

Mari-times

Official Magazine of RAAF Edinburgh

SUMMER ISSUE 1981



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Editorial Comment

This issue records some important event in Edinburgh's history.

The highlight has been the granting of the Freedom of the City of Elizabeth, a tribute to the close liaison between the community and the Base over the past 25 years. Other events we have recorded include No 11 Squadron's fourth win of the coveted Gloucester Cup, presented to the most proficient flying squadron of the RAAF, and the change of command of the formation.

Air Commodore Klafter's early retirement from the RAAF caught most on the Base by surprise. Once his decision became public, however, the press tributes were immediate and impressive. Our cartoonists chose other ways of saying farewell, which the boss accepted with good humour.

Much has been written about Air Commodore Klafter's contribution to the RAAF, but in Adelaide he will probably be best remembered for his strenuous efforts to foster goodwill between the Service and the community. This magazine owes its birth to his desire to see that Edinburgh's story is not forever buried in unit history sheets.

SQNLDR John Cole
Editor



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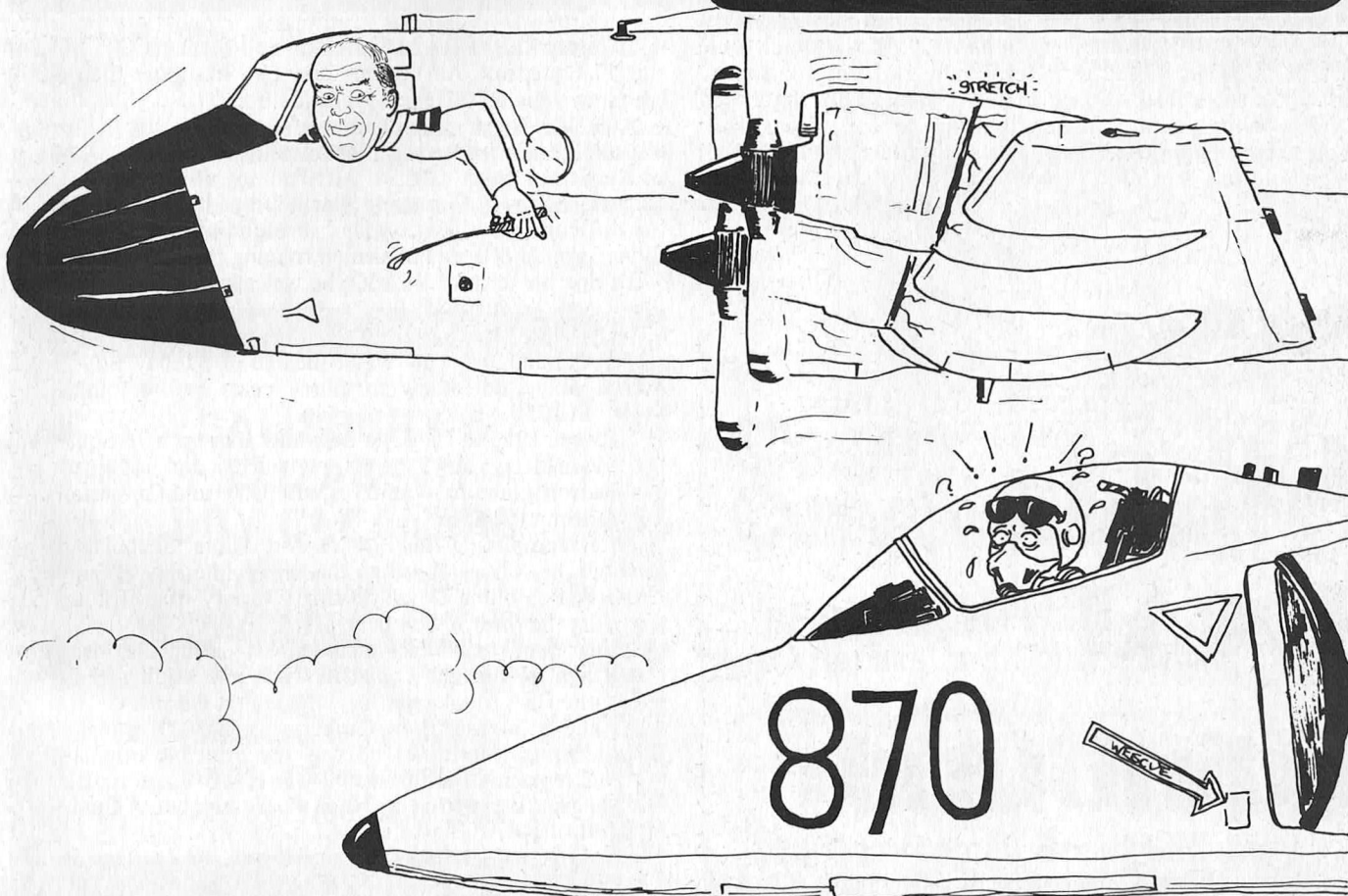
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A symbolic handover as the "captain" of a P3C, Air Commodore L.R. Klaffer prepares to hand over command of RAAF Base Edinburgh to Air Commodore R.N. Law.

New OC of RAAF Edinburgh

Our new Officer Commanding, Air Commodore R.N. Law, has a background that ideally fits his new post.

A recent OC of RAAF Laverton and former CO of ARDU and 11 Squadron, Air Commodore Law has more than 6,300 hours on some 59 different types of aircraft.

A stickler for precision and careful planning, the tall former test pilot is also a noted administrator.

As Senior Staff Officer Air Training (STASO) at Headquarters Support Command, Melbourne, he was involved in the difficult and often complex surrounding the upgrading of flying, ground officer and airmen training programmes.

During his term as STASO, he was admitted as a Fellow of the Royal Aeronautical Society and a Fellow of the Institute of Management.

Air Commodore Law was educated at Sydney Boys' High School and studied law for three years before joining the RAAF in 1950.

Between 1951 to 1956, he flew Mustangs with 76 Squadron, Dakotas in Malaya and Japan/Korea with 38 and 36 Squadrons, 6 Squadron Lincolns, Vampires with OTU and Canberras with 2 Squadron at Amberley.

After completing the Empire Test Pilots' School at Farnborough, he was seconded to the British Ministry of Supply at A&AEE, Boscombe Down, testing a variety of British aircraft including the three V-bombers.

Other important tasks included evaluating the Macchi in Italy, flight testing the Canadian CL41 and leading 11 Squadron to the USA to take delivery of the first Orions.

During a later tour in Canberra as Staff Officer Aircraft Requirements (Maritime) he was the principle originator of the P3C replacing the SP2H and was RAAF Liaison officer to the Nangana/Barra Project. He is a past member of the Directing Staff of RAAF Staff College.

Air Commodore Law took up his post on January 16. His wife, Pat, a former WRAAF officer, will accompany the OC. The couple have three children; two adult and one nearly so.

Edinburgh Receives the Freedom of the City of Elizabeth

By Wing Commander D. Leembruggen

Under a blue sky and basked in brilliant sunshine, 500 officers, airmen and airwomen of RAAF Edinburgh paraded at Ridley Reserve, Elizabeth at 1100 hours on Friday 21 November 1980 before His Worship The Mayor of Elizabeth, Mr Don Paginton, a host of VIPs, and a large crowd.

The occasion was a ceremonial parade at which the Mayor of Elizabeth conferred on RAAF Edinburgh the freedom of the City of Elizabeth.

The tradition of the granting of the Freedom of the City for Entry originated in the United Kingdom and it is only in recent times that this honour has been bestowed on Australian Service units by Australian cities. (See box).

All units of Edinburgh were represented on the parade. The ceremony, which included the parading of the Queen's Colour for the RAAF and the Standards of Nos 10, 11 and 24(A) Squadrons, was led by Group Captain Graeme Smith, Officer Commanding No 92 Wing. Included as an integral part of the activities were two fly-pasts by a formation of a Mirage and Macchi aircraft from the Aircraft Research and Development Unit.

Following inspection of the parade by His Worship the Mayor of Elizabeth, the Town Clerk of Elizabeth, Mr Wes Robinson read the Scroll which formally bestowed on RAAF Edinburgh the Freedom of the City. The Scroll was accepted by Officer Commanding RAAF Edinburgh, Air Commodore

L.R. Klaffer, AFC, who responded.

Among the principal guests who attended the ceremony were the Chief of the Air Staff, Air Marshal N.P. McNamara, AO, CBE, AFC, Air Officer Commanding Operational Command, Air Vice Marshal M.J. Ridgway, AFC, senior representatives of the other Services and civilian dignitaries.

