

SUNDAY MAIL
OCT 99.

Rushin' Roulettes

THE RAAF's elite squadrons will perform death-defying stunts at high speed over the Indy 300 race track today.

With no margin for error, the Roulettes maintain speeds of 500km/h while flying within half a wing-span of each other.

The highlight will be the annual "crash and burn" at 1.44pm, just before the big race.

After an 800km/h fly-past, an F-111 crew will use 1000 litres of fuel to create a 70m flame trail, just 182m above the race track.

CRASHED AIRCRAFT DETAILS A8-291

MODEL-TYPE: B1

TYPE VERSION: FB-111A

ROLLOUT DATE: 11/Aug/1970

ACCEPTANCE DATE: 30/Jan/1971

TRANSFER DATE: 01/Jun/1991

GD S/N: 63

USAF SERIAL NUMBER: 68-0291

NOTES: Originally built for STRATEGIC AIR COMMAND (SAC).
Rollout date was 11/8/70 with an acceptance date
30/1/71. Converted to F111G on 1/7/91. This A/C now
in the RAAF inventory.
Aircraft Crashed into Island Pulau Aur (South China Sea)
on 19 April 1999 during exercises off Butterworth. Both
crew killed.
Engine Sn P67-5561 and P67-4968
Wing Sns A15-70L and A15-70R
A/C Hrs 6340.5

4 MAY 1999

Investigation continues into F-111 crash

An investigation is continuing into the deaths of two aircrew killed last month when their F-111 jet crashed during an exercise near Malaysia.

The pilot, Flight Lieutenant Anthony Short, 31, originally of Albury, NSW and the navigator, Squadron Leader Stephen Hobbs, 33, originally of Canberra, were flying a G-Model F-111 in a multinational Integrated Air Defence System (IADS) exercise when their aircraft impacted a ridge on a small island east of the Malay Peninsula.

The aircraft was one of two F-111s involved in a maritime strike mission when it crashed into a ridge on the island of Aur at 10.30 p.m. AEST on 18 April. The second aircraft remained in the area until naval vessels arrived to start a major land and sea search, which involved RAAF aircraft supported by British, Malaysian and Singaporean Navy and Air Force personnel. The crew module was located at the crash site on the afternoon of 19 April.

Both men were from No. 6 Squadron, Amberley and leave behind wives and family. The remains of the two officers were returned to Australia on 27 April. Military funerals for SQNLDR Hobbs and FLTLT Short were held on 28 April and 29 April respectively in St Lucia and Ipswich, Queensland.

An accident investigation team, led by Wing Commander Ian Warburton of the Directorate of Flight Safety in Canberra, left for the accident scene the morning after the crash.

The team includes three other Directorate of Flight Safety investigators, a doctor from the Institute of Aviation Medicine, scientific personnel from the Defence Science and Technology Organisation,

an engineer, an aircrew member and two No. 6 Squadron airmen.

The Director of Flying Safety for the ADF, Group Captain Colin Patching said the investigation was still at an early stage.

'There is still a lot to be done before a report can be issued,' GPCAPT Patching, said.

'The team is delving into the history of the flight, sifting through the wreckage and trying to ascertain or confirm information on what factors may have led to the accident.

'We are obviously aiming to have the report out as soon as we can. However, due to logistical problems and the remote locality of the crash site, the investigation to date has not been easy.'

The Minister for Defence, John Moore expressed his deepest condolences to the families of the crew. He also expressed his sympathies to Amberley base personnel.

'SQNLDR Hobbs was the Executive Officer of No. 6 Squadron and both men were part of a very close team,' Mr Moore said.

The Chief of Air Force, Air Marshal Errol McCormack, said the accident was a tragedy for the RAAF, the ADF and especially the families of the men.

He said military aviation always involved a high risk because of the demands of operational flying, particularly with high performance aircraft.

'These men were flying at night in unfamiliar terrain and every time they go up there's a risk,' AM McCormack said.

'This accident reminds us of the dedication and, unfortunately, sometimes the sac-

SQNLDR Stephen Hobbs

8 October 1965
— 18 April 1999

Squadron Leader Stephen 'Nige' Hobbs joined the RAAF as a Direct Entry Officer in September 1984, and graduated from No. 67 Navigator's Course. He served on P3C Orions with 11 Squadron before his first posting to F-111s, with 1 Squadron, in 1989.

