soldiers on the crew – the Ship's Army Detachment.

In 2008, after leaving Kanimbla, Nathan decided to pull the pin on his Army career and join the Navy. And hasn't looked back since.

After completing his training as a boatswain's mate, Nathan is now a leading seaman. He has specialised as a boatswain's mate, which means on-deck seamanship and skill with the ship's small arms and machine-guns. He is one of the ship's small-boat coxswains.

"This will be a chance to put into practice the skills I've learned since joining the Navy," Nathan said before the deployment to Padang.

"It's good to be doing the job for real. We'll be making a real difference to other peoples' lives."



Pic Able Seaman Andrew Dakin

Angus Johnson

Two weeks after the Padang earthquake, Devonport soldier Captain Angus Johnson was walking through damaged buildings with locals and government officials, discussing and assessing the damage.

Many of the city's government buildings were partially collapsed or suffering serious structural damage and Angus' job was to assess whether they needed to be demolished or could be re-used after reasonable repair.

"We were there to help the people of Sumatra get their lives back in order and get their communities functioning again," Angus says.

"As an engineer, I was part of a team that was going out and giving structural advice on buildings as to whether they were safe to use or not."

"I enjoyed being used for what I could contribute to the army – and to Indonesia." Angus joined the army reserves in 1987, first as an infantryman before taking a long

break to work overseas with a number of civilian firms. Returning to Australia several years later, he decided to rejoin the army reserve, this time with qualifications as a civil engineer.

"I wanted to put my skills to use in the army, hoping that it would be more practical than in civilian industry, and I would also get a more diverse managerial experience," he says.

"I really enjoy my reserve job because it allows me to interact with a broad range of people so that all of us can work together to get something done."

And that philosophy was never more relevant than in Sumatra.

"It's such a unique experience to be able to deploy to somewhere like Indonesia and help the local population out by enabling the rapid return of government services," he says.

"We worked there at the highest level. I wouldn't normally get the chance to have that link straight in, so it's great telling everyone about the great experience it was."



Pic Corporal Guy Young

Todd Dickson

Port Arthur's Corporal Todd Dickson, 35, has finally realised a dream – an operational deployment to the Middle East.

Todd, who has specialised as a quartermaster (supply manager) in the army is part of the Force Support Unit at the Australian contingent compound affectionately known as Billabong Flats.

"Our main role is to help Australians going back home," Todd says.

"We kit them up and make sure that they're issued everything they need, as painlessly as possible. Then, when they come back for leave or for return to Australia, we take all that kit off them and make that part of the trip as easy as possible as well."

Todd spent his childhood living in one of the historic houses at Port Arthur. After completing school, he studied horticulture and moved with his wife, Tanya, a fellow horticulturalist, to Hobart, where the couple

operated a landscaping business.

Several years later, with his wife's encouragement, he joined the army.

"My grandfather was in the army and I always had that fascination with World War One and the ANZAC legend, so I went into recruiting at the age of 29 and did it," he says.

After postings to Brisbane, Puckapunyal and Townsville, Todd deployed to the Middle East in September last year.

He says it has been extremely hot, dry, windy and dusty since his arrival, but he has adjusted to the conditions and settled into his new role.

"A big reason I joined the army was to go overseas and do my job for real," Todd says. "We train and train and train, but this is what it's all about for me – and it's probably the highlight of my career so far."

Meanwhile Tanya and their three children, Alora, aged 11, Oliver, 9, and Poppy, 2, can't wait for Todd's return.

A normal rotation for Australian service personnel in the Middle East Area of Operations is eight months.



Pic unknown

The Twins

As he passed the wriggling bundle to the midwife to clean and clothe, the doctor turned to the mother and said, 'You have to keep pushing Mrs Moore, there's another one'. The mother cuddled the two little bundles against her body while her proud husband studied his new family. In a voice choked with emotion he asked, 'What will we call them?' The mother nodded to the baby nestled in the crook of her right arm. 'This one we'll call Ina.' Shifting her focus to the child on her left, she said, 'And this one will be Clement'.¹

As the babies grew older, they developed an inseparable bond. They were a mischievous pair – no cupboard was safe, and anything left within reach was fair game for these two tiny larrikins.

When the boys reached school age, they attended Dana Street Public School.²

The other lads soon learned that the special bond shared by the Moore twins meant that, in a school-yard scuffle, to take on one meant taking on both. The twins were a familiar sight, scampering barefoot around the streets of Ballarat.

In their teenage years, the boys developed into keen sportsmen. They were both well known members of the Soldiers' Hill Football Club, with Clement on the wing and Ina dominant around the ruck.³ On the field, the brothers seemed to have the ability to anticipate the other's next move and know where and when to be in position to receive a pass or mark a kick from the other.

On leaving school, the pair went to work at the local Ballarat Brewing Company.³

On Saturday nights, the lads were regulars at the local dance, wooing the young ladies of the district with their dash, wit and charm.

The boys developed into fine young men. They were trustworthy and dependable, always ready to roll up their sleeves to lend a hand or to help a mate.

As the 19th century drew to a close, insurrection in South Africa found the British Empire at war with the Boer farmers. The Moore twins decided that a stint of military training might be in order – an opportunity to learn new skills and better prepare them for the future. The lads presented for enlistment at the local militia unit, the 3rd Battalion.⁴

Clement was accepted but, by some bizarre twist of fate, Ina was rejected because of his height. (Author's note: I found this strange as the records show that both were 5 foot 6 inches [165 cm] tall).⁴

It is not surprising that love and marriage influenced the boys' lives in a similar manner. Clement met, then married, the love of his life, Caroline, the union producing three children, a girl and two boys – one named Clement.⁴

Ina met and married Alice and had three boys – one christened Ina.⁵

After a long period with the brewing company, Clement decided on a change of employment and started work as a carpenter.⁴ Ina continued to work at the brewery in a position that he held for some 20 years.⁵

In 1914, when Australia responded in support of the Motherland and committed troops and equipment to defeat the rampaging German forces, the Moore twins looked on as their mates clambered to enlist for the 'great adventure'. Ina and Clement did not get caught up in the euphoric patriotism that was spreading across the country. They were committed family men and felt their responsibilities lay with their wives and children. Furthermore, as Ina said to his brother, 'Don't worry mate, it'll be over by Christmas'.

By the end of April 1915, the newspaper headlines were full of the Australian and New Zealand landings at some place called Gallipoli. Soon, regional papers began listing the names of local boys and men – including many known to the twins – who had been wounded or killed fighting the Turks.

The brothers sat in the local pub, reading the latest list of casualties.

'Well mate, what are we going to do?' Ina said.

'The only thing we can do – join up,' his brother replied.

In July 1915, the Moore brothers stood before the recruiting officer with bible in hand, swearing the oath of allegiance to serve their country.

Both men were allocated to the 13th Reinforcements of the 14th Battalion. Ina was assigned the regimental number 4256 and Clement 4257.

As he stood before his workmates, his boss spoke of Ina's courage and fine standing within the Ballarat community.

'Ina, we'd like you to accept this small token of our esteem and we wish you a safe return. By the way, get one for me, will you?' the older gentleman said with a nudge and a wink. Ina opened the small box and smiled appreciatively as he gazed on the splendid wristwatch his workmates had presented to him.³

The brothers were sent off to commence their training, initially in Ballarat, then Williamstown and finally at the Broadmeadows Army Camp.