Following departure of the VIPs from Ridley Reserve the parade exercised its "right of entry" by marching along Judd Road and Phillip Highway to the Town Centre. Along the way the parade was halted and challenged by the City Marshal, Inspector Wally Budd of the South Australian Police Force who, after identifying the contingent, allowed it to proceed.

Following the march, personnel who held key positions on the parade were hosted by the Elizabeth City Council to a luncheon at which the Governor-General, Sir Zelman Cowen was guest of honour.

The parade on 21 November 1980 was a colourful and impressive ceremony which drew praise from all who witnessed it. All who participated in it had every reason to be proud. More importantly, however, the gesture on the part of the Council of the City of Elizabeth in bestowing upon RAAF Edinburgh the Freedom of the City is tangible evidence of the trust and regard in which the men and women of RAAF Edinburgh are held by the local civilian community. For this, all members of RAAF Edinburgh — both past and present — can be justifiably proud.



Inspector Wally Budd prepares to challenge RAAF Edinburgh's "right of entry".

The Freedom Of the City

The right, title, privilege, honour and distinction of marching through the streets of a City on all ceremonial occasions with bayonets fixed, drums beating, bands playing and Colours flying is one of the most interesting of the military "mysteries" of the past.

The Freedom of the City for Entry originated in the United Kingdom and it is only in recent times that this honour has been bestowed on distinguished Australian Service units by Australian Cities.

The only United Kingdom Cities which can claim to have had any rights with regard to the passage of troops are the Cities of Edinburgh and London. Edinburgh's claims arose in connection with the civic military force it once possessed, "The Town Guard". No other drum but theirs (The Town Guard) was allowed to sound on the High Street between Luckenbooth's and Netherbow. The Town Guard has long since disappeared and the City of Edinburgh now waives its claim to any special privileges. The City of London on the other hand has always been jealous of the right it claims.

Though the City of London lost its direct authority over its military forces in 1661, when control of the London Trained Bands was transferred to the newly formed Court of Lieutenancy, the practice grew up shortly after, of notifying the Lord Mayor when parties from regiments went into the City to "raise recruits by beat of drum". From this modest beginning developed, in the passage of years, the suggestion that the City of London had the right to decide which regiments could pass through its streets "with bayonets fixed, Colours flying and bands playing." Discussions between the Secretary of War and the Lord Mayor in 1769 show that the City's privileges in the matter at that date did not go beyond the right to receive, as a matter of courtesy, notification when troops were to pass through. The position today remains little changed from what it was in 1769.

The practice of granting Freedom of the City to regiments, appears to be of recent origin. There have been few if any instances before 1943 when the York and Lancaster Regiment was given the freedom of the City of Sheffield. Since 1943 grants of freedoms or their Scottish equivalents have been quite frequent in the United Kingdom, although so far as is known, very few such grants have been accorded to regiments in other parts of the British Commonwealth.

The grant of the Freedom of the City provides a very dignified and satisfactory means of enabling a Corporation to honour a distinguished Unit, thereby assisting in effecting a very desirable liaison between the Corporation and the Armed Services of the Crown.

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Mayor Paginton inspects members of IRTU who formed the Escort Squadron.

Open Letter From Mayor of Elizabeth on Granting Freedom of Entry

CITY OF ELIZABETH
South Australia

*Mayor's Office,
Council Chambers,
Town Centre,
Elizabeth
1st December, 1980*

**The Officer Commanding
RAAF Edinburgh**

November 16th, 1980 was the 25th Anniversary of the founding of Elizabeth, South Australia. The use of the name "Elizabeth" was graciously consented to by Her Majesty and complimented the name "Edinburgh" which had been previously bestowed upon the neighbouring air base by Prince Philip.

Since those early days, both Elizabeth and Edinburgh have grown enormously. Elizabeth has become a city in its own right and Edinburgh has developed into one of the major air bases of the RAAF. The base now accommodates Operational Squadrons having a long and distinguished history and well known for outstanding deeds of valour in many parts of the world.

Many of the RAAF personnel reside with their families in Elizabeth and we are proud of this relationship, since their presence here has contributed greatly to our development in the past and hopefully will continue in the future.

My Council has sought to cement the bond of friendship which exists by conferring upon the Edinburgh Air Base the Freedom of Entry into the City of Elizabeth.

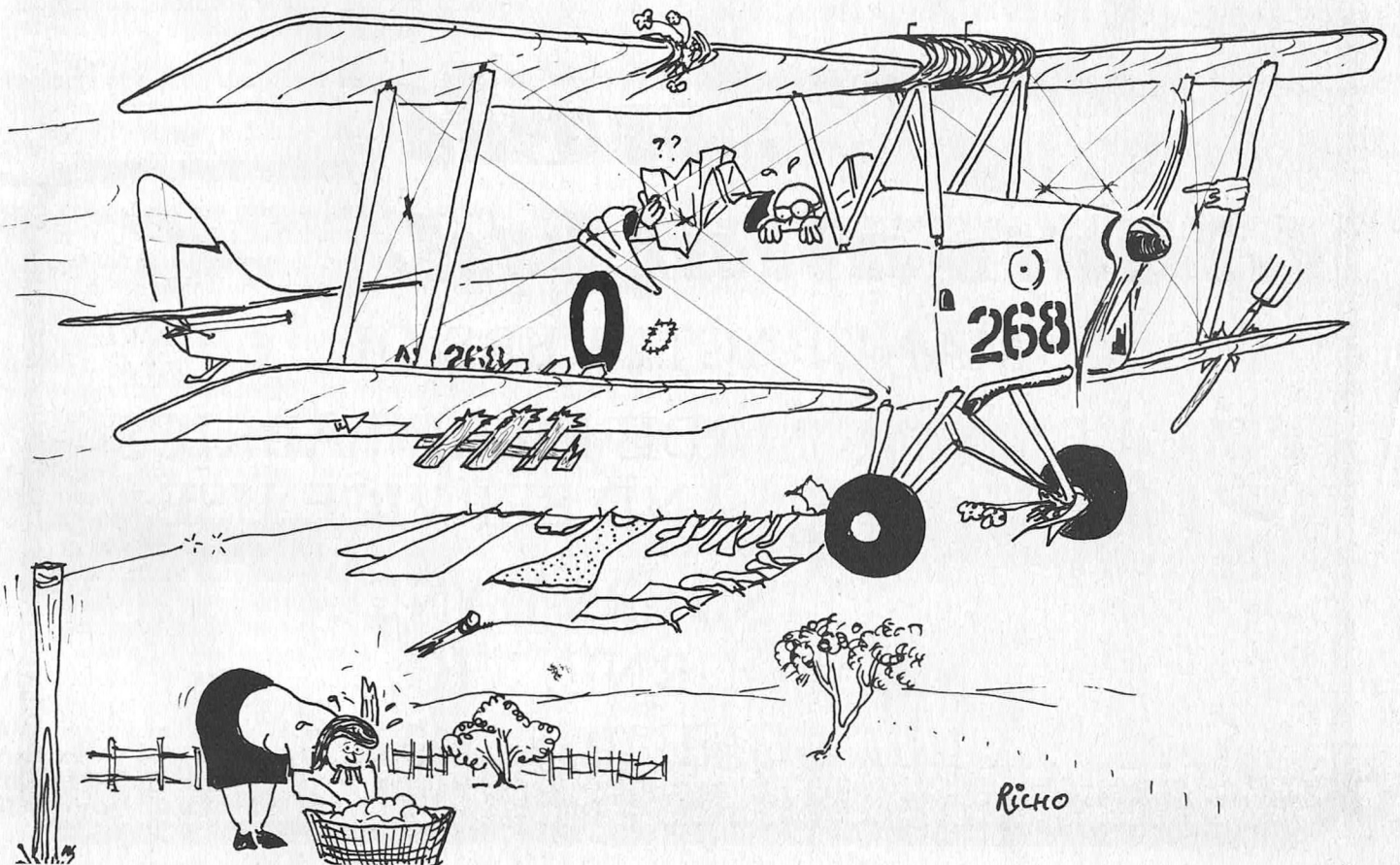
The ceremony, which took place on the 20th November, was the highlight of our Silver Jubilee celebrations. The manner in which the ceremony was performed and the subsequent parade by the officers and men from the Base provided a spectacle that had to be seen to be believed. It was a magnificent occasion and will long be remembered by the people of Elizabeth.