In 1991 SQNLDR Hobbs was posted to 6 Squadron, Reconnaissance Flight where he served for nine months before an exchange posting to 2 Squadron RAF, flying in Tornado aircraft until 1994. He received a RAF General Service Medal for Air Operations in Iraq during his exchange.

He qualified on the F-111 G in 1995, followed by a two year posting to Offensive Operations Section, Aerospace Development Branch in Canberra in 1996.

SQNLDR Hobbs returned to 6 Squadron in January of this year as Executive Officer.

SQNLDR Hobbs leaves behind his wife Saskia and baby daughter Kieva, to whom the RAAF



family expresses our sincerest sympathies.

SQNLDR Hobbs was a special person to all who knew him.

The secret of death must be sought in the heart of life.

Lest We Forget

FLTLT Anthony Short

9 July 1967
— 18 April 1999

FLTLT Anthony 'Shorty' Short enrolled at the RAAF Academy in 1985, graduating from ADFA in 1987 with a BSc, majoring in Physics and Computing Science. FLTLT Short went on to No. 148 Pilots Course.

FLTLT Short made his conversion to F-111s in July 1990, and had recently been selected for promotion to Squadron Leader. In 1994 he completed the US Navy Test Pilot's Course, followed by a posting to ARDU. FLTLT Short returned to Amberley in 1997 to continue flying F-111s.

He died in Malaysia alongside SQNLDR Hobbs, doing what he loved.

From fast jets to hang gliders, FLTLT Short's love of flying was only surpassed by his love of family, and he leaves behind his wife Kim and three children. The Air Force extends its deepest condolences.

Hope means to keep living amid desperation, and to keep humming in the darkness.

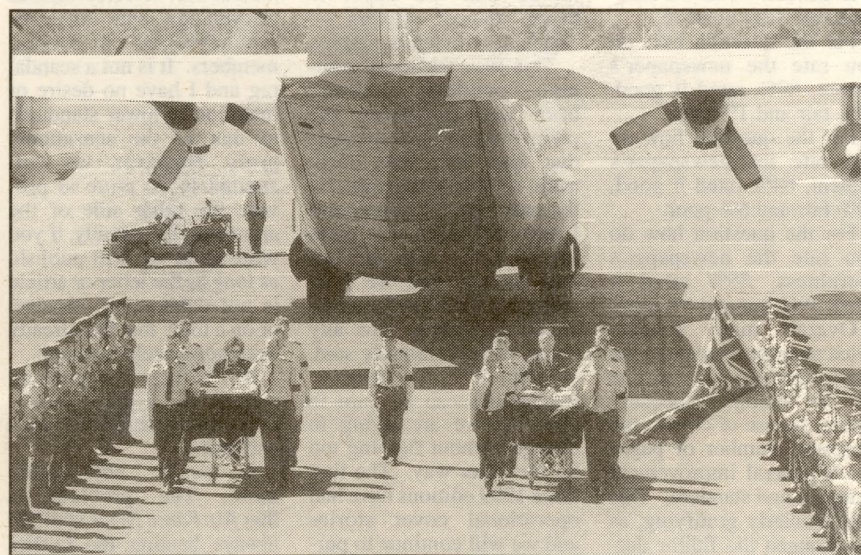
Hoping is knowing that there is love.

It is to trust in tomorrow.

It is in falling asleep and waking again when the sun rises.

In the midst of a gale at sea, it is to see that He understands you.

As long as there is still hope, there will also be prayer and God will be holding you in His hand.



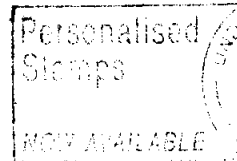
■ Personnel from 82 Wing formed a Guard of Honour as pallbearers from No. 6 Squadron carried the coffins of FLTLT Anthony Short and SQNLDR Stephen Hobbs on the return of their bodies to Amberley. (Photograph by Mal Lancaster.)

rifices made by Defence personnel in protecting and serving Australia.'