On 29 December 1915, the brothers paused at the foot of the gangway of the troopship Demosthenes and, amid much hugging and tears, they bid an emotional farewell to their wives and children.⁶

They joined their unit at Serapeum, Egypt. Both were allocated to the 14th Battalion's 'A' Company – destined for the trenches of France. At the Egyptian seaport of Alexandria, the battalion boarded the Transylvania, the ship that would take them across the Mediterranean to the French port of Marseilles – running the gauntlet of marauding German submarines.⁷

As the troop train wound its way



Australian infantry march to their rest billets, watched by fellow contrymen, after fighting on the Western Front, 10 August 1916. Their brigade had suffered 1898 casualties (62 officers and 1836 other ranks) over the previous two weeks' fighting.

north, the members of the 14th enjoyed the scenery of the French countryside, so vastly different from the Australian landscape and especially refreshing after the monotony of the Egyptian desert. They laughed and joked, sang songs and waved at the French civilians as they passed by the quaint little villages.

The Diggers were sent to the rear area of Bailleul for a brief orientation period. They were issued with gas respirators and shrapnel helmets – tangible reminders that they were about to take part in the war for which they had been training so long and so hard.

They were self-assured and spoiling for a fight. In their minds, they were invincible.

Little did they realise the horrifying experiences that lay ahead of them.

They had yet to face the appalling conditions of trench warfare; running the gauntlet of rows of pillboxes, each one bristling with machine-guns; negotiating belt upon belt of barbed-wire entanglements, which stretched in a continual line from the English Channel to the Swiss border; and, enduring the relentless bombardment and noise of

artillery fire – not to mention having to confront death every waking moment.

By mid-June 1916, their preliminary introduction to war on the Western Front had been completed and the battalion was moved into the Bois Grenier sector on the front line.⁷

Like others in the battalion, the Moore twins were unprepared for the dreadful conditions of trench warfare, but were quietly confident that they could look after themselves and look out for each other.

The 14th established a routine of active patrolling by night and sniping by day. Companies were rotated in to and out of the forward trenches, to allow everyone short periods of rest in the support trenches.

When it was decided that the AIF should flex its muscles and carry the fight to the enemy, the 14th was chosen to launch the first Australian-led trench raid on the enemy. 'A' Company was to conduct the raid and, when volunteers were called for, to a man they stepped forward. The company was withdrawn to the rear to train and rehearse for the upcoming mission. As men were allotted tasks, the

Moore twins were ordered to cover the exit and entry of the raiding party. The raid scheduled for the night of 2 July.⁷

Keeping noise to an absolute minimum, the tide of blackened-faced raiders crept forward towards the unsuspecting enemy. Suddenly they sprang into action, launching themselves into the trenches, coming face to face with soldiers of the elite 50th (Prussian) Reserve Division.

The trenches soon became the scene of absolute mayhem. Bombs were exploding in every direction and the Diggers were locked in a do-or-die battle, much of it hand-to-hand. The rally signal was given and the Diggers withdrew across no-man's-land as the Germans retaliated with a torrent of withering rifle, machine-gun and artillery fire. The remainder of the 1st Battalion opened up with rifle and machine-gun fire to cover their mates' withdrawal.

As the last of the raiders dropped into the trench, Clement peered over the parapet and asked, 'Where's the rest of them?'

'They didn't make it, mate,' came the reply.

Although the company suffered heavy casualties, the raid was deemed an outstanding success.

The next morning, 'A' Company was withdrawn to the support trenches. A couple of hours later, company members were given the task of forming a carrying party to ferry stores to the forward trenches. The party would work under the supposed protection of darkness. It was decided to rest the men from the previous night and those who had not participated in the raid – including the Moore twins – would form the bulk of the carrying party.⁷

The German commanders were furious that the brash Australians would dare raid their trenches, so planned a retaliatory raid for that night. The German artillery sent over a few ranging shots during the day but, by dusk, the front was uncomfortably quiet.

The 14-man carrying party moved through the stores dump and picked up its load. As the Diggers groped their way along the rough track in the pitch-black darkness, they passed a detachment of pioneers working on improving the roadway.

'Watch out up there boys – I think the square-heads are up to something,' one of the pioneers warned.

It was around 10.23pm when they heard it – the unmistakable screech of incoming artillery.

'Take cover,' the corporal yelled. But his warning came too late as the rounds landed amid the party. Ina turned to check

the whereabouts of his brother just as a shell exploded between them.

The bombardment continued for over an hour with rounds of every calibre slamming into the forward positions of the 14th Battalion.

As the barrage lifted, the Diggers scrambled back to the parapet to fend off the attack that they were sure was to follow.

They didn't have to wait long. The Germans surged forward and almost succeeded in dislodging the Australians from their trenches. In a seesawing battle, the Diggers held onto their position, the Germans ultimately withdrawing to their own lines to lick their wounds.

The moans of the wounded men of the carrying party brought the pioneers forward to assist.

Two men searched the smoke and cordite-filled area, horrified by the carnage as they looked for survivors.

'We might as well pick up what's left of these blokes,' one said, reaching down to retrieve a severed arm.

The other bent down and removed a letter from the pocket of the dismembered torso nearby.⁸

'Addressed to a fella named Moore,' he said.

'I've got something else of his too, mate. Here's his notebook,' the other said. On comparing the items, they realised the initials were different.

'Wonder if they were related?' one asked.

At the Australian War Memorial on 10 March 2001, the Australian Army celebrated its 100th birthday. In a final act of remembrance, floral tributes of native flowers were laid at the base of selected plates bearing the names of Australians who had fallen in battle. Those honoured were the youngest to die, the oldest to die and the only set of twins to die simultaneously, Ina and Clement Moore.⁹

¹ Registry of Birth, Deaths and Marriages, Victoria.

² AWM 131, Roll of Honour Circular 1914-1918 War

³ Story reporting the death of the twins, The Ballarat Courier, 5 August 1916, p7

⁴ National Archives of Australia: B2455, WWI Service Records, 4257 Private C Moore

⁵ National Archives of Australia: B2455, WWI Service Records, 4256 Private I Moore

⁶ AWM 8, Unit Embarkation Nominal Rolls, 14th Battalion AIF, 1914-1918 War

⁷ Rule, EJ, Jacka's Mob, Sydney, Angus & Robertson, 1933 & 2000

⁸ Wanliss, N, The History of the Fourteenth Battalion AIF, Arrow Printery, Melbourne 1927

