

35 Squadron Graduation Booklet

C-27J Loadmaster Initial Qualification (LIQ) – Course 01/2020



Mission: AMG prepares for and conducts air mobility operations to meet ADF force projection requirements



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35SQN Unit History

Formed in 1942, No. 35 Squadron operated from Western Australia with an assortment of light transports which included the Avro Anson, de Havilland Dragon, and Northrop Delta. From 1943, No. 35 Squadron commenced operating the C-47 Dakota, and its range of operations extended to the east coast of Australia, New Guinea, and into South East Asia.

Following the war, No. 35 Squadron returned home Prisoners of War and deployed Commonwealth Forces to Japan before it was disestablished in 1946.

In 1964, the first DHC-4 Caribous were introduced to Air Force service, and several were deployed to South Vietnam as the RAAF Transport Flight Vietnam. In 1966, this Flight was re-titled as No 35 Squadron and continued to provide battlefield transport for Australian and allied personnel throughout the theatre of operations.

Remarkably, despite the loss of several aircraft, No. 35 Squadron endured no combat fatalities, and was the last Air Force unit to return to Australia in February 1972.

In 1976, No. 35 Squadron was relocated from RAAF Base Richmond to Townsville, and soon after began operating the UH-1 Iroquois alongside its fleet of DHC-4 Caribous. In 1989, all Air Force helicopters were transferred to the Australian Army, and in 1999 No. 35 Squadron relinquished its Caribous to No. 38 Squadron and was once again disestablished.

In January 2013, 35SQN was reformed and located at RAAF Base Richmond. 35SQN began training on the C-27J in January 2015 and commenced Australian operations flying the C-27J in mid-2015. In December 2018 35SQN relocated up to RAAF Base Amberley.

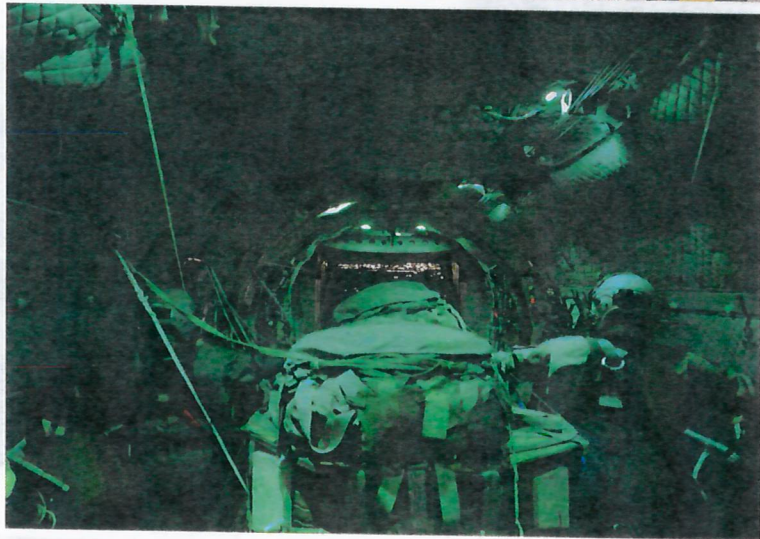
The Spartan Name

The United States Air Force Military Airlift Command (now Air Mobility Command) launched the C-STOL C-27A program in the late 1980s. A competitive acquisition resulted in the selection of the Chrysler Technologies/Aeritalia (now L-3 Communications/Alenia Aermacchi) team offering a modified G.222 aircraft in 1990. The first three of the ten aircraft ordered arrived in Central America in direct support of US Southern Command in late 1992.

As part of the introduction of the new transport aircraft series into its fleet, AMC conducted a "naming" contest. A number of candidates were evaluated and the name "Spartan" was selected by a panel of senior USAF staff.

The name was chosen to reflect the proven, dependable, and inherently tough character of the G.222 and lent a bit of a recognition to the Mediterranean origins of the aircraft. The Spartan name was befitting of the demands that were expected to be placed on it as it transported the warfighter's mission to the more austere forward operating bases and locations.





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LIQ Course Description

Course Aim: To graduate an individual as a Loadmaster capable of performing C-27J Loadmaster duties.

Course Duration: 28 Jan 20 – 14 Aug 20.

Course Description: This course provides theoretical and practical instruction on C-27J Air Logistics Support (ALS) and Airborne Operations (ABNOPS), as well as the necessary knowledge, skills and experience for initial qualification in core loadmaster duties.

The Loadmaster Initial Qualification (LIQ) course is broken down into four phases, two ground / classroom phases and two flying phases.

The course commences with the first ground/classroom phase. The students have a rigorous two weeks of PowerPoint presentations, where they learn the structural and integrated working systems such as the avionics architecture, electrical system, hydraulics and the intricate parts of the C-27J engine.

The student's then transition to the flight line where they begin learning how to 'pre-flight' an aircraft. This consists of checking items on the outside of the aircraft, conducting a switch selection / applying power to the aircraft in the cockpit and checking that the cargo compartment equipment is ready for flight. This is a weeklong task where the students repetitively continue to practice and learn these flows and checks.

