

# Bass Hill RSL Sub-Branch

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*"The price of liberty is eternal vigilance"*

# Newsletter

**Issue 119**

**November, 2023**

**SUB-BRANCH COMMITTEE—2023—2026**

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- Vice Presidents**..... Ambrose Dinh JP, Jamil (Jim) Baba
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- FSMDC Alt Delegate**..... Gary Roser JP
- Sub-Branch Trustees** ..... Ron Duckworth, Jim Baba, Jeff Stone
- Newsletter Editor**..... Gary Roser JP - 0409 919 364
- Newsletter Editorial Production**..... Ron Duckworth
- Bankstown City Aged Care** ..... Ian Muirhead, Greg Brown
- Schools Liaison Officer** ..... Ambrose Dinh JP

*For service, ring the Secretary, Gary Roser on 0409 919 364*  
*\* Life Member*



**EDITORIAL\*\***

*Gary Roser, Editor*

Well another year has almost gone and it has had ups and downs.

Congress has been a success. And the election of the new board has been successful. The previous Board Chair Sophie Ray has been re-elected and with the new CEO, Giles Hurst appointed. I hope the Board will make decisions without any external interference.

I wish the new Board the very best . They don't get paid and have to dedicate their lives to The League.

I wish our new President Mick Bainbridge the very best in his term. He has big shoes to fill. Ray James was an outstanding President and he was lucky to have his wife Pauline backing him all the way. I know you won't rest Ray, but all the best in your semi retirement. Your dedication to The League had no boundaries.

Thanks for having me as a Newsletter editor and reading my comments through the year.

*\*\*The editorial is entirely my own opinion and does not reflect the Sub-Branch Executive.*

<b>Sub-Branch Meetings</b>	
<b><u>Committee</u></b> <b>Mondays 16:00</b>	<b><u>Sub-Branch</u></b> <b>Sundays 10:30am</b>
15/01/24	21/1/24
19/02/24	10:00 AGM 25/2/24
18/03/24	24/3/24

## PRESIDENT'S REPORT



Greetings Members,

Hello Members,

It has been a busy time with functions, Schools and Remembrance Day commemorations.

The school excursions to the Kokoda Track Memorial Walkway have been a great success. Children have been well behaved and to transport them we hired mini buses from Budget or Avis as to hire a big bus would have been much too expensive. Also we have catered for the childrens meals this year, saving quite a bit by doing it ourselves.

Congress went over well.. Ron and I stayed at Stockton Caravan Park which was much cheaper than a hotel in Newcastle. Most of Congress was pretty straight forward with less than twenty motions being discussed which were no-brainers.

And being a Scotsman, I am a thrifty person and I loved seeing money saved .

I wish the new RSLNSW President Mick Bainbridge and the Board the very best. We have new CEO that has been appointed and I wish him the best also in his new role.

Don't forget our Christmas Luncheon at 11am, Saturday, 9 December. \$25 a head to book, and you will get the money back when you turn up.

I know the wishing you all a Merry Christmas is going to cost you a lot which is going against my Scottish principles,. But have a good one. Also I wish you all a happy and safe 2024.

*Ian Muirhead*



## SECRETARY'S REPORT



Seasons Greetings ,

Christmas is nearly here and things at your sub-Branch are extremely busy.

Our Christmas Luncheon is on the 9 December so don't forget to book in.

Then Ron and I will be attending our RSL Auxiliary Christmas Luncheon on the 11 December.

Just to give you an idea of how busy the Committee will be with the school end of year presentations I have listed the school details if you wish to attend also. The committee always like to see Members attend with us. Just let me know if you want to go.