On behalf of myself, members of the Council and the citizens of Elizabeth, I hope that the spirit of co-operation and friendship demonstrated that day will exist for all time.

**(Don Paginton)
MAYOR**



FLT LT Judith Kendrick leading the flight of servicewomen on the march to the town centre, during the Freedom of the City parade.



RAAF Edinburgh is Fastest Growing Base

The granting of the Freedom of the City of Elizabeth marked not only the 25th birthday of the City but also gave recognition to the importance of Edinburgh, the RAAF's fastest growing base.

Our parent base at Point Cook was already 41 years old when the Duke of Edinburgh opened the airfield named in his honour on 22 March 1954.

The growth of Edinburgh is coupled with the history of the Weapons Research Establishment, now Defence Research Centre, adjacent to the site of the Salisbury wartime munitions factory which began production in 1942. The factory operated at full capacity until 1945, producing TNT, nitro-glycerine and ammonium nitrate.

In 1946 it was decided that a long range experimental firing range overland was necessary for developing and testing guided weapons and a party under the leadership of Lt Gen Sir John Evetts, for whom Evetts Field in Woomera is named, carried out a survey in Australia.

It was agreed by the Australian and UK Governments that the existing munitions factory site should contain the headquarters of a Long Range Weapons Establishment which would be responsible for the operation of a guided weapon and bombing range at a site which was later named Woomera, 280 miles north-west of Adelaide.

The project was officially launched on 1 April 1947, and the ranges were operational by the end of 1950. In 1949 it was decided to build an airstrip alongside the Weapons Establishment at Salisbury and the land was acquired. The building of the strip, hangars and hardstands and modifications to some of the buildings were carried out under civil contract and were not completed until early 1954. In that year Edinburgh was born.

At that time, and until the No 1 Recruit Training Unit moved from Wagga to Edinburgh in May 1964, the whole Base was committed to weapons research work and all charges were paid for by the Joint UK/Australia Project.

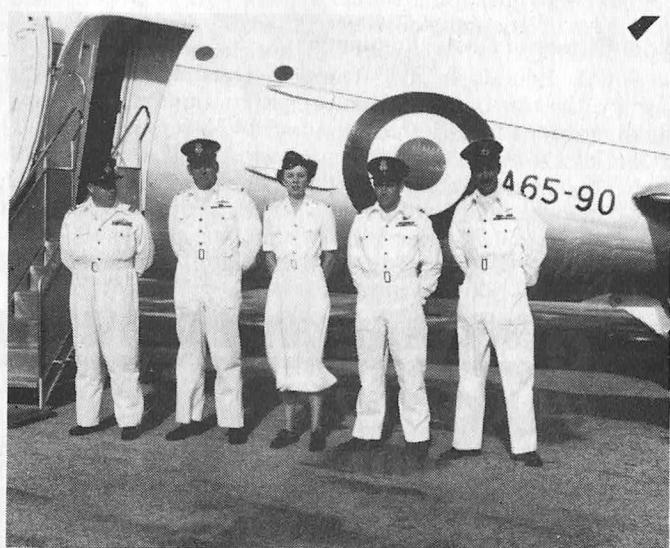
During the hey-day of the trials there were a considerable number of RAF personnel here (some 2,000 at Edinburgh, Woomera and a subsequent third site at Maralinga). With the reduction of the trials, their numbers were reduced and they were finally withdrawn in 1976.

Control of the Base passed from the Department of Supply in 1968 to the then Department of Air. Functional control was transferred from Support Command to Operational Command soon after the re-location of No 11 Squadron and its Orion aircraft in 1968.

The Base is now composed of the RAAF's No 92 Wing (two operational squadrons, Nos 10 and 11, No 292 Squadron — formerly MATS — and No 492 Maintenance Squadron), the Aircraft Research and Development Unit, No 1 Recruit Training Unit, No 24 (City of Adelaide) (Auxiliary) Squadron and Base Squadron.



The Duke of Edinburgh is greeted at Edinburgh for the opening ceremony.



The crew that flew the Duke of Edinburgh to the Base for the opening ceremony, 22 March 1954. Left to right: SQNLDR Burke, FLG OFF Jennings, Sister Schild, FLT LT McLeod, FLT LT Bremner.



Some of the aircraft flown during the Salisbury-Woomera trials. Clockwise, left to right: a Bristol Sycamore helicopter, Lincoln, Canberra, Boeing Washington, Meteor, Auster, CAF Pika (a piloted version of the Jindivik).

Royal Australian Air Force~ Edinburgh

Brief History of RAAF Edinburgh

RAAF Edinburgh and Weapons Research Establishment occupy the site of the Salisbury wartime munitions factory. Building of the factory was started on 14 November 1941, and a year later it was in operation, producing TNT, nitro glycerine and ammonium nitrate. The factory was completed in January, 1943 and operated until 1945 when it started to run down although it retained a capability of reactivation until 1951.

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At that time, and until the No 1 Recruit Training Unit moved from Wagga to Edinburgh in May 1964, the whole Base was committed to Weapons Research work and, of course, all charges were paid for by the Joint UK/Australia Project.

During the hey-day of the trials there were a considerable number of RAF personnel here (some 2,000 spread between this Base, Woomera and Maralinga) but with the reduction in trials their numbers were reduced and now a small group of 10 RAF personnel form the RAF Support Element, who are responsible for administration of RAF personnel in Australia.

When the RAAF closed down Mallala (some 20 miles away to the north-west of the Base) in May 1960, No 24 (City of Adelaide) (Auxiliary) Squadron was transferred to Edinburgh.

On 1 February 1968, ownership of the Base was transferred from the Department of Supply to the Department of Air and control of the Base was transferred from Headquarters Support Command to Headquarters Operational Command. The main function of the Base changed in February 1968 with the re-location of No 11 Squadron at Edinburgh.

Organisation

The current defence re-organisation establishes Department of Defence (Central) and Department of Defence (Air Office) — these replace in general terms what was previously Department of Defence and Department of Air.

Control of the RAAF is exercised by these organisations through Headquarters Operational Command (HQOC) and Headquarters Support Command (HQSC). HQOC is situated at Penrith, NSW and is responsible for the operational squadrons, e.g. transport, bomber, fighter squadrons. HQSC is situated in Melbourne and is responsible for major maintenance and supply tasks and basic training.

Control of units is exercised by HQOC and HQSC through a number of base headquarters at locations where one or more units are based. In this way Headquarters RAAF Edinburgh is responsible to HQOC for the running of Base Squadron, Edinburgh, No 11 Squadron and No 24 Squadron. It is also responsible to HQSC for the operation of No 1 Recruit Training Unit.

Details of these units have been provided in a separate brief.

Future Organisation Changes

The Minister for Defence has already announced that No 10 Squadron, presently located at Townsville, will re-equip with Orion aircraft and be re-located at Edinburgh. In addition, it is proposed to move the Aircraft Research and Development Unit from Laverton to Edinburgh in the near future.

When these moves are completed, Edinburgh will be almost as large as the main bases on the east coast, e.g. Amberley and Richmond as far as numbers of personnel are concerned.

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Edinburgh's New Squadron

By FLTLT Maurice Ritchie

On 27 October 1980 a simple celebration at MATS Headquarters ushered in their new name — No 292 Squadron.

What was MATS? MATS was the Maritime Analysis and Training Squadron formed at Edinburgh on 1 January 1977. Initially training was the major role but the recent arrival of the CMI and a doubling in staff has emphasised the fact that the squadron is much more than a training unit. Because of this the original title was inaccurate and moves were made to have the title deleted and the squadron numbered instead.

The original suggestion was that some World War II operational squadron be reactivated such as Nos 13, 20 or 40 Squadrons, all with maritime backgrounds. However, it was decided that since the squadron was involved in support flying for No. 92 Wing and was not just an OCU or OTU it should be numbered in accordance with established present day RAAF policy, i.e. No's 1–250 for operational flying squadrons, No's 251–299 for squadrons flying in support of a wing. No's 300–399 for Base squadrons within a wing and No's 400–499 for maintenance squadrons of a wing, the unit involved taking the last two digits of its number from the wing it belongs to.

So, No 292 Squadron was conceived and came into being on 27 October 1980 — the first 200 series squadron in the history of the RAAF.

Just as the squadron has a three digit number, so it provides support to the wing in three different ways.