⁹ Australian Red Cross No 4 ADBD, Estaples, 31 August 1916

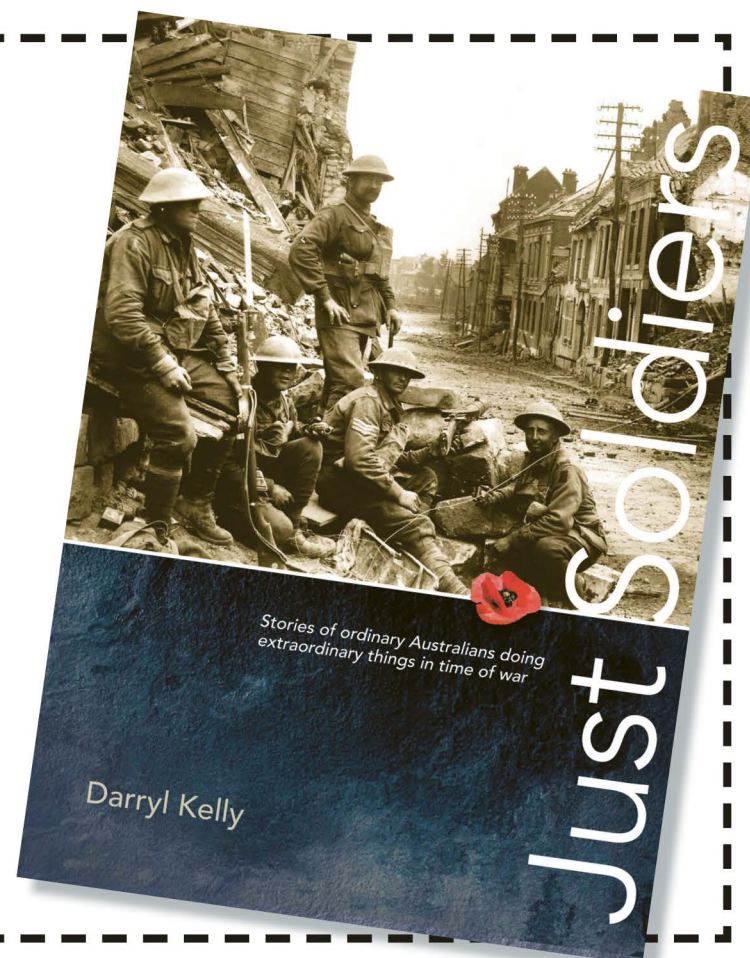
JUST SOLDIERS: STORIES OF ORDINARY AUSTRALIANS DOING EXTRAORDINARY THINGS IN TIME OF WAR

by Darryl Kelly

In 1914, Australia had a population of fewer than 5 million, yet 300,000 from all walks of life volunteered to fight. More than 60,000 were killed and 156,000 wounded, gassed or taken prisoner.

This book of WWI stories, based on fact, portray the human tragedy of war. Many confirm the reputation of Australians as fearless fighting men. Yet, as in life, not all were heroes.

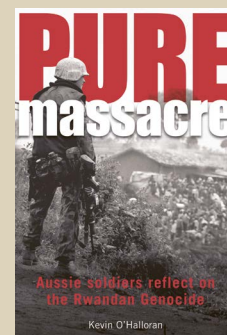
Available at all good book shops or www.anzacday.org.au



Pure Massacre: Aussie soldiers reflect on the Rwandan Genocide

Author: Kevin 'Irish' O'Halloran

RRP: \$34.99



Rwanda is no stranger to violence. In 1994, an orgy of killing swept across the tiny land-locked nation and genocide of a scope unseen since WWII erupted. Around 1,000,000 men, women and children were mercilessly shot, hacked to death or burnt alive.

To alleviate the suffering and restore order to shattered lives, a group of Australian peacekeepers, made up of Army, Navy and Air Force personnel, was sent to Rwanda with a United Nations' mandate – and were exposed to a lack of humanity they were not prepared for and found hard to fathom.

On 22 April 1995, the daily horror and tragedy they had witnessed escalated out of control. At a displaced persons' camp in Kibeho, in full view of the Australian soldiers, more than 4000 unarmed men, women and children died in a hail of bullets, grenades and machete blades at the hands of the Rwandan Patriotic Army.

Constrained by UN peacekeeping rules of engagement, these Australians could only watch helplessly and try to assist the wounded under the gaze of the trigger-happy killers.

Pure Massacre is a record of what happened during this peacekeeping mission. Kevin 'Irish' O'Halloran, a platoon sergeant at the time, stresses

the weaknesses of the UN charter and what happens when "good men do nothing", through the perspectives of those Australians who served in Rwanda at the time.

Pure Massacre gives a new and personal voice to the Kibeho massacre.

It takes a special type of bravery, discipline and compassion to do what these soldiers did. Little did they know, when the second tour of Rwanda was over, they would be the highest decorated UN peacekeeping contingent since the Korean War.

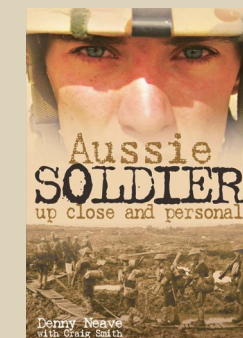
However, for many, their service in Rwanda would come with a personal toll. No Australians died during or immediately after the massacre at Kibeho, but as *Pure Massacre* testifies, the suffering and tragedy is embedded in their memories.

This is a new release – available from Big Sky Publishing from March 2010 to mark the 15th anniversary of the massacre at Kibeho, Rwanda, and the Australian UN troops who served there.

Aussie Soldier Up Close and Personal

Authors: Denny Neave and Craig Smith

RRP: \$34.95



military uniform and into the heart of our diggers. It gathers short stories,

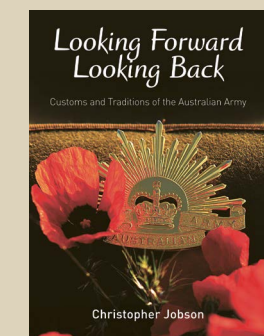
diary extracts, letters, anecdotes and quotes from soldiers past and present. In a flood of heart-warming, confronting and humorous stories this wonderful collection provides an insight into a job that too few of us will ever understand.

This is the first in the *Aussie Soldier* series. *Prisoners of War*, the second in the series, is available now from Big Sky Publishing.

Looking Forward Looking Back: Customs and Traditions of the Australian Army

Author: Christopher Jobson

RRP: \$34.99



Looking Forward Looking Back is a living record of the Australian Army's proud history, its customs and traditions, from the slouch hat to Anzac Day

commemorations, expertly researched by a Vietnam veteran who spent 30 years as a professional soldier.

This book examines a wide range of traditions – some that belong to the service as a whole, others to a particular corps, regiment or rank. A number of these traditions are solemn, while others are surprising or humorous.

This unique book is complemented by a wonderful array of colour photographs and black-and-white diagrams. It also contains a long list of army abbreviations and acronyms. What a wonderful resource for your library!



CALL OF DUTY MODERN WARFARE 2

Infinity Ward

www.modernwarfare2.com/games.php

Xbox 360, PS3, PC

While it was always going to be highly anticipated, many gamers were secretly worried that Infinity Ward's return to the contemporary combat environment with *Modern Warfare 2* would be devoid of the defining moments of the first title in the series. To top nuclear explosions, sinking cargo ships and AC130 aerial fire support would be no mean feat. Unsurprisingly, perhaps, the team at Infinity Ward have managed to recapture the intensity of the first game with a whole new round of memorable experiences.

Borrowing heavily from Hollywood, the single-player campaign in *Modern Warfare 2* is one in-your-face cinematic moment after another.

Whether it is guiding precision munitions onto a target from a Predator drone or participating in an MH6-bourne assault into a Russian gulag, *Call of Duty 2* manages to keep you enthralled in a way that many developers can only dream of.

The sequel takes place almost immediately after the closing act of the first game with the world still reeling from nuclear terrorism. Central characters such as 22SAS operator 'Soap' MacTavish and Captain Price return, with the player taking on the persona of several other combatants in the globe-trotting single-player campaign.

Gameplay hasn't changed all that dramatically over the first title either. *Modern Warfare 2* is still a traditional

shooter that relies on firepower and precision over the use of cover as its main element. This results in a hectic game mechanic with a continual requirement for players to push ahead rather than sit in safety and slot waves of approaching enemies. It's a mechanic that has been refined over the course of the franchise and perfected to a level that the invisible triggers – so obvious in earlier games – are well camouflaged.