### *School Presentations:*

Thursday	30/11/23	10:15	Yagoona Public School
Monday	04/12/23	9:15	Bass Hill Public School
Thursday	07/12/23	9:15	George Bass Special School
Thursday	07/12/23	11:00	Birrong Public School
Friday	08/12/23	9:00	St. Marys Primary School
Friday	08/12/23	9:00	Hope Point Christian School
Monday	11/12/23	9:30	Villawood East Public School
Tuesday	12/12/23	9:00	Wattawa Heights Public School
Tuesday	12/12/23	9:30	Georges Hall Public School
Thursday	14/12/23	9:00	Christ the King Primary School
Thursday	14/12/23	9:30	Sacred Heart Primary School

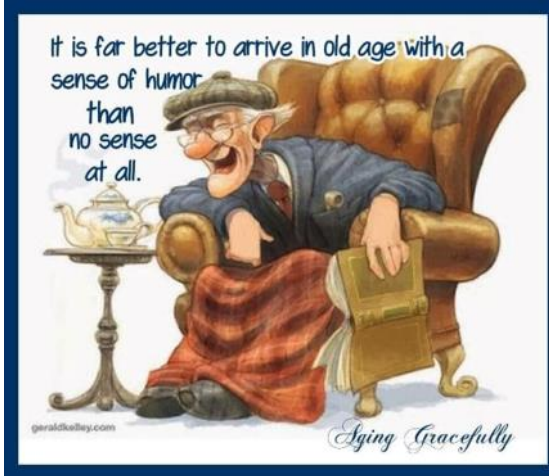
And on Tuesday, 12/12/23 at 10:00 Ron Duckworth will be attending Bass High School for a dedication service for the late Dick Payten.

You will see that the January 2024 General Meeting is a week earlier. That's because the following weekend is a public holiday.

So I wish each and every one of you a very happy Christmas and a healthy New Year. I'll see you in January, then I'm off to New Zealand on the 6th February.

*Gary Roser, J.P.*

# You Know When Your Over the Hill When.....



Arguing with a women is like reading the Software License Agreement.

In the end, you ignore everything and click "I agree".

# The 20th century ‘war tubas’ used to spot war-planes before radar

<https://edition.cnn.com/style/article/war-sound-locators-before-radar/index.html#:~:text=Before%20the%20invention%20of%20radar,Field%2C%20US%2C%20in%201921.&text=A%20British%20military%20sound%20locator,in%20southern%20England%2C%20in%201930>

Jacopo Prisco, CNN

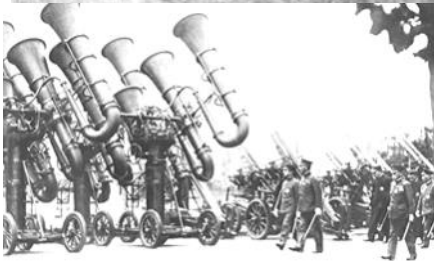


Before the invention of radar during World War II, incoming enemy war-planes were detected by listening with the aid of “sound locators” that looked more like musical instruments than tools of war.

These radar forerunners, which earned the nicknames “war tubas” or “sound trumpets,” were first used during World War I by France and Britain to spot German Zeppelin airships. The purely mechanical devices were, essentially, large horns connected to a stethoscope. “It was a development of artillery sound ranging,” explained Phil Judkins, a war historian and Visiting Fellow at the University of Leeds, during a phone interview.

“It had been noticed for quite some time that you could locate a gun if two or three or four different people listening to the gunshot each took a bearing.” Combining the bearings, or the measurements of direction between two points, would give the location of the gun. That same process was then applied to listening for aircraft.

A common configuration of the device had three horns arranged vertically plus an extra one to the side. The central one in the set of three and the lateral one were used to get the aircraft’s bearing, while the remaining two were used to estimate its height.





The operators would listen in through the stethoscope and tilt the horns until they got the loudest sound.

“That will then give you the direction, and with a little trigonometry it will give you the height of the aircraft,” said Judkins.



Sound locators were used near the frontline in conjunction with anti-aircraft guns, but

their range was limited to just a few miles. “The number of times any enemy aircraft was actually shot down using them is very small, or at least the number of recorded occasions that we know about. But the number of times any enemy aircraft was shot down using fighters and so on was pretty small as well,” said Junkins.

“The large concrete sound locators were obviously immovable but they had better range, about 10 to 15 miles, which would give one in Yorkshire listening to a Zeppelin approaching at a speed of 60 miles an hour a 15-minute warning of its arrival,” said Judkins.



After 1930, microphones were used to pick up and amplify the noise, and later still, in 1939, the most advanced systems did away with sound completely and transformed the noise into a visual symbol on a cathode ray tube screen – an innovation that came from the inventor of stereophonic sound, Alan Blumlein.