The most obvious is the training role, which Air Training Flight provides by conversion of pilots, navigators and AEOs to P3B and P3C aircraft. In addition it also performs the basic and conversion training of all Orion flight engineers.

Operation Support Flight will use the new Compilation, Mission Support and Integration and Training Facility (CMI) to support No 92 Wings flying operations. It will do this by preparing and issuing to No 10 Squadron crews pre-programmed tapes of operational data and intelligence for loading in the P3C computer before their flights. The flight will also handle post-flight analysis of their sorties. Briefing and de-briefing of Nos 10 and 11 Squadron crews using the computer technology of the CMI is another aspect of their work. In addition the p3B crew trainer and the new P3C trainer in the CMI will be administered by this flight.

Behind every successful computer network such as the CMI are the people who provide the programs (software), which in this case will be the responsibility of Integration and Software Flight. This flight will provide for the management of the software required by the P3C computers as well as the many computers in the CMI. In addition they will be responsible for the efficient integration of existing and future programs with the computers involved, as well as incorporating any changes required.

Edinburgh's newest squadron has an important task to fulfill. In its training role it sets the standard for all 92 Wing aircrew. In its support roles it maximises the effectiveness of 92 Wing's aircraft.

Battle Efficiency — Fight to be Fit

By FLGOFF D. Juleff

If you were curious as to the reason for Edinburgh's ADGs running on to the base from Angle Vale one hot morning recently, the answer is simple: the annual battle efficiency tests. Although not at the "sharp end" with the operational ADG Flights, GRDF officers and ADGs were proving that they were physically fit for operational deployment. The run was only one of a number of tests designed to check their fitness, job knowledge and proficiency.

Although many other individuals in the RAAF maintain a high standard of fitness, the ground defence mustering is the only one that is required to prove its physical fitness annually. The physical tests are divided into two groups; agility and endurance. The agility tests include: climbing a twenty foot rope, traversing twenty feet of rope and descending a further twenty foot length; jumping a nine foot ditch and landing on both feet; negotiating a six foot wall; and carrying a man of similar weight to yourself for 200 yards in two minutes.

The endurance run requires the member to cover two miles in twenty minutes and nine miles in two hours, with equipment, and still be fit to fight at the end! All of the ADGs and GRDEF officers (under the forty age limit) belonging to 1RTU and Base Squadron have qualified for 1980/81 — along with one of our CPL CLKAs! The clerk volunteered to accompany the runners and his offer was accepted by his commanding officer who strongly believes that all RAAF members should be encouraged to improve their standard of physical fitness.

It's a pity there are not more fitness enthusiasts in the RAAF. One of the often-heard comments from ADGs when the annual tests come around is, "Why don't the other RAAF members have to do the tests?" The answer is of course that it

is not a requirement for other musterings. However, tests could be introduced for RAAF personnel sometime in the future. We know that it's often hard to get away from the desk or flight line, but how many people even make the effort?



Over the top and onto the traverse, CPL Mick McPhail makes the going look easy!



The end is in sight! CPL McPhail leads CPL Mick Maher in to the home stretch at the finish of the nine mile course.

ACW Debbie Kyle, a stewardess from the Airmen's Mess, relaxes at the Edinburgh pool. Debbie hails from Townsville.



Top Sacred

By Chaplain B. Callachor

CELESTIAL MOVEMENTS

With this edition of "Mari-times" we welcome to the Base and the Chaplains' team Chaplain David French. Chaplain French is the full time Church of England Chaplain who replaces the retired Chaplain Townend. He comes to Edinburgh from Pearce, where he has spend the greater part of his service life.

REFLECTIONS IN A MIRROR

Everyone likes to hiss and boo the villain in the old fashioned melodrama. With Easter just around the corner we recall the greatest drama that the world has known, and nobody meets with greater disapproval than Judas, the villain of that drama. But be careful when you disapprove, because you might just be criticising yourself.

We know very little about Judas Iscariot, for that was his full name — what kind of a person he was and why he performed the betrayal that made his name synonymous with traitor.

At the time when Mary Magdalene threw herself weeping at the feet of Jesus and washed them with precious oil, Judas was the one who complained that the oil could have been sold and the money given to the poor. If we combine this episode with the crucifixion story, we can work up a picture of a man interested in money, a man who probably disapproved of the repentant Magdalene for her lurid past, and a man a shade hypocritical, perhaps, who was ready to condemn others before looking into his own soul.

On the other hand Judas must have had some qualities to make him eligible for the small original band of apostles. He was the man who took care of the finances of the group, and therefore, surely, one who was well thought of, and trusted.

The most important piece of evidence for understanding Judas is one that is not mentioned in the gospels simply because it was taken for granted. He was a man more or less like the rest of us, not a monster of depravity, just a good solid citizen.

The only explanation given in the gospels for his betrayal is that Satan entered into him. Whatever his motives may have been, we can probably be sure that all the time he was committing the most monstrous betrayal in history, Judas was probably telling himself that he was simply doing his duty as a good citizen, getting rid of an agitator whose ideas could

only bring down trouble on everyone.

The full realisation of what he had done came later, and then he committed suicide. In fairness to him, however, he probably did not in the beginning realise the full meaning of his act.

It should be easy for us to understand Judas, because each of us in his own life has run into a Judas character, a Judas situation, at one time or another. We have depended on someone, confided, trusted and, when the test came, we have been let down. Not maliciously, not because of hatred or greed, but simply because people are weak, because they make mistakes, because they are always able to tell themselves that what they are doing is right and necessary — just as Judas did.

When a smaller Judas of this kind comes into our lives, it is good to remember the example of Jesus, who spoke hardly a word of reproach although he knew ahead of time what was to happen. If we find this kind of love hard to imitate, at least we can take it as an inspiration in our own efforts to understand and sympathise with the smaller Judases in our own lives.

We can learn to sympathise because, if we can find traces of Judas in others, we should be able also to find them in ourselves. Judas was the worst, no doubt, but he was not the only apostle who betrayed Jesus. Judas brought the soldiers to arrest Jesus, but the other apostles were there asleep at the same time. The leader of the apostles, Peter, denied three times that he knew Jesus. All but one of the twelve found it convenient to be somewhere else during the crucifixion.

Betrayal of Christ has put Judas into the history books. But each of us in his own small way is guilty of the same betrayal. When we see the face of Judas reflected in our mirror, we must remember that the punishment imposed on himself was far worse than anything called for by the person he betrayed. Peter was forgiven and reconciled, Judas could have been, for us it is always possible.

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What's up at ARDU...

ARDU ACTIVITIES

By FLGOFF Warren Fletcher

FLIGHT TEST SQUADRON, RESEARCH AND DEVELOPMENT SQUADRON AND HEADQUARTERS

In the new year ARDU will lose many familiar faces. Three of our test pilots, SQNLDR Knights and FLTLT's Gonsal and Jones return to unit flying appointments and in their place we welcome FLTLT Browne and FLGOFF's Blackburn and McCormick, fresh from test pilot school and SQNLDR Howard, an F111 pilot. FLTLT Ewing, an old ARDU hand becomes our new OPSO, taking over from FLTLT Harrison leaving the RAAF after 24 years. FLTLT Gosling and FLGOFF Fletcher move on to 36SQN and 292SQN respectively. Amongst our airmen we say farewell to WOFF Mike Woods (discharge), SGT Col Fielden (Canberra), CPL Kidcaff (492SQN), CPL Stewart (RAAFSTT), LAC Mirre (Laverton) and LAC Weatherburn (Canberra).

It is not generally known that ARDU, in addition to over two hundred service personnel, also employs eleven civilian professionals. They comprise the Instrumentation Flight led by Mr. Frank Verinder and the Scientific Flight led by a senior research scientist Dr. Garth Morgan soon to be leaving ARDU to take up an appointment in Canberra. His replacement is Dr. Grant Gartrell, from DRCS. While ARDU has similarly qualified engineering officers, the rationale behind the employment of civilians, is their specialised experience within dedicated areas and the continuity afforded by their permanent status. As civilians working within a military environment, this frequently gives rise to interesting situations. In one such instance a civilian dressed in a RAAF flying suit was reprimanded by a senior officer for failing to wear a uniform cap.

By the time you read this our EQUIPO FLTLT McDonald will have acquired a wife, one wonders what stock number she is? Obviously, however, the unit of issue is EA only.