Like the first game, *Modern Warfare 2* has a couple of real stand-out missions. The assault into the gulag is easily the most memorable with its mix of helo-sniping, close-quarter combat and only-in-Hollywood extraction. The best bit, however, is ripped straight from *The Rock* and has the player fighting through a low-level bathroom while every Russian within Coeee attempts to gun you down from their high vantage points. Also channelling Hollywood is the Wolverines level, which has players defending suburban America against a surprise Russian airborne invasion. Defending a Taco Bell was not something I thought I'd ever be doing.

Like all recent releases, *Modern Warfare 2* has attracted a fair bit of criticism from certain quarters. The criticism forced an option to skip one of the missions without detriment to a player's stats. Having played through, I can understand why it has caused such outrage but it also highlights just how good

the gaming environment can be in forcing players to make moral or ethical decisions. I played through the No Russian mission without pulling the trigger until the FSB started to shoot at me. There was something about gunning down innocents at an airport that I just couldn't do.

The biggest downside to the single-player game is that it is all over and done with far too quickly. I generally expect more than 5-6 hours for my \$100. Having said that, the Special Operations mode means almost unlimited replayability in both co-op and single player, adding a great deal more to the package. Multiplayer is also excellent but Infinity Ward's decision not to allow filtering means getting a game with decent connection speeds is almost impossible. Unfortunately, the lack of Australian settings for multiplayer makes it almost impossible to jump into a decent online match.

Modern Warfare 2 eclipsed all previous sales records in Australia for an electronic game on release – and for good reason. It is highly polished, massively addictive and tweaked to within an inch of its life. If getting online doesn't faze you, there is currently no better military-themed game. If you do want to play online, however, be prepared to be frustrated.

Score: 5/5



IL-2 STURMOVIK: BIRDS OF PREY

505 Games

www.il2game.com

Xbox 360, PS3

Flight sims just never seem to take off (did you like that?) on a console. While there have been various incarnations of the Manga-inspired airborne shoot-em-up, a true flight sim has been difficult to find. 1C's console version of the highly regarded PC sim, *IL-2 Sturmovik* is the first to really move towards providing a sim experience on a massive flat-screen.

For those who played the PC version, the game is immediately familiar. Fantastic aircraft models, expansive landscapes and aggressive and competent enemy pilots make it highly challenging on the realistic settings.

While it is playable with a normal console controller, those who have been hanging out for a title of this nature would be well advised to fork out the extra \$100 and purchase the Saitek Flight Stick. They're hard to find, but JB Hi-Fi and a few others seem to have one on the shelves every now and then.

Those serious about their sims will work to unlock the realistic and simulation settings while those seeking a more arcade experience will be content to just play through on the normal settings.

The difference between the settings is amazing and trying to play in full-simulation mode quickly gives you a new appreciation for just how hard it was to survive as a pilot in WWII. Is that speck on the horizon friendly or enemy? Finally figure it out only to lose the enemy in the clouds and have 20mm cannon rounds streaming past your cockpit seconds later.

On the higher settings, this is a game that takes massive levels of concentration – pull too hard on the stick and you're in a spin; take a couple of hits and your performance drops dramatically. Even finding a safe runway to settle on to is a challenge.

Birds of Prey covers the spectrum of the WWII European campaign with missions spanning the Battle of Britain through to



the final fight for Berlin. Flight simmers will love the freedom of playing a game like this on their console without having to upgrade various components of their system to make it play. Casual gamers who are not true devotees of the genre will probably still enjoy the arcade mode, but even that is not as simple as other titles available on consoles.

Score: 4/5 for flight sim devotees

Score: 3/5 for everyone else

DARKSIDERS

THQ

<http://uk.thq.com/uk/game/show/4009/Darksiders>

Xbox 360, PS3

Not normally the type of game that Sapper Gameboy enjoys, but *Darksiders* is based around War – as in War with a capital W, one of the Horsemen of the Apocalypse.

Set in a fantasy universe in which the forces of good and evil have made planet Earth their battleground, *Darksiders* pitches the player into the raging battle with little more advice than press X to swing your sword or B to pick up objects. The first 30 minutes are a trial-and-error run through of the last days of Earth as we know it, with angels and demons doing their best to prevail. As one of the Horsemen of the Apocalypse, neither side particularly cares for you and they will quickly turn their attentions towards War.

It is after this intro battle that the game proper starts with War stripped of his powers, mankind vaporised and planet Earth a demon's playground.

Darksiders has you hacking and slashing your way through the demonic hordes to restore balance to the universe and ultimately uncover what vile event saw War incorrectly summoned and then framed for the carnage that followed.

Fantasy fans will love the storyline, which blends elements of the End of Days' stories from Revelations with the more common elements of foul demons and quests. War, with his three mates, was once the baddest bloke on the block but the majority of *Darksiders* is spent in an X-button-smashing grind to kill demon spawn to get him back to his former glory. It is not until midway through the game with weapon upgrades and the arrival of War's trusty steed, Ruin, that the game really starts to shine.

As something different, *Darksiders* was immensely enjoyable. The game mechanic is well constructed, the puzzles are just challenging enough without being annoying and the limited instruction in the game provides a sense of achievement when you finally figure out what attack works best on what enemy.

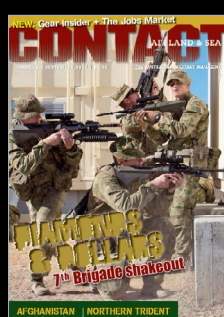
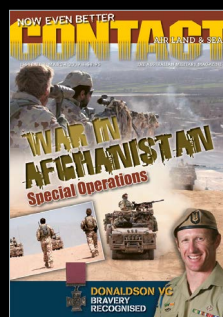
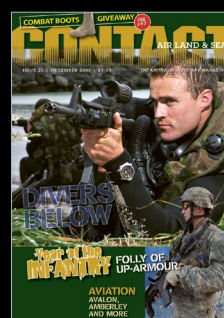
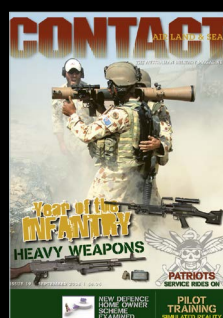
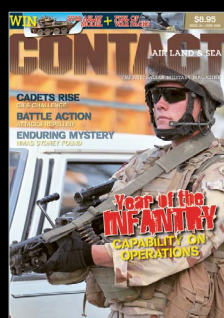
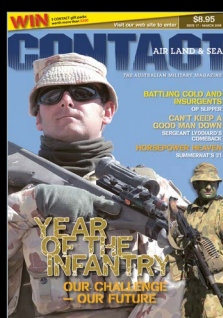
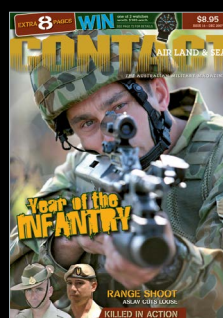
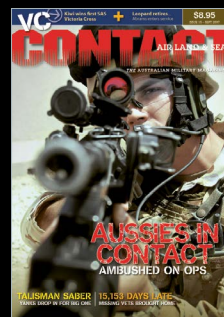
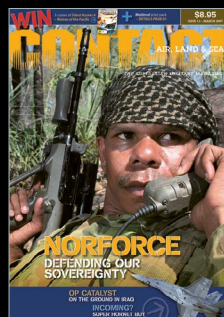
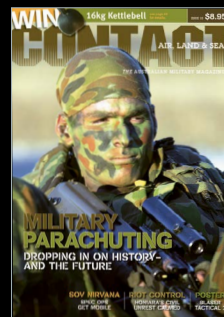
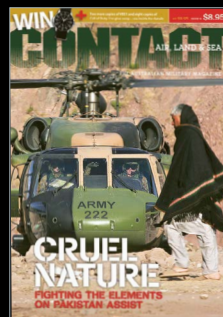
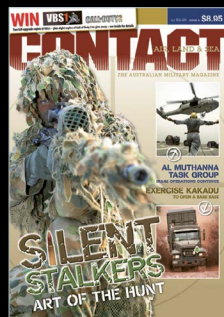
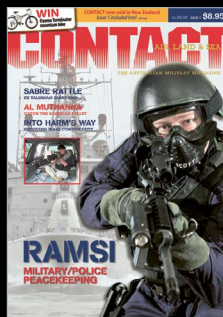
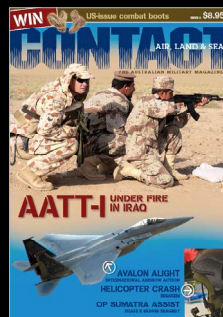
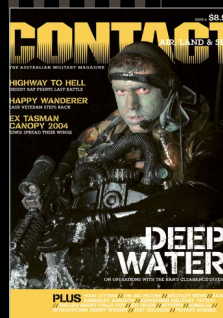
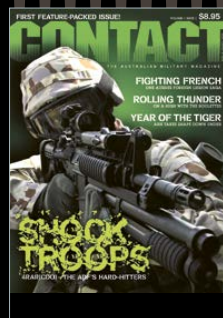
The visuals and voice acting in the game are also a standout.

