

What's Inside



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ABOVE: An RF-111C aircraft of No 1 Squadron operating over East Timor in its first operational deployment.

F-111 eye in sky over East Timor

Perhaps one of the least advertised aspects of the support for Operation Warden (the contingency in East Timor) is that it has been the first operational employment of the F/RF-111C in the 30 years since the aircraft were acquired. Since control of the airspace over East Timor passed to the International Force in East Timor (INTERFET) in early November, regular RF-111C photo-reconnaissance missions have been launched out of RAAF Base Tindal to obtain imagery for use by INTERFET ground forces. The 82WG detachment at RAAF Base Tindal includes members of both No's 1 and 6 Squadrons, as well as intelligence, administrative and photographic staff from Headquarters 82WG.

The RF-111Cs have shown their long legs, by completing up to five hour reconnaissance missions to Timor without air-refuelling. Each mission has included multiple photo-reconnaissance runs at varying altitudes to obtain imagery products for the ground forces and local authorities to use in their operational planning. Sometimes, the items of interest have been in small clearings in rainforests, where the exceptional accuracy of the avionics updated RF-111C has proved its worth. The RF-111s, along with other INTERFET aircraft, have not approached the border with West Timor and have confined all operations to

East Timor airspace.

The imagery provided has been of excellent quality, and has drawn favourable comment from the many happy operational 'customers' in East Timor. The RF-111C has proved its flexibility by being able to manoeuvre around buildups of cloud to obtain imagery, and to use its variety of sensors to obtain high resolution imagery in several different formats on each pass.

On return to Tindal, the photographers and maintenance personnel work as a close knit team to down-load the camera magazines within minutes of shutdown, and to process the film in the transportable photo-laboratory which is located next to the 82WG detachment 'bunker' at Tindal. The film is then reviewed by the Imagery Analysts who capture the required imagery frames and send it off in softcopy through the ether to 82WG personnel in Dili, who in turn distribute the imagery in hard and softcopy to the requesting units in the field. The conditions at Tindal have been demanding. While the working and accommodation facilities in the 'bunkers' are much more comfortable than in Timor, the weather has been just as oppressive with the arrival of the 'wet', and the hours have been long and hard. Over the past few months, the majority of No 1 and 6 Squadron members, both aircrew and groundcrew,

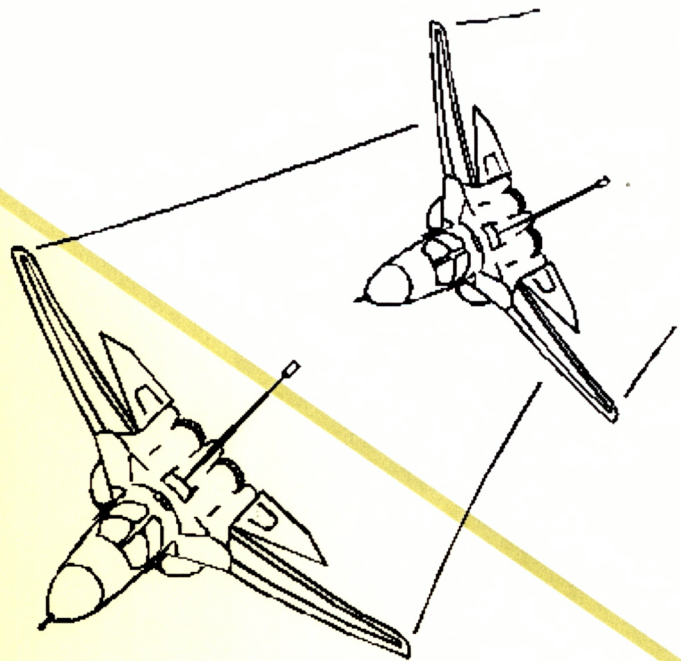
have been rotated through the 82WG detachment at Tindal. Recognition must also go to those members of Nos 1 and 6 SQNs back at Amberley who have continued to work long and hard under the combined maintenance banner of '7SQN', an identity that has worked extremely well. The F-111C conversion course has still proceeded in a timely fashion, including an extensive eight week long night flying program. Also, the wives, partners and families of the serving members deserve recognition for a 'job well done'. Their lives have had to continue, despite their better halves' being whisked away, sometimes at very short notice.

While the 82WG contribution to Operation Warden has been not as obvious, or as well advertised, as the other Air Force units actually deployed to Timor, it has nevertheless been most important. It has filled a niche by providing high quality imagery of specific areas of East Timor that because of weather and employment limitations, would have been difficult to obtain from other sources. Just as importantly, it has showcased the highly capable, and regionally unique, reconnaissance capabilities of the RF-111C, and has proven itself to be a star performer while providing a 'pig's eye view of East Timor'.

WGCDR Kym Osley



Left - RAAF Amberley's 501 Wing during it's last full parade on November 18.