“They eventually achieved ranges of up to about 20 miles in good conditions. The thing that overtook them, quite obviously, was the increasing speed of aircraft, which in the

late 1930s were traveling at between 190 to 240 miles an hour,” said Judkins.

Planes were becoming too fast for sound locators, but by the outbreak of World War II, in 1939, the introduction of radar started making them obsolete anyway, although some sound locators were occasionally used until the end of the war. Radar had a range of 80 miles and played a crucial role in the Allied victory.

Several of the sound mirrors built in England (and one built overseas in Malta) survive to this day, and some have received restoration work .

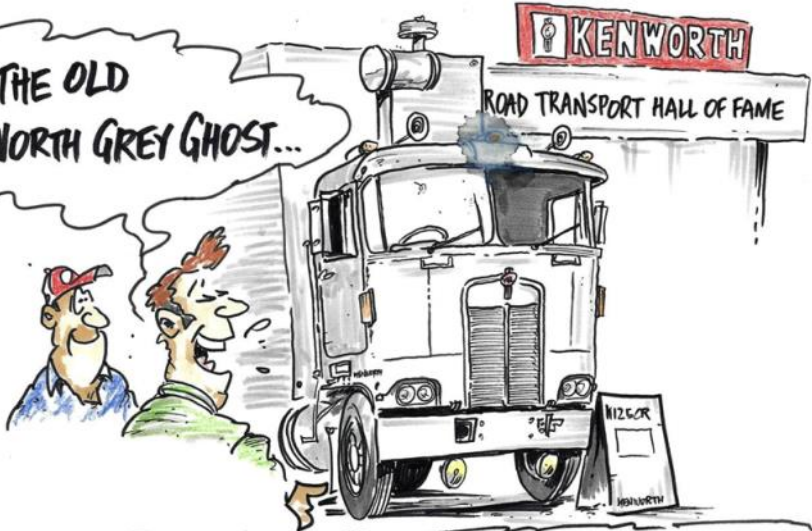


OPTUS<sup>Yes</sup> Mobile Backup





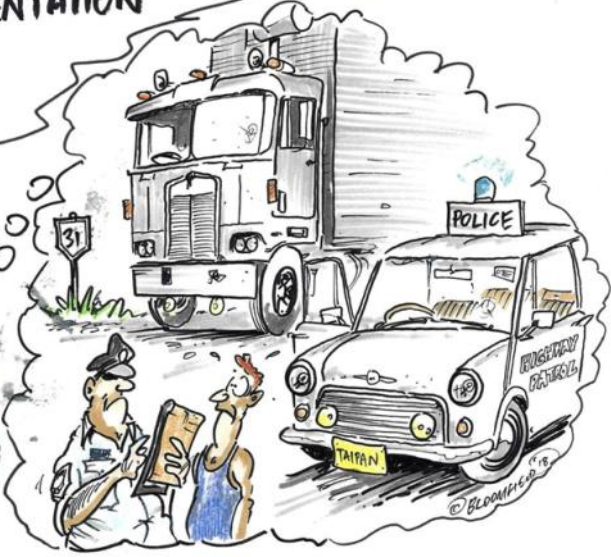
AH, THE OLD  
KENWORTH GREY GHOST...



I DROVE ONE OF 'EM IN '72... FASTEST OVERNIGHTERS ON THE HUME  
EVERYBODY RECKONED...



AND I RECKON, SOMEWHERE,  
I'VE GOT DOCUMENTATION  
TO PROVE IT!...



# Newcastle Airport welcomes Lockheed Martin's AIR 6500 investment proposal

By: Adam Thorn  
20 October 2022

<https://www.defenceconnect.com.au/joint-capabilities/10891-newcastle-airport-welcomes-lockheed-martin-s-air-6500-investment-proposal>



*Newcastle Airport's chief executive has said the business is “wholly supportive of Lockheed Martin's plan to open a new R&D facility at its upcoming Williamstown Special Activation Precinct.*

*Lockheed Martin Australia is an Australian company that is engaged in design, development and sustainment of advanced technology solutions.*

Dr Peter Cock said the organisation was “incredibly excited”, and the announcement was a testament to longstanding efforts to support defence primes.