Score: 4/5



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☐ #1 ☐ #2 ☐ #3 ☐ #4 ☐ #5 ☐ #6 ☐ #7
☐ #8 ☐ #9 ☐ #10 ☐ #11 ☐ #12 ☐ #13
☐ #14 ☐ #15 ☐ #16 ☐ #17 ☐ #18 ☐ #19
☐ #20 ☐ #21 ☐ #22 ☐ #23 ☐ #24

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Pull-up Power (PART 1)

If you were going to put together a list of the exercises that people fear the most, then, for many people, pull-ups (or chin-ups or heaves) would be near the top of the list. In fact the world seems to be neatly divided into two types of people. Those who can do lots of chin-ups without too much effort and those who absolutely dread chin-ups because they can only squeeze out a few at best.

This, of course, is a major problem for anyone looking to join the military or already serving because, unlike some other exercises, the pull-up is a supremely functional exercise that carries over to many combat situations.

In this article I'll outline a plan to get you from zero pull-ups to a solid set of five and then, in part two of this article, we'll look at advanced variations and methods to get from five to 20+ pull-ups.

Because it involves lifting your whole body mass with the relatively small musculature of your upper body, many people struggle with pull-ups and it's not uncommon for an untrained individual to be incapable of even a single rep.

Unlike say a barbell squat or bench press, incremental loading is a bit hard with pull-ups.

This, of course, leads to a significant problem in the gym. How do you get better at something you can't even come close to doing?

Many of the methods tried by bodybuilding trainers (like doing lots of lat pulldown and using assisted pull-up machines with a fixed line of action) don't work particularly well. So, over the past few years, I've developed a fairly simple progression for moving clients from pull-up zero to pull-up hero.

Before we look at the training progression, let's define the different movements you'll need. Note that the terms pull-up, chin-up and heave are often used to describe different hand placements, but I generally use the terms interchangeably and distinguish between the different grips as over/underhand and alternate.

Pull-ups start with the body suspended by the arms from a bar or beam, the arms at full extension. The body is then pulled up in a controlled and smooth manner until the chin clears the bar or beam. At the top, the movement is reversed and the body returns at a controlled speed to the full hang position.

Assisted pull-ups are any pull-up where some percentage of your bodyweight is supported by an external force such as a



spotter or rubber band.

The Plan

If you can't do a single pull-up, the easiest way to get started is to start with assisted pull-ups. These can be done with a spotter but for a more consistent and progressive effect, I highly recommend getting a set of three to four different-strength jump stretch bands. For guys, try to get a set of three bands that are approximately 2cm, 3cm and

4cm wide. For women, an additional 1cm-wide band may also be required. The wider the band the greater the assistance.

If you haven't seen these before, they are simply enormous rubber bands that can be used to support part of your weight on the chin-up bar. The band is looped over the bar then through itself and then you put your foot or knee in the loop of the band when hanging from the bar.

Note that although similar to an assisted chin-up machine the bands have a couple of major advantages. First, a set of bands only costs about \$100 and fits in a small backpack – plus, the path of assistance is not fixed and therefore your body and legs are free to move through space along the same path that they will eventually take when you graduate to unassisted pull-ups.

You need to start with a wide band (or even two bands together) that gives you enough assistance to perform sets of two to three pull-ups. Then, three days a week, as the first exercise in your program, perform three to five sets of pull-ups.

After a week or so try to increase the number of reps per set to four and then five.

Once you can do five sets of five reps at a certain level of assistance, it's time to switch to a slightly weaker band. This will inevitably knock you back to sets of two to three and from there the process begins again through each level of band until you are doing five by five with your thinnest band.

Once you reach this point you should be able to do one to three unassisted pull-ups and you will be able to repeat the process to achieve five by five unaided.

If you can already do a few pull-ups then you can use the same method to build reps by aiming for sets of 10, and when you reach five by 10 on each level, change to the next weaker band.

Conclusion

Pull-ups are not an exercise to be afraid of and, with a little effort and a few rubber bands, you'll find that you are pumping out pretty good numbers in a month or two. Next time we'll look at ways to get to an elite level of pull-ups as well as advanced variations of the basic pull-up.

For a video showing basic pull-up progressions, including the use of bands, visit my youtube account at www.youtube.com/user/octogenstrengthcoach



MSD training on operations *"Fighting fit and fit for fighting"*

During operational deployments, Australian Defence Force personnel take their down-time opportunities to maintain their fitness, rest and relax. Fitness sessions can range, depending on facilities available, from body-weight sessions and runs to attending regular fitness classes and established fitness gymnasiums. It is also a good opportunity to conduct MSD training.

Military self defence training has been successfully conducted in East Timor and the Middle East Area of Operations.

There are major benefits to training MSD on operations. MSD provides an avenue to let out frustrations in a controlled environment. Punching and kicking pads is a great stress release. It is a full-body workout that allows the participant to work at the intensity and level of their choice. The action of focussing on a target and hitting it as hard as one can with repetition is meditative.

Cardiovascular benefits cannot be underestimated either. Performing five sets of two-minute rounds of punching and kicking is exhausting for the uninitiated and experienced alike. Include a few two-minute rounds of holding various ground-control positions and you have created an efficient workout.

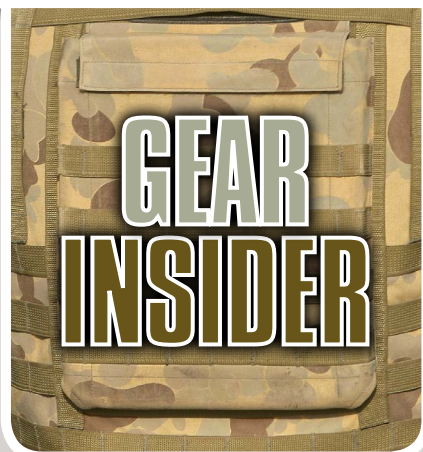
There is also considerable benefit in performing some rounds with combat load such as body armour and helmet worn. This adds weight and increases the load on the cardiovascular system. Precautions need to be taken as combat equipment is heavy and the risk of injury increases.