Flight Sergeant Ian McIlvain has won the enviable (?) title of being the "old man" of ARDU. Arriving at ARDU in April of '72 he is now aware of the fact that he is here for good. Standing at 5'4½", or sitting, around 3", his main ambition is to get posted north or west of the Victorian border. His main dislikes are anything south or east of the Victorian border.



Does this macchi look strange to you? Well it should, as it has no tip tanks. A recent ARDU trail involved evaluating this flying qualities of a macchi minus tip tanks, with a view to making available a familiar aircraft with different handling characteristics. It is to be used to give RAAF pilots bound for test pilot school a preview of what lies ahead. The result? Some unusual flying characteristics with better lateral response and improved performance at the expense of endurance.

What Will They Think of Next? Or Strange Goings-On at ARDU

By FLTLT Mike Tobin

Observers of airfield traffic may recently have noticed an Army Bell 206B-1 helicopter in procession with a vehicle bearing some resemblance to a Toyota Land Cruiser departing the ARDU tarmac early in the mornings or late in the afternoons. Out on the runway some unusual formation flying involving the vehicle and helicopter took place.

By their design, helicopters are unique aircraft and therefore possess unique handling and control characteristics. For the single rotor helicopter, the tail rotor has proved an efficient approach to torque compensation and directional control. The tail rotor must operate in an adverse aerodynamic environment and while it has a superficial resemblance to both the propeller and main rotor it has distinct differences from either. Some of the problems associated with tail rotors may be simply reduced to the effects of winds from the rear side of the helicopter which not only vary the thrust from the tail rotor but place it in the disturbed air flow from the main rotor.

The tests were done with a 206B-1 piloted by FLTLT L.R. Ward, a helicopter test pilot at ARDU, and a Toyota used as pace vehicle. At the rear of the vehicle was an ARDU designed and manufactured "fifth wheel" to give accurate ground speed. This was necessary as the helicopter airspeed system is accurate only in forward flight above about 40 knots. In calm conditions, forming the helicopter on the vehicle simulated winds of a steady known velocity. The device on top of the vehicle enabled the pilot to hold a constant position relative to the vehicle to simulate wind from any direction around the helicopter.

These tests have now been completed and the Toyota has reverted to its everyday appearance of Mirage brake chute pick-up vehicle. Incidentally, one hour of test flying generates about ten hours work in reporting on the test and before tests are flown considerable time is devoted to planning the test and flight preparation.

ARDU

Maintenance

“Personalities”

Leave the Scene

By the time this has gone to print a few of the better known faces of ARDU will have disappeared, either discharged or posted. WOFF “Darky” Clark, the Harry Butler of ARDU, will be well on his way to civilian life. Who can forget those walks on the range only to see Darky crawling on all fours hunting a Gekko, or the pockets of his flying suit jumping around due to the live-stock contained therein. Lizards, spiders, snakes, goannas, rabbits or any other critter unfortunate enough to be in Darky’s way. There is an unfounded story that safety equipment had to enlarge a pocket of a flying suit to accommodate a joey.

Another well known face that, no doubt, will be missed by aircrew, will be that of “Stroppy” Robinson. No more will that beaming smile be present when some aircrew bod, through no fault of his own, crosses Joe’s path. Dan Smolenski will no longer grace the lines of ARDU. Dan’s going to Tassie to cultivate mangos — typical gunnie. Also leaving for southern regions is FLTLT King. Gunks Gurney should be on his way to his first million with his orchids. Best of luck to all of them.

At the time of print there has been a non date set for the Radio/Sumpie cricket grudge match for the coveted “Valve Trophy”.

As for Radio Section, it is good to see CPL Chugg-A-Lugg get his Supertech Course, it’s about time he left the unit. Maybe its time that a few more “old” faces apply for courses to leave ARDU?

With the hot season back with us, it’s time once more for those all-in-barbies, social afternoons down at the Jube-Hilton, just take care not to splash too much grog on the plate — one might do oneself an injury.

With all the postings in and out of the hangar, it’s hard to keep track of everyone’s movements, but for those going on to bigger and better things, we wish you all the best, and for the newcomers . . . well, welcome and try to enjoy yourselves.

DARSTARDLY DART

The following comment on a sister Service comes from a recent edition of the U.S. Army magazine “Soldiers”. We thought it too good to pass up —

What is the Army?

Next time someone asks you that question, try this response. It’s a description of the Army exactly as written by a nine-year-old. Spelling and grammar is that of the author.

“In the Army you will find obslickle corses. They will have gun, lagoons, tanks, fox holes and bushes. You will be trained to climb rope, dig holes, shoot guns, cannons, tanks and bazookas. You will be feed well you will be feed beans, popatoes, carrots and soforth.

“You will be taught to make camp if fife minutes cook and keep clean. You will be taught to threw barb wire fences without getting caught or cut. You will be taught to chinny trees crawl threw tunels as small as a sewer pipe.

“Then at last you are a general”.



Site of the new Avionics Buildings, due for completion by mid 1982.

Work Underway on New Avionics Building

By FLTLT G. Henry

Construction on the largest and most expensive addition to the Edinburgh modernisation programme — 492 Squadron's new Avionics Building — is well underway.

Initial site works started on 22 September 1980 and the building should be fully occupied and functional by mid 1982. The 90 week construction and occupation phase gives some idea of the complexity of this major works project which is to cost almost \$3 million.

The building is being constructed by John Evans Pty Ltd and will cover an area of 99 by 40 metres. It will house under one roof, all the various electrical, instrument and radio section workshops at present scattered throughout the squadron.

Primarily the Avionics Building has been designed to provide a suitable maintenance venue for the latest (and existing) equipments introduced by the Orion P3C. When completed, the Avionics Technicians will possess a facility to match the dedication, skill and genius to which some if not all modestly admit they possess.



In his favourite seat, WCDR Winn was Detachment Commander for the Fincastle Competition.

the Future of Fincastle

By former CO No 11 Squadron—WCDR Lynton Winn

What of the future of the Fincastle competition? It has been conducted in its present form since 1971 using a conventional (diesel-electric) submarine target against aircraft whose avionics technology is over 15 years old. Except for minor modification the competition rules have remained basically unchanged, being structured to give the submarine some flexibility of operation while at the same time giving the crews maximum opportunity to exercise their sensors and tactics in detecting, localising and attacking the target. For example, during the night sortie the submarine is not permitted to evade detection; during the day sortie it can. The need to give each crew an equal chance in the competition (weather conditions aside) has resulted in an exercise scenario which has encouraged crews to develop tactics unique to Fincastle. Whilst these tactics are similar to those used in normal operations they have been developed to score the crews maximum points in each phase of the exercise.

Over the last decade advances in ASW technology have resulted in new sensors and navigation systems which will significantly enhance the capability of the ASW aircraft. Improved acoustic sensor systems such as the Australia – UK developed Barra, better radar and electronic counter-measures equipment, replacement of the searchlight by infra-red detection systems, significant improvement in tactical navigation systems and displays and the application of the computer to analyse and manipulate the broad range of data available to the crews, have produced aircraft generations ahead of those currently in existence. The RAAF's P3C, the Canadian Aurora and the RAF's Nimrod mk 2 represent the very latest in air-

borne ASW technology. Next year each of these aircraft will be available to compete in Fincastle. Despite the fact that weather will always be the big unknown in the ASW game, the capability of these new aircraft is such that a meaningful competition probably could not be provided under existing Fincastle rules. Restructuring of the rules to keep Fincastle a challenging and viable exercise is a problem facing the Fincastle planning this year. There is no doubt that Fincastle 81 will be an interesting exercise indeed, with each nation intent on establishing the supremacy of its new ASW aircraft.

The exercise scenario will need to be changed to present a reasonable challenge to the new technology aircraft and to test the crews' ingenuity and initiative in developing tactics which will score them the most points. Despite the new technology and computer assistance, ASW in its basic form still reverts to a challenge between the submarine crew and the aircraft crew. This has been the case since the submarine first encountered the aircraft and will remain so regardless of advances in the technology of each platform. Thus, although the complexity of the exercise may increase, Fincastle will still involve air crews using their knowledge and their aircraft to best advantage in outwitting the long-established aiming and competence of the submarine commander. The possible inclusion of a nuclear submarine target in future competitions would add another dimension to the air crews' problem and provide added interest to what is already an exciting exercise.