2000

NEWS PAPER CUTTINGS AND
ARTICLES OF INTEREST for
the year 2000

AN SRLMSQN PERSPECTIVE

Technical Data Library:

The Technical Data Library (TDL) is responsible for all F-111 Drawings, Specification/Standards, Reports and other Miscellaneous Publications. TDL is also responsible for the Update, Register file and production of Authorised copies, of the above, on request from ESF customers.

ESF Team Members:

OICESF	SQNLDR S. Mogg	13019
WSDMAN	FLTLT A. Coleman	13158
ESM	Mr L. Slater	13158
DBMAN	FSGT T. Ashby	13095
MRD1	SGT P. Doyle	13074
MRD1A	CPL L. Paine	13095
MRD2	SGT A. Johnson	13074
CM	FSGT P. Kelly	11551
CMAV	SGT W. Lanson	11550
CM1A	WOFF G. Hatchman	11551
CAPLOG CON	Mr I. Broom	11550
CAPLOG CON	Mr R. Jackson	13074
CAPLOG CON	Mr P. Shadbolt	13074
TDLIB	Mr L. Halliwell	11517

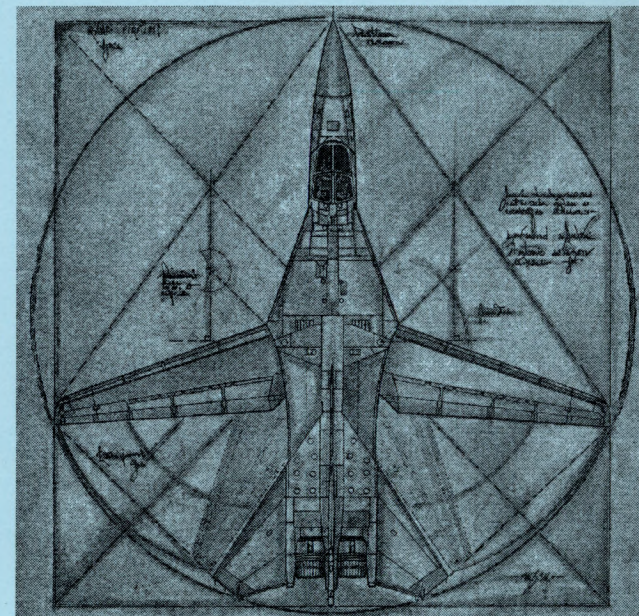
GRAPHICS	Mr N. Horsburgh	11549
PUBS1	Mr. L. Watt	13162
PUBS2	Mr J. Simmons	13162
PUBS3	Miss M. Hines	11551
OICDRW	Mr K. Wildbur	12557
DRWELEC	Mr M. Storey	12868
DRWMECH	Mr R. Bevan	12546
DRWMECH/ELEC	Mr R. Rosales	12830

Location:

ESF is located within SRLMSQN on the top floor eastern end of building 410 (501WG hangar), RAAF Amberley Qld.



SRLMSQN



ENGINEERING SUPPORT FLIGHT

Introduction:

The information in this brochure is provided to help in understanding the services provided by Engineering Support Flight (ESF) of Strike Recon Logistic Management Squadron (SRLM)

Engineering Systems Manager:

The Engineering Manager is responsible for the F-111 Engineering System encompassing the Engineering Maintenance Plan (EMP) and Engineering Procedures are operating effectively. ESM is also responsible for any Engineering Auditing as directed by the Chief Engineer (CENGR). ESM is also responsible for the F-111 aircraft and crew module Weight and Balance.

MRD, MEA and CAPLOG:

MRD & MEA involves the in-depth engineering analysis of a component, taking into account the component history, Mean time Between Failure (MTBF), common failure modes and maintenance. The purpose of this analysis is to establish the maintenance requirements of the components, and establish guidelines for it's lifing, replacement and operating conditions.

ESF forwards, on receipt of an extension request to the LOGENG/s who are responsible for the effected systems. ESF supplies, upon request from them, the data required for a determination on the extension request. This method ensures that the "expert" cell makes the determinations rather than an outside agency making it.

While the MRD & MEA determinations are not carried out within the cell, ESF ensures that the procedures for these processes are followed correctly

and the determinations made are reflected either in TMP/PSS amendments or notifying the Squadrons of approval of requests.

Configuration Management:

F-111 Configuration Management (CM) is exercised through the CM Cell. A number of Data Bases are utilized to assist in the control of CM on both the F-111 Aircraft and recently the more specific fields such as the aircraft cockpit and electrical loads data.

The primary CM requirement of establishing and maintaining the F-111 configuration baseline is recorded and disclosed through the following data, Defect Reports, associated RFD/Ws, ECP/MODS, STIs, and ASORs.

CM is also responsible for reporting directly to the CENGR on DAR completion, outstanding Technical investigations in Emerald, and ECP progression.

The F-111 WS Configuration Control Board (CCB) relies on the two members of CM to develop and report all proposed and authorized changes for final CCB member endorsement.