AM McCormack said the families and members of the squadron were receiv-

ing support from chaplains and other Defence care workers.

The Harrisville & District
Historical Society Inc.
'Elanda'
64 Queen Street,
HARRISVILLE Q 4307



Mr. George E Hatchman,
20 Banbury Court,
WILLOWBANK Q 4306



Harrisville Museum

Harrisville and District Historical Society

Founded May, 1967.

Town of Harrisville settled, 1863.

Meeting Night: First Tuesday in every month at 8 p.m.

Postal Address: Queen Street, Harrisville, Q'ld, 4305.

Phone: 5467.1325

Mr. George E. Hatchman,
20 Banbury Court,
WILLOWBANK Q 4306

Dear George,

RE: AMBERLEY HISTORY

Further to our conversation at the Rosewood function, I now enclose a brief story involving Stan McCullough's late Father and his connection with the Amberley Aerodrome.

Unfortunately, to date I have not been able to unearth the Township Map you mentioned - but a couple of the old-timers who are away at the moment will be back next week, so hopefully they might know where it is stored,

Yours Faithfully,
HARRISVILLE & DISTRICT
HISTORICAL SOCIETY INC.

Noel A. Boyle...Secretary

Friday, November 12, 1999

FACETS OF AMBERLEY HISTORY

BEGINNINGS: The beginnings of the Amberley Aerodrome came about in the late 1930's, and has, strange to say, a connection with the old Sandy Gallop Mental Hospital.

At that time, one of the Sandy Gallop staff, Mr. Shaw McCullough, would regularly take work parties from the Asylum to gather firewood for the Boilers. Mr. McCullough would approach various District farmers and offer to contract to clear all the timber from a particular paddock - a good deal for the landholder, as well as cheap fuel for the Hospital.

When construction work was about to start on the first stage of the Aerodrome, the foreman, a man named Bert Thrupp, offered Mr. McCullough a place in history by inviting him to cut down the first tree on the aerodrome site, while the earth-moving equipment stood by to begin what was, in those days, a mammoth task.

When the first stage of the aerodrome was complete, the Warwick Road, which was a continuation of Brisbane Street, ran past the end of the runway. Then, during the War, as the American Army Airforce took over the facility, and aeroplanes became progressively larger and required longer runways, the runway was extended across what was then Warwick Road. When 'planes were taking off or landing road traffic was held by large gates on either side of the runway. (The present connection with Yamanto was not made until after World War II.)

Many present Ipswich residents probably do not know that during the frightening events of the early 1940's, an alternative landing strip was built at Goolman, between Ipswich and Harrisville.. The main material used was basalt drawn from the then quarry on top of what was known locally as Perrett's Hill, where the Peak Crossing Refuse Tip now exists. Kids from the Harrisville State School used to cadge rides in the convoy of trucks hauling the basalt from Harrisville to Goolman. The truck owners had their own camp set up beside the Ipswich/Boonah Road, where some of them lived with their families.

This strip was used for some training activities, but its main purpose was to provide an alternative landing strip for Allied planes in case Amberley was put out of action by enemy bombing. The only parts of the Goolman strip which were sealed were the aprons at each end of the runway. Now, some 56 years later, it is still possible to find traces of that bitumen in the grass.

Fortunately, the Goolman strip was never needed for its primary usage. As one of the post-war regulars who travelled past the site on the Boonah-Dugandan Rail Motor was heard to say, mixing his equines with his elephants, "It was a real White Horse - but thank God it WAS a White Horse" And so say all of us!

FOOTNOTE: Mr. McCullough's son, Stan, still lives in Harrisville.

ENDS

Noel Boyle (07) 5467.1325



Gold strike in Ipswich

STRIKE Publications

AIR FORCE TODAY

MAZDA
NISSAN
VOLVO

SALES • SERVICE
We Won't Be Beaten on Price

Jan Boettcher

A.C.N. 009 947 **MOTORS**

3282 2722

Vol 11 No 17

Thursday 30th September 1999

Tel: 07 3282 9019

What's Inside



Rosewood
Pgs. 10 - 11



On the Road
Pg. 15 - 19



Motoring
Pg. 21 - 23



Real Estate
Pg. 12-13

AUP winds up

The final signing for completion of AUP modification for A8-145 took place earlier this month thereby signifying the culmination of the four-year-long Avionics Update Programme. The Programme was initiated with the aim of modifying the avionic systems, from analogue to digital, of twenty-one F-111C aircraft.