Fincastle was established in 1961 as an ASW competition amongst Commonwealth Nations and has been conducted as such since its inception. Regular contact over the years between the Commonwealth countries and the US in maritime exercises leads to the suggestion of expanding the Fincastle charter to include the USN, which operates squadrons of Lockheed P3 Orion aircraft. Whilst consideration of USN participation rests clearly with the Fincastle Committee, based in the UK, inclusion of an American crew would obviously broaden the scope and exercise locations.

There can be little doubt that Fincastle will change over the next few years, if not in terms of exercise target and inclusion of USN participation at least to accommodate the vastly improved aircraft avionics systems now entering service. Regardless of what changes are made Fincastle will continue to be an important and prestigious annual event in which some of the best ASW crews in the world gather to compete against each other for the honour of having the name of their Service inscribed on the beautiful silver tray donated by Mr and Mrs Ayrd White – years ago.

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Squash Club Ends Successful Year

By FLTLT P.R. Smallwood
 (OIC Squash)

1980 was a most successful year for the Edinburgh Squash Club. The opening of the new squash courts and gymnasium meant renewed interest in squash on this Base and this was evident in the court usage and the large increase in membership.

Our record of success in 1980 was our best for years. The Club finished premiers of both the spring and autumn mid-week competitions, defeating the police on both occasions. The team was also successful in the Inter Service competition against the Army.

A highlight of the year was Edinburgh's success in the B Grade Northern Districts grand final of the Squash Rackets Association of South Australia Spring season. In this match Edinburgh defeated Burnside in a thrilling clash.

Stella have awarded the Club the franchise for their items. This means that we can offer all articles that Stella market to RAAF members at sizeable discounts.

In 1981 there will be more teams participating in the district competition and we should see a larger cross-section of the Base community joining the Club. I would like to see a ladies team take part in either day or night competition. This was tried last season but the competition had to be cancelled through lack of participating teams.

New players are welcome to join the Club. Make enquiries of FLTLT R. Smallwood on extension 2447 or FLGOFF M. Newnham on 2382.

Crystal Crackers Column

A new year raises its head at 492 Squadron, Radio Section stirs into action (must be a game of cricket on somewhere). The recovery rate from Christmas parties was quite amazing this year, considering the punishment that some blokes gave themselves during the festive season. After all, most of our techs were back up to speed by the end of January.

Good to see Norm Hoy upholding the tradition that Rad Techs are the stars of the Air Force by taking out the top spot at the Penthouse Pet Show, last year. Lurid details were supplied but withheld by the censor. By the way, Norm's co-star in that performance, Tracey Wallace, won the Pet of the Year; any rumours that Norm had anything to do with that are untrue.

Actually, Norm is among the list of familiar faces that have left Radio in the early part of this year. He is now in civy street along with Steve Veale and Trev Geister, soon to be joined by "Blue" Darrell. Koon Ward, Phil Murphy and Theo Jansen all disappeared into the bottomless pit, Sup Com, Col Garson flew off to the needle-nose sewing circle, 20CU, and Paul Bowen to spit and polish airways, 34 Sqn. Good luck and best wishes to all of you from all of us.

The power of the press has not diminished. Only days after the last issue appeared, containing some caustic comments concerning the new avionics building, work commenced. Suddenly our volleyball court vanished beneath the foundations and construction began. No amount of rain dances by section members could delay progress more than a few days and we have been "threatened" that it will be completed early in 1982. Curses, foiled again.

Once again, nothing happened on the radio flight line during the last three months.

More next issue . . . BARB

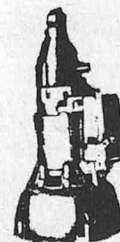
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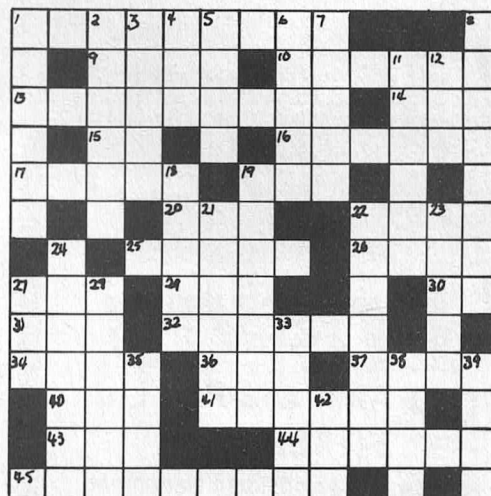
Kluemit's Krossword

Across . . .

1. Anti-submarine warfare trophy.
9. Bridge.
10. Handy.
13. Insides.
14. America (abbr.)
15. Exists.
16. Easy gallop.
17. Loud sounds of merriment.
19. Demure.
20. Strike lightly.
22. Cheeky smile.
25. Of sound.
26. Counsel.
27. Printer's measures.
29. Charged particle.
30. That thing.
31. Number.
32. Movie theatre.
34. Low tide.
36. First name of Australian folk hero.
37. Domesticated.
40. Senior Medical Officer (abbr.)
41. Native clans.
43. Man's name.
44. Stream of abuse.
45. British military college.

Down . . .

1. Art of airborne travel.
2. Country.
3. Peak of wave.
4. Recruit rank (abbr.)
5. Vessel.
6. Stagger.
7. Composition.
8. Musical instrument.
11. Time to come.
12. Employ.
18. Having great self-control.
19. Propeller.
21. Baptise.
22. Larger.
23. Peculiarity of phraseology.
24. Memory loss.
27. Age.
28. Sailor.
33. Prepares for printing.
35. Pool.
38. As soon as possible (abbr.)
39. Always.
42. Part.





Sir Zelman Cowen presents the Gloucester Cup to the Commanding Officer of No 11 Squadron, Wing Commander L. Winn.

GLOUCESTER CUP

On 20 November 1980, His Excellency, the Governor General Sir Zelman Cowen presented No 11 Squadron with the Gloucester Cup at a ceremonial parade held on the tarmac near the 492 Squadron hangars.

The Gloucester Cup was presented to the RAAF by the Duke of Gloucester in 1946 and is awarded annually to the most proficient flying squadron. It was won by 11 SQN for the period 1 July 1979 to 30 June 1980. This is the fourth time the Squadron has won the Cup; the last time was for the period 1976-77.

The winning of the Gloucester Cup has followed Fincastle success in the two previous years. It represents a real feather in the cap not only to the aircrews of 11 SQN and the maintenance support of 492 SQN, but also to the whole of Edinburgh at a time when the base is undergoing almost constant change and expansion.

A new form of RAAF camouflage? The driver of this fire truck can honestly claim that the tree jumped out and hit him. A charge of treason has been laid by the appropriate branch.



The Governor General, Sir Zelman Cowen, accompanied by the CO 11 Squadron, Wing Commander L. Winn, and the Officer Commanding RAAF Edinburgh, Air Commodore L. Klaffer, inspect the Gloucester Cup parade.