Technical Publications:

Publications Section manages the production and distribution of publications and associated documentation sponsored by SRLMSQN. Amendments may originate from Foreign Source Data (FSD) or any technical operation. After investigation and authorisation by a relevant sponsor, the proposed changes are checked for format by Publications Section then passed to RAAFPU for print production and distribution.

Publications Section manages a locally-developed database which allows cross-referencing between AAP number, sponsor, Technical Orders, distributee and address, STI and INAM issue, and equipment Part Numbers.

Graphics Illustrator:

The Graphics Illustrator provides the expertise to design and update technical drawings and illustrations. Working with a Macintosh system and a variety of professional graphics programs, the illustrator is able to improve the quality and readability of earlier versions of illustrations, as well as provide new illustrations from rough sketches. All drawings conform with the relevant RAAF technical and DEF(AUST) standards.

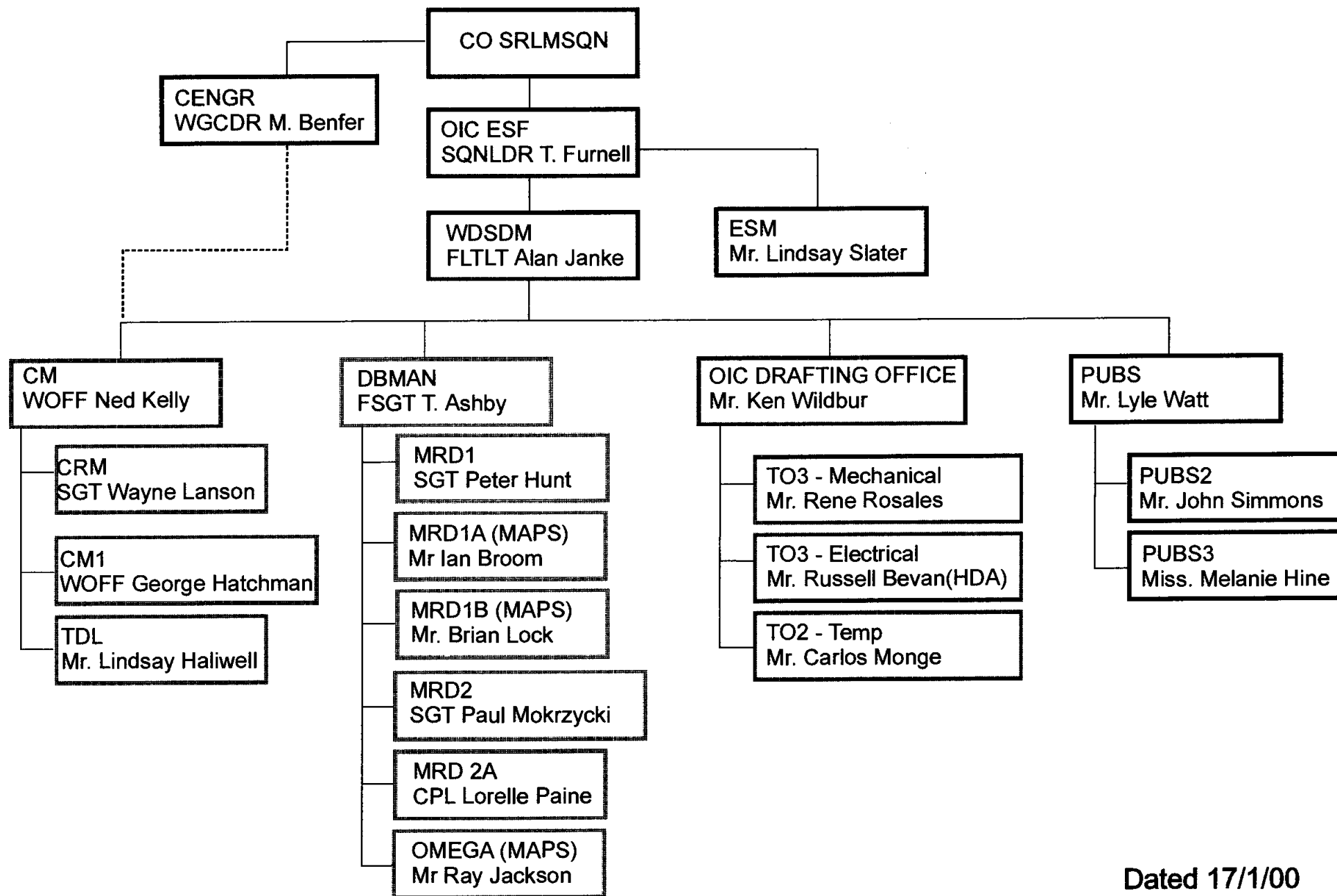
In addition, a variety of other graphics tasks are undertaken, including design and improvement of forms, Unit emblems and crests, and Service medals.