"The original idea behind this was to improve the reliability and maintainability of the F-111s," OIC AUP Clive Bloomfield explained. "If we didn't have the AUP we wouldn't be able to upgrade to the systems

they have now approved to fit and we then wouldn't be able to fly the aircraft into the next millennium."

Clive pinpoints May 1997 as a major turning point in the ambitious project.

"At this time, Boeing increased resources, reviewed the production schedules and target dates, as well as instigated the system of a cell leader whereby someone was made responsible for an area on the hangar floor," he said.

Another notable milestone for the AUP team lies in the fact that the last three aircraft were

modified in under 100 days, at least ten fewer than the set schedule.

"The first two took 12 and 15 months respectively," Clive noted. "The time taken to perform the modifications has decreased radically largely because AUP and maintenance staff have become familiar with the system and it's now routine for them."

"They're now at the top of the learning curve, all shifts are well integrated, the knowledge is there, where some tasks used to take one and a half weeks, they're now taking three days."

Continued Page 2.

See over



ABOVE: Members of the Avionics Update team jump for joy having completed the last F-111 update.

Amberley



LEFT: Boeing AUP Cell Leader Bob Stack and Aircraft Coordinator SGT Leigh Studdert sign for completion of the last AUP modification.

Last AUP jet delivered

The final signing for completion of AUP modification for A8-145 took place earlier this month thereby signifying the culmination of the four year-long Avionics Update Programme (AUP).

The Programme was initiated with the aim of modifying the avionic systems, from analogue to digital, of twenty-one F-111C aircraft.

"The original idea behind this was to improve the reliability and maintainability of the F-111s," OIC AUP Clive Bloomfield explained. "If we

didn't have the AUP we wouldn't be able to upgrade to the systems they have now approved to fit and we then wouldn't be able to fly the aircraft into the next millennium."

Clive pinpoints May 1997 as a major turning point in the ambitious project.

"At this time, Boeing increased resources, reviewed the production schedules and target dates, as well as instigated the system of a cell leader whereby someone was made responsible for

an area on the hangar floor," he said.

Another notable milestone for the AUP team lies in the fact that the last three aircraft were modified in under 100 days, at least ten fewer than the set schedule.

"The first two took 12 and 15 months respectively," Clive noted. "The time taken to perform the modifications has decreased radically largely because AUP and maintenance staff have become familiar with the system and it's now routine for them.

"They're now at the top of the learning curve, all shifts are well integrated, the knowledge is there, where some tasks used to take one and a half weeks, they're now taking three days.

"All the teams have worked to improve the quality of the product. The contractor has been very open with any problems and showed a willingness to improve its processes."

On 17 November the last AUP modified aircraft will be officially handed over to the Commonwealth. It promises to be a huge event, attracting the Defence Minister, CAF, as well as hundreds of past and present AUP team members.

"We're glad it's all over because we've got an excellent product and we've achieved set goals," WOFF in charge of AUP Glenn Stevens said. "We're looking forward to the next phase which is the block upgrade."

"The lessons learnt and experience gained stand us in good stead for future modifications," Clive added.