Lockheed announced this month it would invest \$74 million in a new initiative to encourage the industry to collaborate and research new technologies that can detect incoming missile threats.

The national integrated air and missile defence (IAMD) ecosystem could include a physical site at the Royal Australian Air Force (RAAF) Base Williamtown and will proceed even if the prime's bid to win AIR 6500 isn't successful.

“The establishment of the newest Lockheed Martin Australia facility will not only play an important role in our region's growth, but also enable

the airport to continue to deliver on its promise to the community with the continued growth of Astra Aerolab, our 116Ha aerospace and defence-focused development,” said Dr Cock.

“Williamstown and the greater Hunter region is proudly home to a vibrant defence industry ecosystem, and Astra Aerolab — located in the heart of the SAP — is being purpose-built to meet the specialised requirements of the defence industry and their people.

“The proposed location of the facility will further establish Astra Aerolab and Williamstown as the state’s premier location for defence, aerospace and innovation.

“We look forward to engaging with Lockheed Martin Australia to help bring this project to fruition and working together with them to help grow capabilities that will benefit our region for years to come.”

AIR 6500 is the name for the government’s \$2.7 billion project to revolutionise the RAAF’s ability to monitor missile threats.

Lockheed is competing against rival Northrop Grumman and the pair have already seen off Boeing and Raytheon in the first phase of the evaluation process, with a final decision due late next year.

The prime’s new investment would focus on two primary areas — a national IAMD centre serving as a physical hub, and an R&D pipeline to facilitate sovereign innovation through small and medium-sized enterprises, and science, technology, engineering and mathematics activities.

This would include supporting real-time feedback from warfighters, allowing Australian industry to develop solutions in response to changing requirements.

The initiative also seeks to “unlock powerful decision advantages” by leveraging advanced tools that “optimise tactics, investments and trade-offs”.

This would purportedly allow the Australian Defence Force (ADF) to “try before it buys” new capabilities.

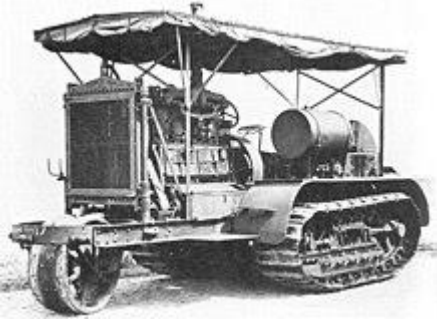
Warren McDonald, chief executive, Lockheed Martin Australia and New Zealand, said the country is well placed to play a leading role in developing IAMD capability to defend against rapidly evolving threats.

“IAMD is a mission that spans all services and requires a high degree of integration to be effective,” he said.

“It is bigger than any one project, and the ecosystem is a mechanism that will provide the enduring aspect of Australian industry capability that is so often elusive.”

# The tank

[https://en.wikipedia.org/wiki/Battle\\_of\\_Flers%E2%80%9C](https://en.wikipedia.org/wiki/Battle_of_Flers%E2%80%9C)



## Example of a Holt tractor

Before 1914, inventors had designed armoured fighting vehicles and one design had been rejected by the Austro-Hungarian army in 1911. In 1912, Lancelot de Mole, submitted plans to the War Office for a machine which foreshadowed the tank of 1916, that was also rejected and in Berlin an inventor demonstrated a *land cruiser* in 1913. By

1908, the British army had adopted vehicles with caterpillar tracks to move heavy artillery and in France, Major Ernest Swinton, (Royal Engineers) heard of the cross-country, caterpillar-tracked Holt tractor in June 1914. In October, Swinton thought of a *machine-gun destroyer* that could cross barbed wire and trenches and discussed it at GHQ with Major-General George Fowke, the army chief engineer, who passed this on to Lieutenant-Colonel Maurice Hankey, the Secretary of the War Council. Little interest had been shown by January 1915. Swinton persuaded the War Office to set up an informal committee which in February 1915 watched a demonstration of a Holt tractor pulling a weight of 5,000lb (2,300kg) over trenches and barbed wire, the performance of which was judged unsatisfactory.