Drawing Office:

The Drawing Office perform Straight forward, moderately complex and very complex mechanical and electrical drafting activities associated with the design, manufacture, modification and repair of aircraft, airborne equipment, ground support for aircraft and miscellaneous electrical and electronic engineering requirments for SRLMSQN.

The Drawing Office provides specialists advice on mechanical and electrical drafting matters to RAAF management and liase with civilian contractors. Aircraft decals and large format plan printing are produced for SRLMSQN, 501WG, 82WG and 301WG customers as required.

ESF ORGANISATION CHART



Dated 17/1/00

ROYAL AUSTRALIAN AIR FORCE



AIRCRAFT STORE COMPATIBILITY CERTIFICATE

**F-111G Aircraft
SUU-20A/A Dispenser
BDU-33C/B Bomb**

This certificate acknowledges the approval of the Aircraft Stores Compatibility Certification at Annex A.

I hereby certify that Aircraft Stores Compatibility Certificate A08G-003 Issue 2 is approved for promulgation.

S.F. WALTER
Wing Commander
Commanding Officer
Strike Reconnaissance Logistics Management Squadron

Annex:

- A. AIRCRAFT STORES COMPATIBILITY CERTIFICATION
A08G-003 ISSUE 2 SUU-20A/A DISPENSER BDU-33C/B

Australian Military Type Certificate Data Sheet

AMTC 0013-2

Manufacturer:

General Dynamics

Model:

F-111A and F/RF-111C

Date: **20 Jan 94**

Model:

F-111G

Date: **8 Jun 94**

This Data Sheet, an attachment to AMTC 0013, describes the certification basis, in accordance with Defence Instruction (Air Force) AAP 7001.048 RAAF Airworthiness Manual, for the following models of the A08 aircraft type:

I. Data Pertinent to All Models

- a. Civil Certifications. There are no civil certifications applicable to this aircraft type.
- b. Military Certifications. The F-111A/B was designed to comply with USAF Specific Operational Requirement 183, issued 14 Jun 60 by the then General Dynamics/Convair Aircraft Division in accordance with Air Vehicle Specification FZM-12-071 B (superseded by SPEC FZM-12-1071A) and developed as Weapon System 324A (WS324A).
- c. Configuration. The F-111 is a dual seat strike aircraft with a variable sweep wing and powered by twin Pratt and Whitney TF30 engines. It is designed with an internal weapons bay (although F-111C aircraft often have a Pavetack pod installed within the weapons bay and RF-111C aircraft have a reconnaissance package) and has provision for external store carriage. The Configuration Management Plan (CMP) for the F-111 weapon system, including all aircraft models, is identified as DI(AF) AAP 7007.001-4.
- d. Certified Tasks. Refer III.d. The statement of operating intent (SOI) was promulgated by SRG 3002/A8/2/TECH Pt (36) of 1 Sep 97. The SOI is assumed to apply to all F-111 models, however, the SOI does not specify which of the stated tasks apply to each of the F-111 models. The tasks stated in the SOI are also not identical to those at III.d. and IV.d. The SOI does not identify specific sortie profiles and corresponding aircraft configurations and therefore does not provide an adequate basis for the certification of the F-111 aircraft in the stated tasks.
- e. Operating and Performance Instructions. The Strike Reconnaissance Tactical Instructions are contained in DI(AF) AAP 7214.013-16.
- f. Other Limitations or Conditions. Pilots and navigators transferring from the F-111C to the RF-111C or F-111G require a transition course.
- g. Manufacturer's, USAF, and State Serial Numbers. The serial numbers of all State aircraft authorised by this AMTC are tabulated below.