Program

0800	Parade
0900	Morning Tea
0920	Base Tour
1230	B-B-Q Lunch
1330	Unveil Plaque at Memorial Gardens



Produced by PA 501WG



3AD

*Established in 1942
Disbanded in 1992*



482SQN

*Established in 1942
Disbanded in 1992*



*The Presentation of the Unit Badge
&*

Final Ceremonial Parade for No. 501 Wing

18 November 1999

501 WING UNIT BADGE

GENERAL OVERVIEW OF 501 WING

1. 501 Wing was created in December 1991 through the amalgamation of two F-111 maintenance units located at Amberley (No 3 Aircraft Depot and No 482 Squadron) and the relocation from Headquarters Logistics Command, Melbourne, of the F-111 engineering support, logistics and project elements. With a current establishment of 834 personnel the 501 Wing is the largest unit in the RAAF. Its purpose is to provide logistics, engineering and maintenance support for the F-111 aircraft fleet of the RAAF's Strike Reconnaissance Group.
2. Since its formation 501 Wing has established a reputation of being the RAAF's most progressive and innovative unit. Its profile has been greatly enhanced through the attainment of ISO 9000 recognition as well as earning Defence Productivity and Improvement Awards in 1992, 1993 and 1995, a Defence Quality Award in 1996 and winning the RAAF Maintenance Trophy in 1997 and 1998. Also, a number of major initiatives and changes which have been implemented by the Wing have since been adopted RAAF-wide. Currently, 501WG is challenging many traditional military methods and practices with the implementation of Market Testing, ie the introduction of contractors into many aircraft maintenance roles.

DEVELOPMENT OF BADGE

3. The F-111 aircraft fleet has operated from Amberley since its introduction to service with the RAAF some 25 years ago. Throughout that time, the aircraft were maintained by 3AD and 482SQN until their disbandment in 1992 to be amalgamated into 501WG. The F-111 aircraft will continue in their operation role until the year 2020.
4. Both 3AD and 482SQN provided aircraft maintenance and engineering support to the RAAF and the ADF for a period of fifty years. In recognition of their achievements and service, 3AD was awarded the Queen's Colour and 482SQN was awarded the Governor General's Banner.
5. In developing the new unit Badge, it was important to show the links of these two long serving units with the new Wing.

EXPLANATION OF THE BADGE

6. The features contained within the badge are:

- a. The boar has been selected because the F-111 aircraft is affectionately referred to as "the Pig".

Wing personnel have a strong association with "the Pig" as they and their predecessors have maintained that aircraft type at Amberley for 25 years. The Australian wild pig is a derivative from domestic stock first released in Australia by Captain Cook in 1788. It is a strong and wily animal, capable of surviving, even thriving, under harsh and strenuous conditions. The animal has a reputation for being protective and territorial, and will fight voraciously when threatened. Throughout antiquity the boar has often been featured in heraldic form, as the wild boar was much respected by huntsmen for its indomitable courage and fierceness.

- b. The Ground

The main feature of the badge, the boar, is shown standing upon rough ground representing the land between the mountains and the coast of South east Queensland. The ground provides a strong foundation and is most applicable as the operational environment of the F-111 aircraft is also close to the ground.

- c. The Azure Blue Maltese Cross

Embedded in the ground are two Azure Blue Maltese crosses from the unit badges of 3AD and 482SQN. These units each had the Maltese cross as a central background feature in their badges, which were in turn taken from the Queensland Badge.

- d. The Stafford Knot

The Stafford Knot is the badge of the 38th Foot (Staffordshire Regiment) in which Sir Thomas Brisbane first entered the British Army in 1789. He had a highly distinguished military career and served under the Duke of Wellington in the Peninsular War where he fought with distinction, reaching the rank of General. The Stafford Knot is taken from the city of Brisbane Coat of Arms (Brisbane being the Capital City of Queensland). The knot symbolises the joining of 3AD, 482SQN to form the new, unified and stronger 501 Wing.

- e. The Motto

PREDOMINANT – A word which describes 501WG as the largest unit in the RAAF, and one which is constantly breaking new ground.

F-111s: Eyes of Interfet

AMBERLEY'S F-111 reconnaissance units were being deployed over East Timor to identify major problems with infrastructure and to improve maps of the new country.

Photographs from the F-111 flights would be used to establish where roads needed repairing and to improve maps, but they would not be used to look for the thousands of missing East Timorese who fled in the violence that followed the independence vote.

The photographic reconnaissance version of the F-111 strike bomber, the RF-111C, operates from the RAAF's strike-reconnaissance group based at Amberley.

The Australian-led United Nations force in the territory (Interfet) did not use the aircraft while the Indonesian military (TNI) remained in East Timor. But the TNI withdrew from Dili on October 30 after the Indonesian Parliament (MPR) gave up its claim of sovereignty over the province following the overwhelming vote for independence on August 30.