10 SQN Boasts~ A Ratfish

By SQNCDR P. Jabornicky

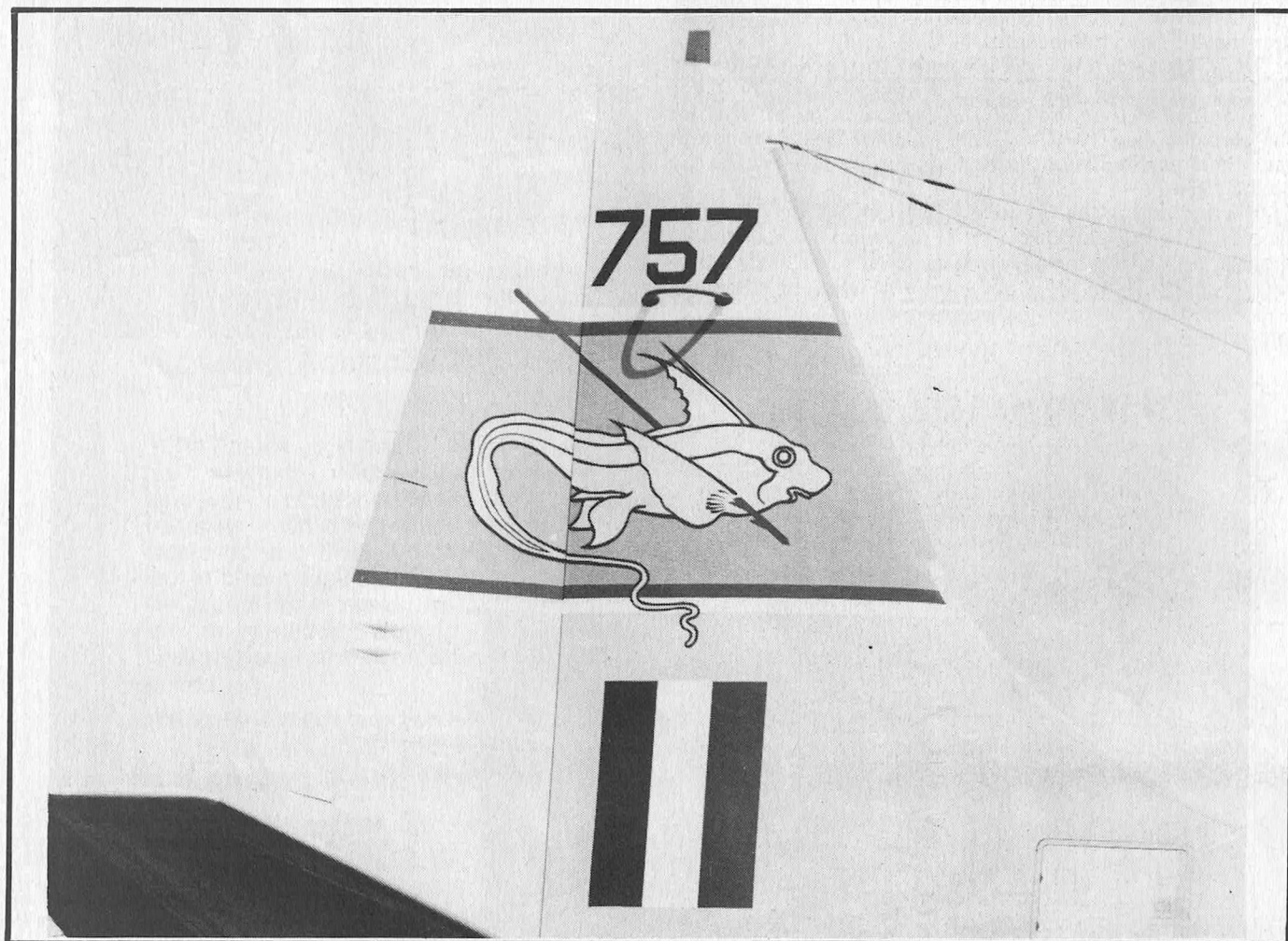
No 10 Squadron has been based at RAAF Base Edinburgh since 1 July 1977. The first P3C Update II Orion arrived at Edinburgh on the 26 May 1978. Since then the "Charlie" has been operating around the traps quietly and unobtrusively. However, lately you may have seen the odd P3C Orion with different tail markings in the skies above Edinburgh. At the moment three different insignias exist. The eventual aim is to have all P3Cs with the tailflash. The Chimera in the insignia is the design as depicted in the No 10 Squadron Badge as approved by the Chester Herald. Of necessity its colouring was simplified for ease of application to the tail of the Orion. The pale blue background behind the motif was chosen for its historical significance. In the past, No 10 Squadron aircraft could always be recognised by their pale blue background, and this is an attempt to keep an old Squadron tradition alive in a more practical sense in this age of modern aircraft.

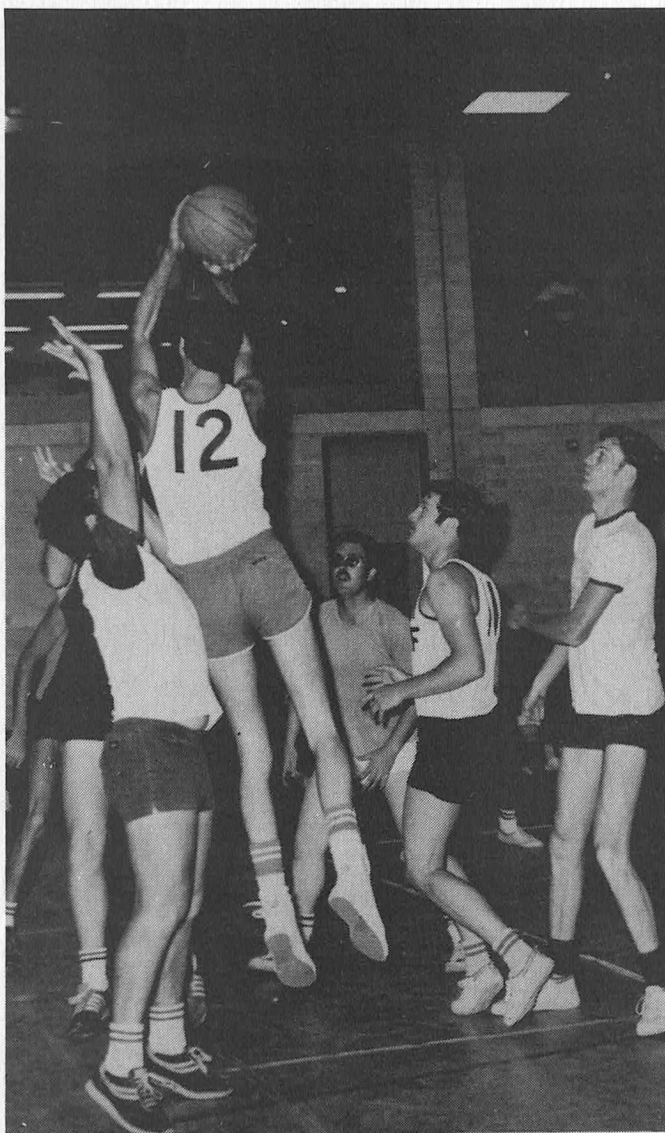
In answer to your question as to "What is a Chimera", the answer is: Chimeras or ratfishes (sometimes also known as rabbitfishes) are members of a subclass of cartilaginous fishes related to sharks and termed the Bradyodonti (or Holocephali). Like sharks, these fishes have a skeleton of cartilage. They differ from sharks, however, in that the gill openings are covered by an operculum (resembling the gill cover of bony fishes). The majority of species belong to the genera *Chimera* and *Hydrolagus* in which the snout is fairly blunt, the mouth ventral, the tail elongated and rat-like, and the first dorsal fin provided with a serrated spine capable of injecting a painful venom into wounds. Members of the family are found in both the Atlantic and the Indo-Pacific region and occur at depths of about 2000–8500 feet.

The most monstrous of all the Chimera are members of the Genus *Callorhinchus* (family *Callorhynchidae*). They are found in the cold and temperate waters of the Southern Hemisphere at depths of 600 ft off the coasts of South Africa, South America and Australasia, but also enter shallow water. They grow to 3½ feet in length:


<i>Families:</i>	<i>Chimaeridae</i> , <i>Rhinochimaeridae</i> , <i>Callorhynchidae</i> .
<i>Order:</i>	<i>Chimaeriformes</i> .
<i>Sub Class:</i>	<i>Bradyodonti</i> .
<i>Class:</i>	<i>Chondrichthyes</i>

So there!!!






RAAF guard LAC Brian Thomas (No 11) watches expectantly as LAC Brian Heaney drives for the basket in RAAF's successful clash with Army. The two teams met in the 1980 RAAF Edinburgh Invitational Tournament.



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Victorian Combined Services Win Basketball Cliffhanger

By FLTLT W. Spears

The mens and womens Combined Services basketball teams from Victoria visited RAAF Edinburgh recently to play a round robin competition against the RAAF, Army and SA Police.

The first mens match saw the local RAAF team convincingly defeat Army 50-25 and thus regain the Interservice Basketball Trophy, while providing a sound warm-up for the final. LAC Brian Heaney and FLGOFF Paul Arthur were on the mark with 15 and 10 points respectively.

Combined Services took a long time to shake of a small but skillful police side in a highly entertaining game before eventually running out winners by a mere three points.

The afternoon games resulted in good wins for both Combined Services and RAAF, so providing interest for the finals with both teams undefeated.

The girls' games also provided much interest. After a slow start the Combined Services appeared to have a mortgage on the game as they led 19-6 at half time. A spirited fight back saw the RAAF girls lose 39-32 at the final bell.

The Victorian side proved too strong for the SA Police girls 34-25, but the locals won themselves another crack at the visitors with a determined win over RAAF. Unfortunately this hard game took its toll and Combined Services easily won the rematch against Police 63-32.

The mens' final between RAAF and the Combined Services was the game of the tournament. RAAF got off to a great start showing the Vics good defence and teamwork. Fine shooting by Brian Heaney and Paul Arthur saw the RAAF lead by 9 points at half time. In the second half, however, Combined Services used their strength and height to advantage and gradually pegged the RAAF back to run out winners 33-30.