General Dynamics Type Version	General Dynamics Serial Number	USAF Serial No.	RAAF Serial No.	RAAF Model	Comments
A1	154	67-109	A8-109	F-111C	Ex F-111A, PAVETACK
A1	157	67-112	A8-112	F-111C	Ex F-111A, PAVETACK
A1	158	67-113	A8-113	F-111C	Ex F-111A, PAVETACK
A1	159	67-114	A8-114	F-111C	Ex F-111A, PAVETACK
D1	1	N/A	A8-125	F-111C	PAVETACK
D1	2	N/A	A8-126	RF-111C	Reconnaissance Kit Proof.
D1	3	N/A	A8-127	F-111C	Crashed
D1	4	N/A	A8-128	F-111C	Crashed
D1	5	N/A	A8-129	F-111C	PAVETACK
D1	6	N/A	A8-130	F-111C	PAVETACK
D1	7	N/A	A8-131	F-111C	PAVETACK
D1	8	N/A	A8-132	F-111C	Ex ARDU, PAVETACK, Prototype AUP
D1	9	N/A	A8-133	F-111C	Crashed
D1	10	N/A	A8-134	RF-111C	Reconnaissance
D1	11	N/A	A8-135	F-111C	PAVETACK
D1	12	N/A	A8-136	F-111C	Crashed
D1	13	N/A	A8-137	F-111C	Crashed
D1	14	N/A	A8-138	F-111C	PAVETACK Kit Proof
D1	15	N/A	A8-139	F-111C	Crashed
D1	16	N/A	A8-140	F-111C	PAVETACK
D1	17	N/A	A8-141	F-111C	Crashed
D1	18	N/A	A8-142	F-111C	PAVETACK
D1	19	N/A	A8-143	RF-111C	Reconnaissance
D1	20	N/A	A8-144	F-111C	PAVETACK
D1	21	N/A	A8-145	F-111C	PAVETACK
D1	22	N/A	A8-146	RF-111C	Reconnaissance
D1	23	N/A	A8-147	F-111C	PAVETACK
D1	24	N/A	A8-148	F-111C	PAVETACK
B1	31	68-259	A8-259	F-111G	Avionics Modernisation Program (AMP) completed by USAF
B1	36	68-264	A8-264	F-111G	AMP
B1	37	68-265	A8-265	F-111G	AMP
B1	42	68-270	A8-270	F-111G	AMP
B1	43	68-271	A8-271	F-111G	AMP
B1	44	68-272	A8-272	F-111G	AMP Kit Proof
B1	46	68-274	A8-274	F-111G	AMP
B1	49	68-277	A8-277	F-111G	AMP
B1	50	68-278	A8-278	F-111G	AMP
B1	53	68-281	A8-281	F-111G	AMP
B1	54	68-282	A8-282	F-111G	AMP
B1	63	68-291	A8-291	F-111G	AMP

B1	68	69-6505	A8-506	F-111G	AMP
B1	74	69-6512	A8-512	F-111G	AMP
B1	76	69-6514	A8-514	F-111G	AMP

II. Model F-111A (Strike)

- a. Military Certifications. Refer I.b.
- b. RAAF Certifications. Refer III.b.
- c. Configuration. The RAAF F-111A aircraft have been modified to incorporate the stronger undercarriage and the wing extensions of the F-111C, however, the wing carry through box (WCTB) has not been upgraded to F-111C standard. The F-111A aircraft are managed as part of the F-111C fleet, although there are numerous minor differences between the F-111A and F-111C aircraft. The F-111A is configured with twin Pratt and Whitney TF30 P103 engines.
- d. Certified Tasks. Refer III.d
- e. Operating and Performance Instructions. Refer III.e.
- f. Maintenance Instructions. The maintenance manuals are sourced from USAF Technical Orders and are identified as the DI(AF) AAP 7214.010 series of publications.
- g. Other Limitations or Conditions. A 4 G limit applies to the F-111A aircraft.

III. Model F/RF-111C (Strike/Reconnaissance)

- a. Military Certifications. The Commonwealth of Australia contracted with the USAF to purchase aircraft (designated F-111C) in accordance with weapon system performance specification FZM-12-5070 dated 1 May 67, air vehicle specification FZM-12-6071 dated 1 May 67 and end item specification (end item C110000) FZM-12-1076 dated 28 Aug 68 and FZM-12-13333. The F-111C airframe, less landing gear and wing tips, is based on F-111A/B sub-system specification FZM-12-095B dated 27 Aug 63 and FZS-12-002. The strength requirements of specifications MIL-A-8860 through MIL-A-8870 (of the issues in effect as of 6 Dec 61), excepting MIL-A-8864 and as amended by SPEC FZM-12-095B, FZS-12-002 and FZM-12-5071, are applicable to the aircraft design. Strength requirements for the landing gear and wing tips are subject to the above MIL SPECS as modified by FZS-12-6001A. Limit load factors are defined in FZS-12-230 'Strength Summary and Operating Restrictions Report F-111C Airplane'. Acceptance testing was in accordance with SPEC FZM-12-1173A 'Flight Article Acceptance' dated 8 Feb 65. Further details of design reference data, performance specifications, test data and structural design standards are at chapter five of the F-111 Aircraft Structural Integrity Management Plan (ASIMP).