## Little Willie, prototype tank

Independent of Swinton, Winston Churchill, the First Lord of the Admiralty, had in October 1914, asked for an adaptation of a 15-inch howitzer tractor for trench crossing. In January 1915, Churchill had written to the Prime Minister on the subject of an armoured caterpillar tractor to crush barbed wire and cross trenches. On 9

June, a vehicle with eight driving wheels and bridging gear was demonstrated to the War Office committee. The equipment failed to cross a double line of trenches 5ft (1.5m) wide and the experiment was abandoned. In parallel to these explorations, on 19 January 1915,

Churchill ordered Commodore Murray Sueter, Royal Naval Air Service (RNAS) to conduct experiments with steamrollers and in February, Major Thomas Hetherington RNAS, showed Churchill designs for a *land battleship*. Churchill set up a Landships Committee, chaired by Eustace Tennyson d'Eyncourt, the Director of Naval Construction, to oversee the creation of an armoured vehicle to crush wire and cross trenches.



### **Mark I series tank**

In June 1915, Sir John French, commander of the BEF found out about the ideas put forward by Swinton for *caterpillar machine-gun destroyers*. French sent the memoranda to the War Office, which in late June began to liaise with the Landships Committee at the Admiralty and specified the characteristics of a vehicle. Churchill had relinquished his post in the War Committee but lent his influence to the experiments and building of the *tanks*. By August, Swinton was able to co-ordinate the War Office specifications for the tanks, Admiralty design efforts and manufacture by the Ministry of Munitions. An experimental vehicle built by Fosters of Lincoln was tested in secret at Hatfield on 2 February 1916 and the results were considered so good that 100 more vehicles of the *mother* design and a prototype of the Mark I tank were ordered.

In March 1916, Swinton was given command of the new Heavy Section, Machine-Gun Corps, raised with manpower from the Motor Machine Gun Training Centre at Bisley, with an establishment of six companies with 25 tanks each, crewed by 28 officers and 255 men. Training began in great secrecy in June at Elveden in Suffolk, as soon as the first Mark I

tank arrived. Two types of Mark I tank had been designed, *male* tanks, with a crew of eight, two 6-pounder guns and three Hotchkiss 8 mm machine-guns, a maximum speed of 3.7 mph (6.0 km/h) and a tail (two wheels at the rear to help with steering and to reduce the shock of crossing broken ground). *Female* tanks were similar in size, weight, speed and crew and were intended to defend the *males* against an infantry rush, with their armament of four Vickers machine guns, a Hotchkiss machine-gun and a much larger allotment of ammunition.

## Today's Australian Tank.

### The M1A1 Abrams Tank



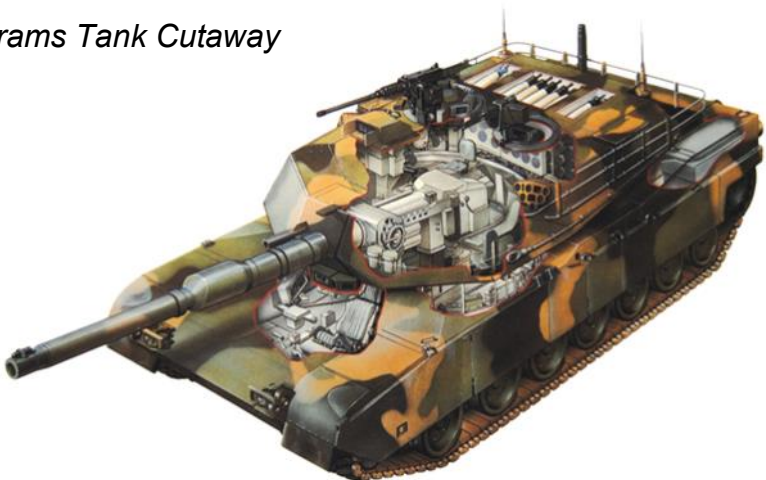
In 2004 the Australian Government decided to replace the Leopard tank with a small fleet of American M1A1 Abrams tanks to provide close support for infantry when operating in jungle or urban areas. After 31 years of service the Leopards were subsequently replaced by 59 M1A1 Abrams AIM, which began entering service in 2007. Seven M88A2 Hercules Armoured Recovery Vehicles (ARVs) were also acquired. The Leopards never saw operational service, although during the 1999 East Timor crisis the regiment was placed on standby to deploy in the event the conflict escalated, while it was not deployed during Australia's involvement in the 2003 invasion of Iraq. By this time the Leopards were considered unsuitable for deployment in a high threat environment.