MSD training can also be focussed on skills and scenarios that may be required during the operation. These skills include crowd-control techniques, disarming armed offenders, and various escapes from different situations. Scenarios can be developed to expose participants to situations that may arise in the performance of their operational duties and tasks. The more realistic the training the more beneficial it will be.

SAMPLE TRAINING ROUTINE

Body rotations – arm swings,
trunk rotations and leg swings
2 minutes jab/cross
Change (partner works)
2 minutes knee strikes
2 minutes jab/cross and kick
2 minute hold mount – reset if
escape
Pushups – max
Guard situps – max





This issue we take a look at the that piece of equipment central to every field-going members' kit...

Load-bearing equipment

Humping a load

Load-bearing products are among the biggest private-purchase category of gear in the ADF. So when we talk about load bearing (LB), this includes webbing, chest-rigs, packs and pouches, tactical, MOLLE, PALS and a dozen other proprietary or new and improved bits of gear.

I possess some and have tried various items and manufacturers over the years but, like everything we look at in this column, it comes down to how you are going to make the choice for your needs.

Materials are our first port of call and our choices here are pretty slim, but those choices also include the two best options. LB equipment can be manufactured from flax, cotton, polyester or nylon with some other materials such as polypropylene used in straps and trims.

Flax and cotton are natural fibres and, until polyester and nylon came along, were common. Most basic-issue webbing ensemble is still made of cotton canvas.

Canvas is generally a hardwearing product but, against a synthetic, its lifespan is considerably shorter. Unlike synthetics, canvas is heavy, absorbs moisture and is prone to rotting and mildew. But you guys knew this already, right?

So, what about the synthetics?

First, let's get polypropylene out of the way. This is a product of oil refining, and is a soft and pliable material when woven in fabric or webbing – in fact, too soft for us, and it is flammable with a low

melting point and little resistance to UV. If you do come across it, it will be mostly be in the form of straps. It has a soft greasy feel to it.

That leaves us with nylon and polyester – both synthetics with slightly different properties and performances.

Nylon is a synthetic polymer developed in the 1930s as a synthetic silk. Nylon can come in solid form, cast, moulded or extruded. It can also be extruded into single or monofilaments, and as a chopped staple fibre. The monofilaments can be spun into yarn and woven into cloth, giving us the fabric we know under a couple of brand names.

Some forms of nylon are aromatic nylons which, when polymerised with

different acids, go on to form well known ballistic and flame-resistant products in the aramids family.

Nylon can easily be dyed in the manufacturing stage but does not easily take to being printed on. Quality printed and formulated nylon is expensive, so usually a lesser quality is used with similar wear but reduced resistance to fading under UV. And that's pretty much why you find most nylon LB in solid colours.

For us, nylons are high tensile, highly resistant to abrasion, don't absorb a lot of water, won't rot or burn and are resistant to chemicals. On the down side, they do melt.

With all that going on, why bother with Polyester?

Polyester is also a polymer but has esters in its chemical group. It's more easily produced, cheaper, has most of the same properties as nylons, is easier to print on and is less susceptible to fading and degradation from UV. And, if you're green minded, it's easier to recycle as well.

The ADF went to Polyester for the Land 125 ICLCE equipment because it represented the best value for money.

So, nylon or poly? Not much of a difference, but I'd probably take nylon, although I wouldn't cry over polyester.

Look for the big-name nylon and polyester makers, as some of the generic stuff is pretty woeful.

Now we're down to how it's put together. It's no use having the best fabric if the thread, webbing and hardware are sub-standard, right? A couple of the little Australian manufacturers and one of the big ones do this – top fabric married with cheap assembly and fittings.

Stitching and threads are more important than you imagine. As you might guess, stitching holds the whole show together. It's also the component most likely to fail first. Look for appropriate-sized nylon thread for the job with even and clean stitching. Stitch frequency should be five to seven stitches per cm for seams and narrow-width webbing and three to five per cm on larger webbing. Look for 'gate' or 'X' stitches and other reinforcing at stress points and where webbing is joined or attached to fabric.

I'm going to mention brands here – ITW/Nexus and YKK. Both these brands produce the best plastic hardware and zippers. These brands produce their products in UV-stable nylon, some with IR properties, and should be found on anything half-decent.

Good straps and webbing are easily recognised by the quality and closeness of the weave. These should be nylon or polyester as well. If you find what appears to be a well-made webbing strap with red or yellow thread, usually woven into the edge, you've found mil-spec web usually used in parachute harnesses and the like.

So what style of LB gear should you get? That's up to you, but remember, the Chief of Army has issued an instruction that you must only use ADF-issued equipment for the carriage of explosive ordnance, munitions and weapons – later modified by a 'clarification' document. Yes, I reckon this is an easy 'out' from several procedural failures, but it is an order, so find the facts before you spend your money.

As I always say, do your research and, in this case, try a variety of your mates' gear, if you can, to see what works best for you.

When you do get your gear, it is important to remember that the majority of the load should be carried on your hips, with your shoulders



taking only some of the weight, to stabilise the load. In packs, put heavy items up high and as close as possible to your back, to keep a good centre of gravity and to reduce stresses on your spine.

Happy stomping!

Got a comment, critique, criticism or death threat?

Send emails to:
gearinsider@militarycontact.com



Trade and technical jobs in the ADF

This area presents young people, and also very much those not so young, with some excellent opportunities. For this issue we will explore the many opportunities available to gain trade/technician (TR/T) qualifications and experience in the defence forces.

On your first browse through the defence jobs website you will notice the significant number of opportunities that exist – currently 30 different technical jobs.

We have listed all 30 jobs and the respective service they belong to in table one. To make it easier for you, we have further divided these jobs into three different categories in table two – these being aviation, traditional and high-tech/specialist. Hopefully, table two will break down the choices into areas that you can more closely relate to.

Why go for TR/T?

Publicity over the past couple of years has highlighted a shortage in TR/T in many sections of Australian industry. The skill shortage is particularly acute in the resource industry, off-shore industries, aviation and many others – including Defence.

The reasons for this are many – but two of the principal reasons being the massive expansion in secondary students going onto tertiary studies in the 1990s, coupled with many sectors of Australian industry ceasing to train apprentices.

TR/T jobs in the ADF present excellent opportunities. Some of the reasons people should consider them include:

- » Good pay from start of training
- » Theory completed in one block
- » Adult applicants accepted
- » Training standards far exceed most civilian opportunities
- » Civilian accreditation
- » Advanced training opportunities
- » ADF benefit package

It would not be an exaggeration to say that people who commence a TR/T career in the ADF in many ways are guaranteeing they will never be unemployed, as the advanced and specialist training available to ADF applicants is virtually limitless and people with a military TR/T background are very keenly sought by civilian industry.

Training, pay and conditions

With all trade jobs the Initial Minimum Period of Service (IMPS) is six years. But, it is important to note, approximately the first 18 months of this period will be devoted to training.

Training in all three services commences with military training (MT). This is the induction and training course that all enlisted ranks go through. In the Navy this is conducted at HMAS Cerberus in Victoria, for the RAAF at RAAF Base Wagga Wagga, NSW, and for Army applicants at the Army base at Kapooka, near Wagga Wagga, NSW.

Typically this period of initial military training will last for approximately 10 weeks.

Trainees will then move on to the trade-training phase of the process. This period is known as initial employment training (IET). There are three principal facilities (but many others, depending on the specialty) that are used; they being HMAS Cerberus, Victoria, RAAF Base Wagga Wagga and

The Army Logistics Training Centre near Wodonga, Victoria.