"While they (TNI) were still here we considered it so sensitive that we didn't actually seek to pass them (the aircraft) until they formally withdrew and recognised the MPR's decision and articulated that to the UN," Interfet spokesman Colonel Mark Kelly said.

Indonesia had been warned about the F-111 flights 72 hours before the aircraft took off over the weekend, he said.

Col Kelly said Interfet would not use the aircraft along the border with the Indonesian territory of West Timor nor over the East Timorese enclave of Oecussi.

"It's very difficult with that sort of aircraft to protect the sovereignty of Indonesian territory", he said.

Defence commentator John Farrell, publisher of the defence magazine "Australian and NZ Defender", said the flights showed the Australian commander of Interfet, Major General Peter Cosgrove, was prepared to use all necessary means to ensure security of the border region.

F-111 Avionics Update Program Project

The F-111 Avionics Update Program Project (AUP), which commenced in 1990, has substantially enhanced the operational capability of the F-111 by replacing the old, unreliable analog avionics system with a modern digital avionics system. Specifically, the AUP extensively modified the bombing, radar, navigation, flight control and communication systems in the aircraft. As a consequence of these modifications, the F/RF-111 will remain the premier strike weapon within our region until its planned withdrawal date of 2020.

The AUP has brought considerable benefits to Australian industry and the Ipswich local community. In addition, the Project established the F-111 Weapons System Support Facility (WSSF) at Amberley, thereby providing an indigenous F-111 upgrade capability which will allow continued enhancement of the aircraft by Australian Industry throughout its remaining life. Currently, in excess of 90 civilian contractor personnel are employed at Amberley on the production and engineering aspects of F-111 project work.

The AUP has been a complex undertaking which has substantially enhanced the operational capability of Australia's premier strike platform, introduced advanced technology into Australian Industry, enhanced the technical skills and expertise both within Industry and the RAAF, and increased employment opportunities in the local area.

F111AUP COMPLETION CEREMONY



RAAF BASE AMBERLEY

WEDNESDAY 17 NOVEMBER 1999

PROUDLY PRESENTED BY

DAO

Defence Acquisition Organisation

Hosted by AVM Ray Conroy, AM HSA(Aero)



DAO

Defence Acquisition Organisation

F111AUP COMPLETION CEREMONY

NOTE: INVITED GUESTS AND SPECTATORS ARE ASKED TO BE SEATED BY 9.20AM.

MARCH ON GUARD AND BAND

ARRIVAL AND RECEPTION OF DISTINGUISHED GUESTS (IN ORDER, AM ERROL MCCORMACK, AO, CHIEF OF AIR FORCE, THE HONOURABLE BRUCE SCOTT, MP, MINISTER OF VETERANS' AFFAIRS AND MINISTER ASSISTING THE MINISTER FOR DEFENCE)

AUSTRALIAN NATIONAL ANTHEM**

GUARD AND BAND MARCHES OFF

WELCOME AND INTRODUCTION OF HSA(AERO)

**HSA(AERO) INTRODUCES MR DAVID GRAY
GENERAL MANAGER BOEING AUSTRALIA**

HSA(AERO) INVITES MINISTER TO SPEAK

SPEECH BY MINISTER

HSA(AERO) INVITES CAF TO SPEAK

SPEECH BY CAF

RESPONSE BY MR DAVID GRAY

ROLL OUT OF AIRCRAFT

FLYOVER

**HSA(AERO) INVITES MINISTER AND
DISTINGUISHED GUESTS TO INSPECT AIRCRAFT**

CLOSURE

**INVITED GUESTS AND SPECTATORS INSPECT
AIRCRAFT**

****AUSTRALIANS ALL LET US REJOICE,
FOR WE ARE YOUNG AND FREE;
WE'VE GOLDEN SOIL AND WEALTH FOR TOIL;
OUR HOME IS GIRT BY SEA;
OUR LAND ABOUND'S IN NATURE'S GIFTS
OF BEAUTY RICH AND RARE;
IN HISTORY'S PAGE, LET EVERY STAGE
ADVANCE AUSTRALIA FAIR.
IN JOYFUL STRAINS THEN LET US SING,
ADVANCE AUSTRALIA FAIR.**