As of 2007 the 1st Armoured Regiment, located in Darwin as part of the mechanized 1st Brigade, was the only armoured unit in the Australian Army equipped with main battle tanks, operating the M1A1 Abrams AIM. A small number of M1A1s were also operated by the School of Armour at Puckapunyal for training purposes.

As part of the Plan Beersheba reorganisation, the M1A1 Abrams tanks were split across each the three armoured cavalry regiments assigned to the Army's multirole combat brigades located in Brisbane, Darwin and Townsville. It has been reported that this plan may require the acquisition of an additional 10–12 M1A1 Abrams and six M88A2 Hercules ARVs in order to allow the formation of three tank squadrons. Obstacle breaching and bridgelaying variants may also be acquired at a later date. One of the 1st Armoured Regiment's squadrons was transferred to the Townsville-based 2nd Cavalry Regiment in late 2015, with 14 of the tanks relocating. Another squadron was transferred to 2nd/14th Light Horse Regiment in Brisbane in 2017 to complete this process.

Australia has spare MBTs in the form of a current fleet of 59 M1A1 Abrams tanks. They are presently not deployed and may see only a secondary role in operations. Thus, they will likely be replaced as the country will procure the newer M1A2 variant beginning in 2024.

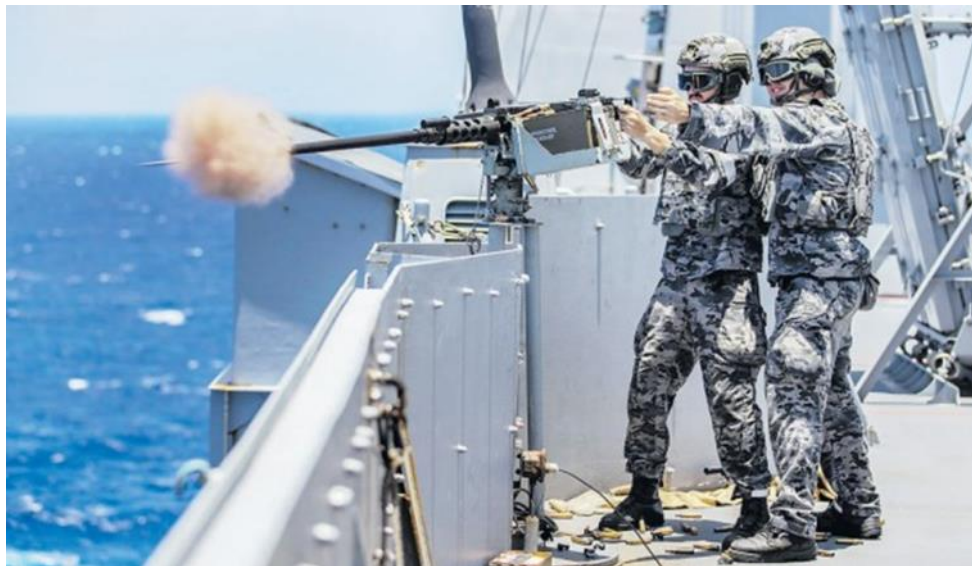
### *M2 Abrams Tank Cutaway*



## Awake to dangers of fatigue

By: Pte. Nicholas Marquis

NAVY News 9 Nov. 2023



The new Landworthiness Awareness Campaign will benefit sailors operating machinery, such as .50 calibre guns.

SCREAMING, gunshots, crying. CPL Quinn Jensen heard this 24/7 with the mounting pressure not to do anything that would get himself or someone else killed.

Deployed to extract people from Afghanistan in 2021, CPL Jensen said being pumped from the excitement and adrenaline took over his initial exhaustion.