An interesting point to note is that just because you have joined the army, for example, does not necessarily mean you will be doing your IET at an Army training centre. It makes sense if you think about it – the Army sends its trainee aviation technicians to the RAAF School of Technical Training, and the RAAF will send its trainee vehicle mechanics to The Army Logistics Training Centre. In short, each service will use the facility that best meets their respective needs – and sometimes you may attend more than one facility to complete your IET.

IET may last between 40 to 72 weeks, depending on the trade.

After you complete IET you will usually commence a period of on the job training (OJT). This is where the fun really starts and you get to use your new-found skills in anger.

OJT will typically last for between 10 to 18 months, after which you will be considered fully qualified.

Naturally though, for the first few years, it is very much a learning process and seeking advice and guidance from seniors in the trade is an important aspect of learning and showing a positive attitude. Those who show the most motivation and skill will always be selected first for advanced training courses and deployments, and be given the fullest consideration if they elect to study for an advanced diploma or engineering degree.

One of the key benefits of the TR/T path is that you get paid reasonably well even when you are training. You will start on recruit pay of about \$30k/yr for the first 10 weeks. Then advancing to \$35k for the first six months of IET, with about a \$2200 pay rise after 6 months and another \$2200ish in another six months.

[Editor's note – in issue #20, p29, I argued that trade trainees are at a serious pay disadvantage over non-technical ADF members. Even though the tradesman will eventually be on a higher fortnightly wage, it could take him 10 years or more to catch up on his non-tech comrade who started earning a proper wage, and accumulating rank seniority etc, far sooner. Food for thought.]

After finishing IET, salary inclusive of various service allowances, will be between \$55k to \$70k depending on the pay group your trade fits under. You also have to keep in mind that you will be eligible for a wide range of other ADF benefits such as rental

TABLE 1 – Current TR/T training opportunities listed on www.defencejobs.gov.au

Army	Air Force	Navy
Aircraft Life Support Fitter	Aircraft Armament Technician	Electronics Technician
Aircraft Structural Fitter	Aircraft Life Support Fitter	Aviation Technician Aircraft
Aircraft Technician	Aircraft Spray Painter	Aviation Technician Avionics
Avionics Technician	Aircraft Structural Fitter	Electronics Technician Submariner
Carpenter	Aircraft Technician	Marine Technician
Electrician	Avionic Technician	Marine Technician Submariner
Electronics Technician	Carpenter	
Fitter Armament	Communication Electronic Technician	
Metalsmith	Electrician	
Plumber	Fitter & Turner (Ground Mechanical Engineering Fitter)	
Technician Electrical	Motor mechanic (Ground Support Equipment Fitter)	
Telecommunications Technician	Plumber	
Vehicle Mechanic		

TABLE 2 – Job categories

Traditional	High Tech/ Specialist	Aviation
Electrician	Electronics Technician	Aircraft Life Support Fitter
Carpenter	Fitter Armament	Aircraft Structural Fitter
Plumber	Metalsmith	Aircraft Technician
Technician Electrical	Telecommunications Technician	Avionics Technician
Vehicle Mechanic	Communication Electronic Technician	Aircraft Armament Technician
Motor Mechanic	Marine Technician	Aircraft Spray Painter
Fitter & Turner	Marine Technician Submariner	Aviation Technician Aircraft
		Aviation Technician Avionics

assistance, housing-loan subsidies, medical, dental and so on.

Categories of trade

As you can see from table two, we have divided the trades into three categories in an effort to simplify the process – aviation, traditional, and high-tech/specialist. There are excellent opportunities across all three areas but there are some issues that need consideration.

First let's consider the aviation tech jobs. These involve specialising in different areas of aircraft maintenance for fixed wing if you are in the RAAF, or choppers in the Army and Navy. Broadly, people specialise in either structures or avionics but the RAAF has some further sub-specialties such as spray painting. The civilian equivalent is an AME or LAME (licenced aircraft mechanical engineer) which your ADF qualifications will more than adequately prepare you for. The great news here is that there is a critical shortage of AMEs and LAMEs worldwide with the average age of the civilian aircraft tradesperson being 55 years old – so you will have a choice of jobs if you decide to leave the ADF after your service. But keep in mind you may be limited to working in the aircraft maintenance sector unless you do further training.



We also have a section for traditional trades such as electricians, plumbers, carpenters, fitters, vehicle mechanics and so on. Most people will have a good understanding of these types of roles. The ADF roles are very similar except with a higher standard of training in a much broader skill set, plus military training.

The final section is for high-tech trades or specialist trades. The high-tech area is mainly some of the electronic/electronic communication areas – certainly an excellent background to be skilled in given the direction technology has moved over the past two decades. The marine technical qualifications we would categorise as

a specialist trade, as we would an Army metalsmith. An armament fitter is also a specialist trade and, while we see nothing wrong with it, keep in mind there is no direct civilian equivalent.

TR/T is for me – but which service?

Do you like boats, water and can you live in close quarters? Then the Royal Australian Navy is the obvious choice. The reality is that junior trades will be doing a lot of sea time in their first few years, so if this is something that really appeals, seriously consider the RAN.

Most TR/T jobs are in the RAAF and Army. You need to think carefully about each organisation, its culture and the type of operations each performs. Many people also regard base location as an important consideration. The RAAF is the most technical of the services and could perhaps be where the academic culture is also strongest.

There are many who have served in more than one branch of the ADF who will readily tell you that military and leadership skills are strongest in the Army. They will say that in the Army everyone is expected to be a leader.

Whichever way you go, the bottom line is that TR/Ts present fantastic opportunities for those who are looking for a good job, good pay and excellent training.





Honda DN-01 Cruiser

6-speed human friendly transmission (HFT) auto & semi-auto 680cc v twin

The first time I laid eyes on a DN-01, I was riding the opposite way and, after a quick rubberneck, I wondered what it was. When I got home, I decided to use that invaluable, ubiquitous internet search engine to find out whether it was a bike or a scooter on steroids.

I found out it was a Honda, and a week or so later, approached my local dealer for a test – my thanks to Canberra Motorcycle Centre.

Its styling is nothing short of what you'd expect to see in a Blade Runner sequel. When I first saw it, I thought it looked like a shark. To look at it front on, the head lights give it an almost human appearance – like two eyes looking back at you.

After 10 minutes walking around, gazing at the huge wheels, LED tail lights, sleek body and silver exhaust, I began to like the design so much I began to think of buying one.

When you first go to throw your leg over the comfortable, sculptured seat, you notice the high-raised handle bars and the fully digitised instrument panel, which displays speed, what gear you are in, which transmission mode you have selected, fuel

level, rpm (to just over 9000rpm), time and a trip meter.

My first impression was that this was a big scooter, but it isn't. It's a cruiser. There is no scooter on the market with a liquid-cooled 680cc V twin engine, and there is no under-seat storage like a scooter on this bike.

On the left-hand grip there's no clutch, but a plus-and-minus paddle-shift arrangement is easily operated by the index finger and thumb.

Sitting on the bike, you feel more comfortable than you would on most bikes – and most lounge chairs at home.

As I accelerated from the kerb, I wasn't expecting a rush from the V twin – but, does this cruiser move! 60 and 100km/h come up in the blink of an eye.

The transmission is silky smooth. Whether you are in drive, sport (where it revs a little higher, improving responsiveness) or in manual mode, the changes are hardly noticeable.

I gave manual mode a good workout on a hilly section and it was flawless in its changes, allowing me to have as much control as I wanted.