Full results were —

Womens

Combined Services 34 d. SAPD 25

Combined Services 39 d. RAAF 32

SAPD 43 d. RAAF 29

Final: Combined Services 63 d. SAPD 32

Mens

Combined Services 33 d. SAPD 30

SAPD 61 d. Army 22

Combined Services 40 d. Army 16

RAAF 50 d. Army 25

RAAF 30 d. SAPD 20

Final: Combined Services 46 d. RAAF 42



Flight Sergeant Fred Holtmann can shoot the whisker off a gnat at 50 paces. At the recent Queens Prize shoot he was after bigger game, as his board of prizes prove.

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Edinburgh ADG is Top Shot

The South Australian Rifle Association conducted its Eighty-Eighth Queens Prize at the Dean Range, Port Adelaide. Over 350 riflemen and women from all over Australia competed for the State's highest awards in rifle shooting in weather conditions that tested the skills of even the best in the country.

One such competitor was FSGT Fred Holtmann, an ADG with No 1 Recruit Training Unit RAAF Edinburgh. FSGT Holtmann, a member of the Goodwood United Rifle Club who has been shooting for only 14 months, was successful in both the Heaslip and Queens Prize C Grade Division. His list of wins includes:

HEASLIP SERIES

1st Day Aggregate
2nd C Grade
2nd Day Aggregate
1st C Grade
Grand Aggregate
1st C Grade

QUEENS PRIZE "B" SERIES (C GRADE)

500 yds	1st
1st Day Aggregate	2nd
2nd Day Aggregate	4th
3rd Day Aggregate	3rd
Grand Aggregate	1st

C GRADE GRAND AGGREGATE (Aggregate of Heaslip & Queens) – 1st

TOTAL PRIZES WON

HEASLIP

2nd Day Aggregate and Gregory Spoon
Grand Aggregate

QUEENS

Grand Aggregate and Perpetual Shield
C Grade Grand Aggregate
1 Silver Medallion and Ribbon
1 Bronze Medallion and Ribbon
1 Bronze Medallion
7 Bronze Bars
1 Silver Marksman Bar
1 Silver Expert Shot Bar
No 7 B Grade Badge

SHOCKING TRUTH ABOUT ELECTRICITY

You learn something new every day. For example, I was just reading that story of James Thurber's in which he recalls his grandmother's belief that electricity leaks out of an empty light socket if the switch has been left on. From this I gather — judging by the general context, and the fact that Thurber was a humorist — that it doesn't.

I was never taught about electricity at school, nor was it often a topic of dinner-table conversation between my parents. But, what with reading Thurber here and having to change a light bulb or tube in a transistor radio there, I have picked up a pretty sound working knowledge of electrical matters. It's not comprehensive, God knows — I still can't full understand why you can't boil an egg on an electric guitar — but when I jot down a summary of what I have learnt I marvel that I have never been asked to write for the Electrical Journal. For instance —

1. Most electricity is manufactured in power stations, where it is fed into wires which are then wound around large drums.
2. Some electricity, however, does not need to go along wires. That used in lightning, for example, and in portable radios. This kind of electricity is not generated, but is just lying about in the air, loose.
3. Electricity makes a low, humming noise. This noise may be pitched at different levels for use in doorbells, telephones and electric organs.
4. Electricity has to be grounded. That is to say, it has to be connected to the ground before it can function, except in the case of aeroplanes, which have separate arrangements.
5. Although electricity does not leak out of an empty light socket, that light socket is nevertheless live if you happen to shove your finger in it when the switch is on. So if it is not leaking, what else is it doing?
6. Electricity is made up of two ingredients, negative and positive. One ingredient travels along a wire covered with white plastic, and the other along a wire covered with black plastic. When these two wires meet together in what we call a plug, the different ingredients are mixed together to form electricity.
7. Electricity may be stored in batteries. Big batteries do not necessarily hold more electricity than small batteries. In big batteries, the electricity is just shovelled in, while in small batteries (transistors) it is packed flat.

Incurious people are content to take all this for granted. They press a switch, and the light comes on — and that is all they know about the miracle in their homes. This has never been enough for me. I have to know how things work; and if I cannot find out from some technical handbook, then I combine such information as I already have with simple logic. Thus it is easy to deduce that the light switch controls a small clamp or vice which grips the wires very hard, so that the electricity cannot get through. When the switch is flicked on, the vice is relaxed and the electricity travels to the light bulb where a bit of wire, called the element, is left bare. Here, for the first time, we can actually see the electricity, in the form of a spark. This spark is enlarged many hundreds of times by the curved bulb, which is made of magnifying glass.

Why, is our next question, do these light bulbs have a

limited life? As any schoolboy knows, heat converts oxygen into moisture. When all the oxygen in the light bulb has become liquefied in this manner, it naturally quenches the electric spark.

I have not yet touched on fuse wire. It has always amazed me that an industry which is so enterprising in most respects — the invention of colour electricity for use in traffic lights and the harnessing of negative electricity for refrigeration are two examples that come to mind — should still, 200 years after James Watt invented the electric kettle, be manufacturing wire too thin. I pass on a hint for what it is worth. There is available from hardware shops a sturdy wire used mostly for making chicken runs, and this is far more durable than the stuff sold by electricians (who must, I appreciate, make a living). By using chicken wire I now have a fuse box which — even when the spin-drier burst into flames because of too much electricity having been fed into it — has for six months been as impregnable as the Bank of England.

But why have the fuse wire at all? I completely understand that the fuse box is the junction at which the wires leading from the power station join, or fuse with, the wires belonging to the house, and that these two sets of wires have got to be connected somehow. But what is wrong with a simple knot?

In some respects, I reiterate, my knowledge is imperfect. I have not yet explored the field of neon signs — how do they make the electricity move about? And the pop-up toaster — how does it know when the toast is ready? What is the difference between electricity and electronics? Is electronics just the smart word to use now? How can an English computer speak French, which requires a different voltage? Logic would answer these questions, too, and many of a more technical future, but the light over my desk has just gone out. A valve blown somewhere, I expect.

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AIRCREW DISABILITY INSURANCE

At age 25, the incidence of disability is 5 times greater than that of death.

Seven out of twenty men aged 25 will be disabled for three months or longer by age 65.

Seven out of eight disabilities will be from illness.

For every person killed on Australian roads, 30 are hospitalized.

With the high standards of medical fitness required by both civil and military aviation for aircrew, an accident or illness, could lead to a permanent loss of flight status, even though the member may be fit for any other duties. It could also lead to being unable to ever work again.

In civil aviation, part of the pilots award in both RPT and GA includes an allowance for the purchase of aircrew disability insurance, more commonly known as loss of licence insurance.

Most civil pilots are insured up to \$100,000 or 5 times their annual salary, whichever is the lower figure, and the opportunity of purchasing up to \$160,000 was introduced in late 1980.

In 1974, loss of aircrew medical insurance became available for Defence aircrew, and in 1977 a second alternative plan was introduced. When the original plan, which offered only \$25,000, was terminated, most aircrew joined the new scheme, which now offers up to \$75,000 at rates often lower than those available to pilots in general aviation.

The first claim under this plan is likely to be paid out in early 1981, as a result of a car accident, but advice of possible future claims include two cases of cancer, one of

blood pressure and several hearing and eyesight problems.

It seems strange that single aircrew, with no immediate plans for marriage, purchase death cover yet ignore the "living death" of disablement resulting in a permanent grounding, which is more than just loss of flying pay, it could lead to a discharge and a life on a disability pension.

The reasons given for the purchase of Aircrew Disability are many and varied:—

"Up to now, my family would be well looked after if I were killed, but financially embarrassed if I were disabled and unable to work".

"I want to have a house fully paid for, so if I can't work at all, I still have a roof over my head."

"I want something to live on until I'm trained in a new career, whilst at university or whilst I recover, in case I'm not eligible for a pension."

"With interest on the money invested, plus my disability pension, we could maintain our standard of living, if I was discharged."

"I would use the money to buy a business or a farm or something else, etc."

In civil aviation, aircrew disability insurance is classed as independence, a second chance at a new career, a financial cushion, a means of maintaining a standard of living or achieving plans for a family on a reduced income.

The permanent loss of your flight status need not be the disaster it could be, provided you take action to soften the blow, whilst you still have a first class medical category.

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