“We tried as best as we could in the situation,” CPL Jensen said.

“It was such a short-notice task, we had so much prep over the weekend – there was hardly any sleep.

“You can only run for so long off adrenaline and nicotine. The third or fourth day it really started to hit people – not just physical fatigue but the mental and emotional.”

On the fourth day, after dropping off refugees, he and another section commander “zoned out” and came close to colliding with an American armoured truck during a driving task.

That’s when they realised a rest cycle was needed to reduce the likelihood of an incident.

A hotel being used by British paratroopers nearby became their refuge.



“We essentially bought two or three rooms in this hotel off whoever owned it,” he said.

“Then we started our proper rest rotation cycle and would send lads in there for a few hours a day, probably four to six.”

Fatigue isn’t limited to high-tempo overseas operations.

Imagine being on day 12 of an exercise with your energy tank running on the fumes from a stick of beef jerky.

Sleep deprivation can impair cognitive ability in a way similar to excessive blood alcohol levels.

In response, a Landworthiness Awareness Campaign is rolling out to help identify and manage fatigue and raise awareness of other issues that impact capabilities and increase risk across Defence.

***‘They made an abrupt steering correction and caused the vehicle to roll multiple times’***

***LTCOL Scott McPherson Campaign rollout lead***

LTCOL Scott McPherson, who is leading the rollout, said fatigue was a common contributing factor in Defence incidents.

“If I ask a driver what fatigue means, they often say ‘in accordance with the DRTMs it’s getting eight hours’ rest’. No, it’s not, it’s much more than that,” LTCOL McPherson said.

“It’s about how fatigue from our difficult operating environment physically wears you out and how it impacts people’s brains.”

A G-Wagon 6x6 with trailer rollover in 2022 was primarily caused by a lack of fatigue awareness and how to manage it effectively, according to LTCOL McPherson.

“The driver was new to the unit, potentially not comfortable speaking up about being fatigued and, on a short drive, fell asleep at the wheel,” he said.

“They made an abrupt steering correction and caused the vehicle to roll multiple times on a highway.”

Even though minor injuries resulted, it could have been catastrophic.

According to LTCOL McPherson, there is a “cultural choke point” where junior personnel might not feel comfortable speaking up.

He said the package targets 18 to 25-year-olds, and “cuts through the noise”.

It aims to help Defence personnel understand what it means to them and what they need to do about it.

“You might be a sailor firing a 50-cal, an Air Force driver operating an HX77, a soldier on an artillery gun line, or a Defence civilian driving a vehicle on a range – it applies to all those people,” LTCOL McPherson said.

## Gunners make the ground shake

By: Pte Nicholas Marquis  
Army News 9 Nov. 2023



Photo: Capt. Lyndon Harvey

The sound of gunfire from a dismounted enemy platoon rings out as shouts of “contact” echo from soldiers under fire.

The friendly callsign breaks contact, moving back to a pit before calling in a danger-close mission.

Within minutes, 155mm HE rounds fired from several kilometres away hit the splash zone, 175 metres from the engaged callsign.

Firing with modified safety procedures, it was one of several live-fire danger-close missions 4 Regt RAA completed recently during Exercise Nadzab.

Detachment commander Bdr Alex Conduit said there was excellent training value in feeling rounds dropping nearby.

Gunners took turns away from their positions on the gun line to be in the pits calling in rounds.

“It’s pretty full on. You hear them go off a couple kilometres away before they impact you,” Bdr Conduit said.

“It’s a good experience to feel the effects of 155 shells on the other end of the spectrum rather than hearing it from the end that I’m normally on.”

Drills on the gun line don't change much when danger-close is called in, but Bdr Conduit said a more "serious face" was put on.

"All the things we do are the same as any mission, it's just mostly making sure those one percenters are 100 per cent ticked off," he said.

Along with a high-tempo element, the exercise featured modified safety procedures.

Safety checks were conducted as usual, however, once a fall of shot was confirmed and deemed successful, safety staff were withdrawn.

Bdr Conduit said it was an incredible experience to be told you're trusted enough to be doubled-checked and then left to continue alone.