- b. RAAF Certifications. The F/RF-111C model was certified for use as a State aircraft, Type A08, by CAF on 20 Jan 94. RAAF inspections and flight trials are recorded on forms EE514 held at SRLMSQN. The following supplemental certification has taken place:
- (1) RAAF MOD 7214.003-450. The Avionics Update Program (AUP) installed a digital flight control system and several other digital avionics systems. The modification impacted the weapons delivery, radar, navigation, flight control and communications systems. The Supplemental Type Certificate is dated 21 May 97.
- c. Configuration. Structurally, the F-111C aircraft is a version of the F-111A aircraft specially designed for the RAAF, and is distinguished by having FB-111A wings (a 3.5 foot increase per wing), increased weight capability landing gear and an improved (F-111F) WCTB. The CMP (to be issued) for the F-111C aircraft is DI(AF) AAP 7214.003-41. The Type Record (to be issued) for the F-111C aircraft is DI(AF) AAP 7214.003-42. The F-111C is configured with twin Pratt and Whitney TF30 P103 engines.
- d. Certified Tasks. This model has been certified for the following tasks:
- (1) strategic and tactical reconnaissance,
 - (2) airspace control,
 - (3) offensive air support,
 - (4) maritime strike and interdiction,
 - (5) land strike and interdiction,
 - (6) maritime air defence,
 - (7) air defence,
 - (8) precision air support, and
 - (9) Pavetack tactical reconnaissance.
- e. Operating and Performance Instructions. Operating and performance instructions consist of Flight Manual publications in the DI(AF) AAP 7214.003 series, Standard Operating Procedures, and Flying Order Books.
- f. Maintenance Instructions. Maintenance manuals are sourced from USAF Technical Orders and are identified as the DI(AF) AAP 7214.003 (F-111C) and DI(AF) AAP 7214.008 (RF-111C) series of publications. For the AUP aircraft, the maintenance manuals are identified as the DI(AF) AAP 7214.AUPC (F-111CAUP) and DI(AF) AAP 7214.AUPR (RF-111CAUP) series of publications. The Technical Maintenance Plan (TMP) is identified as DI(AF) AAP 7214.003-7 (F-111C), DI(AF) AAP 7214.008-7 (RF-111C), DI(AF) AAP 7214.AUPC-7 (F-111CAUP), and DI(AF) AAP 7214.AUPR-7 (RF-111CAUP).

- g. Other Limitations or Conditions. The RF version aircraft have pre-Pavetack radar displays and controls and weapons control panel and have the throttles and rudder pedals removed from the right hand side. The RF version also includes a forward and vertical looking TV display and has the electrical control panel, tacan, radio controls, standby instruments, engine spike controls, oxygen gauge and test switch re-positioned. A 4 G limit applies to the F/RF-111C aircraft.

IV. Model F-111G (Strike)

- a. Military Certifications. The FB-111A was designed in accordance with USAF Air Vehicle Specification FZM-12-1071B, with supplemental certification against FZM-12-32006 for incorporation of the avionics modernisation. The FB-111A was redesignated F-111G on transfer from SAC to TAC in 1991, along with removal of the nuclear capability. A design certificate for the FB-111A air vehicle is not available. However, both GD/FWD and the USAF have provided documentary evidence on the design of the FB-111A air vehicle. In addition, the USAF has provided a 'Certificate of Conformance', reflecting the intent of design certificate requirements of DI(AF) DI(AF) AAP 7001.025, for the configuration of the F-111G aircraft type as delivered to the RAAF.
- b. RAAF Certifications. The F-111G model was certified for use as a State aircraft, Type A08, by CAF on 8 Jun 94.
- c. Configuration. The FB-111A design was carried out after the F-111A design at the request of the USAF. The resulting aircraft has essentially the same fuselage with a strengthened undercarriage and longer wings. Consequently, the fuselage is designed to 7.33 G, however the wings are limited to 6.5 G. Certain other minor modifications were designed to as little as 3 G (which was the maximum limit load factor). Conversion from FB-111A to mature F-111G configuration involved the incorporation of modifications to improve the static strength and/or the fatigue life of specific areas identified as fatigue critical in tactical operations. The F-111G aircraft has a lighter WCTB than the F-111C. The CMP (to be issued) for the F-111G is DI(AF) AAP 7214.014-41. The Type Record (to be issued) for the F-111G is DI(AF) AAP 7214.014-42. The F-111G is configured with twin Pratt and Whitney TF30 P107 engines.
- d. Certified Tasks. The current tasks allocated by CDRSRG are:
 - (1) land strike, and
 - (2) maritime strike (without Harpoon).
- e. Operating and Performance Instructions. Operating manuals for the F-111G are in the DI(AF) AAP 7214.014 series.
- f. Maintenance Instructions. Maintenance manuals are sourced from USAF Technical Orders and are identified as the DI(AF) AAP 7214.014 series of publications. The Technical Maintenance Plan (TMP) is identified as DI(AF) AAP 7214.014-7-1 (USAF phased servicing schedule) and DI(AF) AAP 7214.014-7 (RAAF ramped servicing schedule).

g. Other Limitations or Conditions. The F-111G was given RAAF certification subject to the following limitations:

- (1) The manoeuvre load factor limits for the F-111G aircraft type is +5.0/-1.0 G with a NzW limit of 383,500 lbs and 350,000 lbs at wing sweep angles greater than 60 degrees.
- (2) Individual aircraft are to be limited to no more than 1300 airframe hours since last Programmed Depot Maintenance, or the USAF specified aircraft service life limits, whichever occurs first, prior to incorporation of the structural modifications (fatigue enhancement) and aircraft structural integrity inspections.

RAAF Aircraft in the Cold

New load test facility will keep RAAF's F-111 fleet flying to 2020

A giant coldroom will be constructed at RAAF Amberley to test the structural integrity of the F-111 aircraft and keep it in active service for the next two decades.