Pics Andrews Quality Images



Price as tested: \$10,990 ride-away
Final Drive: Enclosed shaft
Wheel size: 17 inch
Power & Torque: Not quoted
0-100km/h: Not quoted
For: Comfort, riding position, futuristic looks, ABS, it'll never date, it's a bike, the HFT
Against: A bit wide, smallish fuel tank (15lt)
Insurance: 25-year-old male, clean record, no finance, 12 months comprehensive:
Darwin: \$2033 Brisbane: \$1587
Townsville: \$1352 Sydney: \$899
My rating: 4 out of 5



All the while, the exhaust note is deep and sounds like it should belong to something much bigger than 680cc.

Handling is light, sure, safe and gives you easy control, giving you the fun of leaning over as far as the 130mm ground clearance will allow.

Braking from the combined ABS system was excellent. A hand-activated park brake is also provided on the right side in front of the riders leg, aiding parking on hills or angles.

Large diameter wheels coupled with a telescopic-fork front and seven-step adjustable spring suspension at the rear gave a comfortable ride in most conditions.

At 712mm, seat height would afford most people a comfortable perch, while the angled foot boards give confidence, even when leaning into corners.

Honda's DN-01 is so easy to ride, on the open road at 100km/h I actually felt relaxed. I guess that's what a cruiser is supposed to provide – a cruise-like ride.

But, the DN-01 is a bike with many personalities. It can be a relaxed cruiser, a semi-auto sport-like bike you can blast around town on. It can be a sensible commuter where you can fully control your gear changes or, if you don't want to change them, let the HFT do it for you.

So, it's three bikes in one. What more could you want?

LONG-TERM TEST



SUBARU RS IMPREZA SEDAN

2.0i 4-speed sport-shift auto

Date of arrival: 27 June 2009

Distance since last edition: 3124km

Average fuel consumption: 7.41lt/100km

Total distance: 5288km

The most annoying thing for me on the long, yearly, eight-hour pilgrimage to central Victoria for Christmas and New Year cheer is not the threat of a speeding fine with double demerits or the chance of a flat tyre where you have to empty the contents of your overflowing boot onto the side of the road, exposing your daggy bright-red luggage – it's the accumulation of bugs splattered across the front of my pride and joy.

I know I sound mean and not very sensitive to the poor little dead insects, but it is so hard to clean the little buggers (sorry I had to!) off. It takes two applications of low-pressure soap, followed by five minutes of intensive elbow grease hanging onto a sponge (please don't tell my car wash attendant about my illegal effort) followed by another \$4-worth of high-pressure rinse to finish the job.

Unbelievable!

I don't know why bugs fly near the road anyway. They have wings and surely they could learn in bug school the finer art of flying above the traffic.

The RS performed magnificently during the first long-distance trip we've spent together, carting my

wife, 11-month-old son and 10-year-old Labrador in 30-degree-plus temperatures, stopping only once at Holbrook to give all concerned a toilet break, a chance to refuel (the car too) and to take in the wonderful sight of the beached submarine, HMAS Otway, in the main street.

The boot was jam packed with Christmas presents, dog food and daggy red luggage, but not once did the engine or transmission flounder.

I have read that once you break through 5000km, the engine loosens up. I would agree with this because, when I had a moment alone in the car after being sent on an errand, I had a punt around the back streets of a nameless central-Victorian town.

Using the transmission stalk and sports-shift mode, I began to turn and weave through the near-empty streets with aggressive ease. The local supermarket was too close, so I took the long way home – 10km longer in fact, and nearly ended in the dog house for my school-boy antics.

I can report, though, that driven properly, it now feels like an only slightly restricted WRX!

On the return trip, the RS continued to perform well, returning a figure of 7.4l per 100km average for the trip, which is close to the combined fuel usage claim on the windscreen sticker – 7.8l per 100km.

Next edition I'll tell a tale of removal of a little ding. Safe travelling.

BLOWN AWAY PROJECT DIGGER UNVEILED

WHAT A DONK!

That was my first thought when I saw Armygeddon's younger brother – the yet-to-be-named 1978 Ford LTD staff car unveiled in front of a crowd of excited and curious rev heads at Summernats 23 in Canberra on a day so hot the RON 98 fuel in its tank was in danger of evaporating before Team Army could even fire the massive engine.

When it was eventually revealed, the first thing I noticed was that engine. The huge,

shiny Ford 460 cubic inch (7.5l) SVO Pro Stock V8 block with Fisher supercharger on top, capable of pumping out an unbelievable 938 horsepower and 835ft/lbs of torque on the dyno. And when it fired up, I could feel the rumbling of every one of those horses in my man boobs.

The next thing that really hits you about this car is the paint job. Wow, I've never (and I bet you haven't either) seen a rising sun badge like this. The green paint job with the Army emblem subtly blended into the rear half of the car would turn heads anywhere, regardless of the engine standing taller than the roofline!

Custom-made, six-spoke, 18-inch wheels sporting the rising sun at the hub, with 'Team Army' branding on one spoke continuing the theme.

Internally, it can carry a driver and three lucky passengers – those in the rear entering via "modified

doors" [AKA 'suicide doors' to you – Ed] and are seated in green-and-black racing seats complete with racing harnesses and patterned trim.

The dash is arrayed with 12 gauges – on the passenger side – while the driver monitors a lone, imposing RPM gauge.

Designed to perform burnouts, slow cruises around motorsport and recruiting events and to assist with recruiting trade trainees for the Army, the \$240,000 LTD took 18 months to build. ADF trainee mechanics at the Army School of Electrical and Mechanical Engineers near Albury did most of the work as an aside to their course.

One of those trainees, who put in 200-plus hours to get the vehicle ready for its Summernats 23 unveiling, was Craftsman Jason Ralph.

"It gives us the opportunity to work on a car that is completely different to anything else we have in the Army," he says.

"Yet, we learn skills on this vehicle that will allow us to fix or diagnose problems on other vehicles.

"Besides the training, though, it's absolutely awesome to be part of it.

"You look around Summernats and there's not another car of that type, built to that high standard," he says.



Pics Brian Hartigan

Win one of ten double DVD packs

Thanks to Time Life, CONTACT has 10 copies of each of these excellent DVDs to give away. To win one of these double DVD packs, tell us in 25 words or less how these DVDs would enhance your DVD collection.



Send entries before 1 April to editor@militarycontact.com

The Battle of Long Tan – the true story behind the heroic deeds of a small group of young soldiers in one of the most pivotal, dramatic and shocking battles of the Vietnam War. Their bravery placed a new glow on the ANZAC legend. This story is narrated by Sam Worthington (*Avatar*, *Terminator*).

He's Coming South – a multi-award-winning docudrama covering one of the most dramatic and mysterious episodes in Australian maritime history – the Japanese attack on Sydney harbour. **He's Coming South** also includes a bonus feature on **M24** – the Japanese submarine that disappeared in Sydney Harbour and was recently found.

Both titles were directed and produced by Damien Lay.

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Contact Magazine now has its own fan site on facebook. The best way to find us, of course, is to simply search for Contact Magazine – and when you get there, simply click on the button 'Become a fan' and join the small army of people who have already signed up as eager supporters of CONTACT Air Land & Sea.

Hugh Schultz Always love this magazine, great articles. I do not see why people don't buy it. Seriously, people need to become more aware of the ADF and STOP making stereotype views of the AUSTRALIAN military!!!!!!!!!!!!!!

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James Creedy found out about contact about 4 years ago when my old man told me to read this mag because I might find it interesting. He was right.

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Contact Air Land & Sea is a high-quality, full-colour magazine that tries to tell the stories of men and women in uniform – as far as possible in their own words.

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