Battery Sgt-Maj 109 Bty WO2 Nathan Corradetti agreed with his det commander, saying adoption of modified safety procedures highlighted operational strengths and weaknesses.

"It places significant responsibility on the detachment commander and detachment to maintain their drills," WO2 Corradetti said.

"Once the call is prefixed with 'danger close', the understanding, urgency and importance of the mission is significantly higher.

"It's one of our more technical mission profiles, which challenged the ability of the gun detachments, CPs and the gun line as a whole."

With changing threat environments, 4 Regt RAA identified their traditional method of deployment might not be sufficient. They've adopted a dispersed technique, allowing det commanders to choose placement of their guns within an assigned 'keypad' area.

"Conducting dispersed operations enables the junior commanders to build confidence and trust in the process and procedure," WO2 Corradetti said.

The BSM 109 Bty said the techniques highlighted different gunnery aspects and broke up the routine of more conventional style of gun deployments.

The exercise culminated with the regiment conducting modified safety dispersed practices and danger close live-fires in direct support of friendly troops.

There was an army soldier who couldn't comprehend the 6-foot social distancing rule during the pandemic. But people in the Navy could certainly fathom it.

## An 'exceptional' airlift effort

By: CAPT Diana Jennings

Air Force News 9 Nov. 2023



A RAAF KC-30A arrives at Perth International Airport after transporting passengers from Dubai as part of Operation Beech. Photo: CPO Yuri Ramsey

ADF personnel have successfully transported Australian citizens and approved foreign nationals in a series of assisted departure flights from Tel Aviv in Israel.

Deployed under Operation Beech, Defence's contribution to the Department of Foreign Affairs and Trade-led assisted departure flight mission, the task element flew to Ben Gurion International Airport between October 16 and 20, using RAAF C-17A Globemaster III and KC-30A aircraft. The task element commander from 33SQN said the exceptional performance of the ADF contingent and choice of military aircraft ensured mission success.

"The crew have varied levels of operational experience, but regardless of experience they've been trained well and are working very well together. It's long hours but they're doing a great job," he said.

"Both aircraft are a great match for the type of operation we were asked to perform. They can carry a lot of passengers over a long distance."

With a history of working side by-side through humanitarian crises, the DFAT and ADF teams operated as a well-oiled machine to support the smooth and successful departures.

Maree Fay, First Secretary and Consul at DFAT Tel Aviv has been working as part of the airside team at Ben Gurion Airport Israel. She said the government agencies showed that “teamwork makes the dream work”.

“It has been an absolute pleasure working with the ADF and we have really cohesive teams working together across all represented Australian government agencies,” she said.

“Each ADF crew has been exceptionally professional, extremely welcoming and compassionate with our passengers, some of whom have had direct exposure to the events of October 7.

“Regardless of the tough schedule, complex logistics and uncertainty, the DFAT and ADF teams’ tireless efforts have been worthwhile.

“The relief and gratitude is visible, and it has been wonderful to see the footage of our passengers arriving safe in Australia. It’s a very rewarding experience for all of our teams.”

Fulfilling her first international deployment after just one year at 33SQN, a KC-30A crew attendant explained that learning on the job and putting her training into practice has been both challenging and rewarding.

“This is what we train for, so to be able to execute this in real life has been an amazing experience,” she said.

“It has been all kinds of challenging, amazing, and it has been a well-rounded experience. I have learned so much during this deployment.

“It’s been phenomenal to see everyone pull together, and the most rewarding part has been recovering the passengers and seeing their smiling faces. Everyone is so grateful towards the team and our contribution.”

ABOUT 400 ADF personnel were deployed to the Middle East region, along with three Defence aircraft, in late October in response to the Hamas-Israel conflict.

*The DOD was conducting an all service briefing  
and the leader posed this question.*

*“What would you do if you found a scorpion in your tent?”*

*A sailor said, “I’d step on it.”*

*A soldier said, “I’d squash it with my boot.*

*An Airman said. “I’d call room service  
and find out why there’s a tent in my room.”*



When you go home tell them of us and say,  
For Your Tomorrow, We gave Our Today.

**THEY  
ALSO SERVED**



# LAST POST



*Lest We Forget*

## STOP PRESS