The contract for the \$23 million Cold Proof Load Testing Facility has been awarded to a team led by Lockheed Martin Australia Limited. The scope of the contract involves design and construction of the facility and the provision of an integrated control systems suite and operator training.

Construction of the facility is expected to start before June and take about 12 months to complete. It will provide

a specialised environmentally controlled hangar within which the RAAF's fleet of F-111C/G aircraft can be tested for structural integrity.

Cold Proof Load Testing is an integral element of the structural inspection program introduced by the US Air Force in 1970 to test for production flaws in the steel structure of the F-111s. This process has subsequently been used to detect cracks or other metal flaws that might develop in

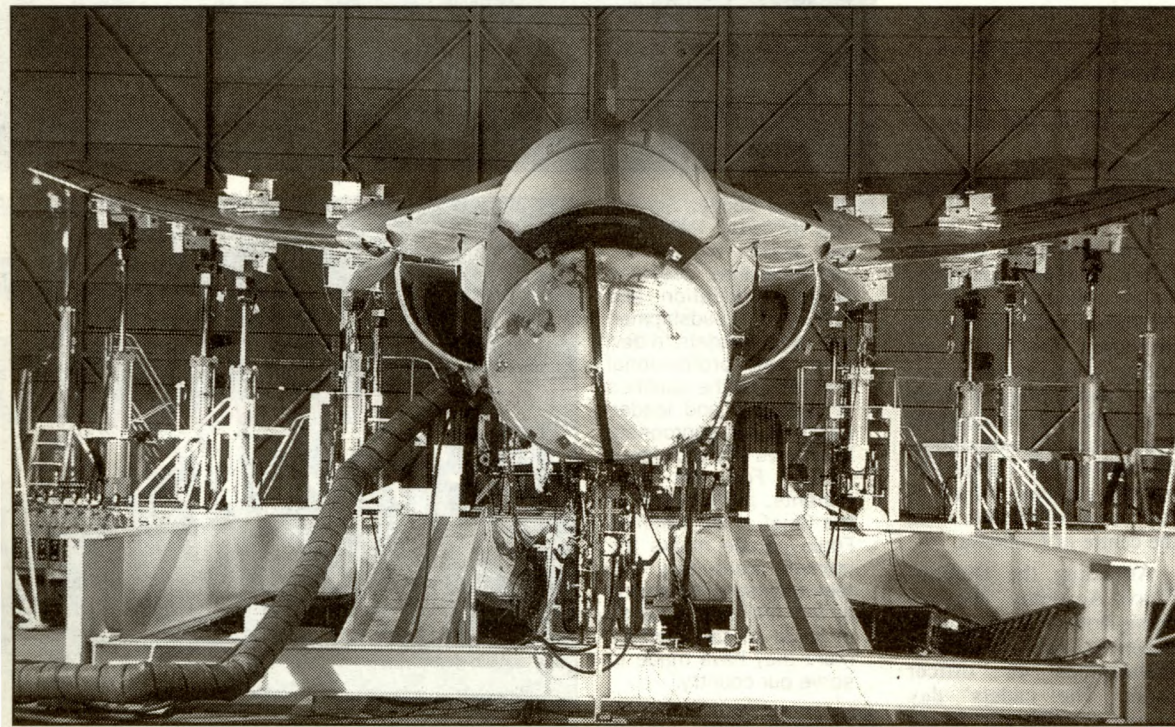
critical parts of the aircraft during its service life.

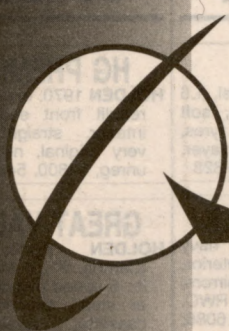
Until 1998, the RAAF had access to the USAF's facility at Sacramento, California. The facility closed when the USAF retired their fleet of F-111s.

Lockheed Martin Australia has subcontracted a significant proportion of the contract to Australian companies including John Holland Construction & Engineering Group, who will carry out the civil design and construction. Local companies will provide other infrastructure support.

ADF agencies have worked closely with Lockheed Martin Australia to jointly develop the requirement and design of the facility including the Defence Estate Organisation, RAAF Purchasing Support Agency and the F-111 Support Project (located in 501 Wing, RAAF Base Amberley).

Sinclair Knight Merz Pty Ltd, a major civil engineering firm, has been appointed project manager and superintendent on behalf of the Commonwealth.





BOEING

TAKE YOUR CAREER TO NEW HEIGHTS

F-111 OPPORTUNITIES

Boeing Australia Limited is a leading high technology aerospace and defence company specialising in design, development, manufacture, installation and support of key defence systems. The Company has recently been selected to deliver maintenance engineering and logistic services for the F-111 Weapons System Business Unit (WSBU) and Block Upgrade Program (BUP) at Amberley RAAF base. We now have a number of exciting opportunities existing for individuals to join our Project teams. These roles are available between now and January 2001. We are looking for Personnel, Tradespeople and Team Leaders in the following areas demonstrating the skill areas detailed:

AVIONICS & AIRCRAFT TECHNICIANS/ MAINTENANCE (Ref: WSBU19)

- Aircraft Technical trade background;
- Experience in Deeper Level Maintenance (DLM) Aircraft activities and F-111 Aircraft;
- Egress training, compliance to AAP 7039.001-1 and Cold Hole Expansion Procedures;
- Application of sealants/fuel tank sealants F-111 Aircraft.

NON-DESTRUCTIVE TESTING (NDT) (Ref: WSBU20)

- Non-destructive Testing trade background and Non-destructive Testing - Qualifications and Registration of Personnel - Aerospace AS 3669 (latest edition);
- Training in Quality Control Inspection Techniques;
- Sound Knowledge of F-111 aircraft documentation;
- NDT Deeper Level Maintenance (DLM) Aircraft activities and F-111 Aircraft.

AIRCRAFT LIFE SUPPORT (Ref: WSBU21)

- Aircraft Technical trade background;
- Previous experience in F-111 Life Support in accordance with RAAF standards and F-111 Aircraft;
- Experience in ALS storage/packing of explosive survival gear.

STRUCTURAL REPAIRS (BONDED COMPOSITES & SHEET METAL) (Ref: WSBU22)

- Aircraft Technical trade background;
- Previous experience in Adhesive Bonded Repair Procedures and/or Sheet Metal work in accordance with RAAF standards and F-111 Aircraft;
- Training in Adhesive Bonded Repair Procedures allowing authorisation to incorporate adhesive bonded repairs IAW RAAF Standard Engineering C5033.

SURFACE FINISHING (Ref: WSBU23)

- Surface Finishing trade background;
- Previous experience in Surface Finishing work in accordance with RAAF standards and Surface Finishing of the F-111 Aircraft;
- Application of sealants/fuel tank sealants F-111 Aircraft;
- Qualified for Confined Space Entry Procedures.

DATA MANAGEMENT (Ref: WSBU24)

- Knowledge of RAAF publication and Aircraft Drawing Data Management requirements;
- Experience in documentation of business processes, workflows, procedures and methods;
- Understanding of Configuration Management principles.

RELIABILITY & MAINTAINABILITY (Ref: WSBU25)

- Relevant Tertiary Qualification/s;
- Experience in Aircraft / Systems Engineering and Logistics or Maintenance;
- Working knowledge of R & M analysis techniques;
- Familiarity with F-111 systems;
- Understanding of applicable airworthiness regulations.

PRODUCTION PLANNING (Ref: WSBU26)

- Relevant Tertiary Qualification/s and/or experience in Production Planning techniques;
- Aircraft Technical trade background;
- Experience in Aircraft / Systems Engineering and Logistics or Maintenance;
- Working knowledge of Critical Path analysis techniques utilising "Micro-planner Expert" and "Open Plan Professional" software applications;
- Familiarity with F-111 systems;
- Understanding of applicable airworthiness regulations;
- Completion of VIPER and/or CAMM systems Training would be advantageous.

MAINTENANCE CONTROL SECTION (MCS) (Ref: WSBU27)

- Experience in F-111 CAMM operations;
- Conversant with requirements of AAP7001.035-3;
- Completed CAMM Data Controller and/or CAMM MMI Clerk training.

WAREHOUSE & SUPPLY (Ref: WSBU28)

- Experience in Aviation spares procurement/warehousing;
- DC/DG qualifications and RAAF SDSS course or equivalent.

LOGISTICS SUPPORT (Ref: WSBU29)

- Solid understanding of ILS concepts as they relate to the F-111 aircraft;
- Demonstrated Logistics Engineering experience;
- R&M, FMECA, RCM and maintenance planning experience.

LIFE CYCLE COSTING (Ref: WSBU30)

- Solid understanding of LCCS concepts as they relate to the F-111 aircraft;
- Demonstrated Life Cycle Costing Analysis experience.

CONFIGURATION MANAGEMENT (Ref: WSBU31)

- Relevant Tertiary Qualification/s;
- Experience in Aircraft / Systems CM or Maintenance;
- Experience in Configuration Management role demonstrating development/maintenance of configuration procedures and methods and/or a working knowledge of CM techniques;
- Familiarity with F-111 systems;
- Understanding of applicable airworthiness regulations;
- Configuration Auditing experience.

A competitive salary and benefits package, including relocation support will be offered. Due to the nature of our business, applicants will need to be Australian citizens eligible for a defence security clearance.

To apply to join our team, please send a resume and covering letter stating the position reference number/s which interest you to the following address:

WSBU Recruitment
PO Box 54
Amberley QLD 4306
Email: wsbu.recruitment@australia.boeing.com

All applications close 15 September, 2000 and will be acknowledged when received.