The final part of the first ground phase is to conduct loading events. The students are given a demonstration and then proceed to conduct the required procedures themselves. These loading events consist of vehicles, cargo pallets and some winching.

On completion of the theory and simulated training phase, the students commence their first flying phase. This consists of eight flights where the students are exposed to conducting an engine start, reversing the aircraft and all applicable checklist items from take-off to landing and engine shut down. They also have some exposure to overwater operations, stops across different bases around Australia and a number of passenger and cargo flights. This phase closes with Fly 8 which is a 'check ride', where the students conduct all pre-flight activities, engine start and all checklist items up until engine shutdown on their own under the supervision of their instructors.

The second ground phase commences with another two week block in the classroom. This phase is aimed at the 'airborne operations' or tactical components of the C-27J. They commence learning about dropping cargo out the back of the aircraft both on the ground via a 'combat off load' and in the air. The students then apply the processes learnt from phase one where they load the applicable cargo and practice the techniques and checklist items required to drop the cargo.

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LIQ Course Description (continued)

The final phase of the course is the last flying phase. This consists of ten individual flights. During these flights the students conduct a live combat offload and spend a week in Richmond conducting airdrop. Airdrop is where the students deploy a load on command, by cutting restraints that hold the cargo inside the aircraft. This piece of cargo has a parachute attached to it and once the restraint is cut, the cargo then exits the aircraft and descends to the ground.

As part of the last ten flights the students are exposed to low level flying, where they fly at 250ft (76m) at 240 knots (445 kph). They train in backing the pilots up to avoid threats on the ground and conduct a simulated air drop en-route to an airfield. Once landing at the airfield, the crew rolls into a night phase where they don Night Vision Goggles and do a similar route on return to base.

Flight 17 and 18 is a check ride where the students will consolidate their experiences, techniques and knowledge. They are provided the opportunity to put their new learnt skills into action. Upon landing they are debriefed and congratulated on completing their LIQ course.

At the completion of their LIQ course they're awarded a Loadmaster brevet and the title of a Category D Loadmaster on the C-27J Spartan.



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LIQ Instructor Biographies

Warrant Officer Scott Jones

WOFF Jones was born in 1983 in Tamworth, NSW. He joined the Royal Australian Air Force in 2002 as an Aircraft Technician where he completed his training at RAAF Base Wagga.

Between 2002 and 2007 WOFF Jones maintained DHC-4 Caribou aircraft whilst posted to Amberley and Townsville as part of 38 Squadron. In 2007 WOFF Jones remustered to Flight Engineer and completed his conversion course in July 2008, where he went on to fly on Caribous. In November 2009 WOFF Jones was a part of the crew that flew the last aircraft to Canberra for delivery to the War Memorial.

In 2010 WOFF Jones commenced AP3C Orion Flight Engineer Conversion. During his time in 92 Wing, WOFF Jones deployed to Operation Slipper, Operation Resolute, Operation Southern Indian Ocean (MH370 Search) and Operation Gateway.

In mid-2016 WOFF Jones was involuntarily remustered to Loadmaster and subsequently posted to 35SQN, where he completed his conversion course in Texas, USA.

WOFF Jones and his wife Megan have two daughters Sophie and Indy. They enjoy camping, the outdoors and a variety of sports and hobbies.

Warrant Officer Scott Olsen

WOFF Olsen was born in Penang Malaysia in 1966 whilst his parents were posted to Butterworth Air Force base with No 9 SQN. WOFF Olsen joined the RAAF in 1988 as a Clerk Supply and was posted off course to No 3 Aircraft Depot and RAAF Amberley.

Between 1988 and 1999, WOFF Olsen was posted to various units as a Clerk Supply including No 3 Aircraft Depot, No 501 Wing, Supply Support Wing Amberley, No 301 and 302 Air Base Wing, Tactical Fighter Logistics Management SQN, and Air Lift Logistics Management SQN.

In 1999 WOFF Olsen re-mustered to Loadmaster and was posted to No 37 SQN and Air Movements Training and Development Unit (AMTDU) for C 130 J Loadmaster conversion. Since 1999 WOFF Olsen has been posted to No 37 SQN, AMTDU, 285 SQN, Air Mobility Control Centre (AMCC), and 35 SQN.



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LIQ Instructor Biographies (continued)

WOFF Olsen has accumulated over 4000 hours on both C 130 H and J aircraft and has been awarded Loadmaster Instructor and Checker qualifications, was qualified in all C 130 aerial delivery operations including C 130 H SPEC operations. WOFF Olsen has been involved in various operations including Iraq and Afghanistan, and various Humanitarian Aid Missions (Bali Assist, Padang Assist, and Earth Quake Assist).

In 2017 WOFF Olsen was posted to No 35 SQN as the deputy A Flight Loadmaster and took up the challenge of assisting in developing C 27 capability. In Jan 2019 he took over as the WOFF in charge of 35 SQN Training Flight. In Apr 2020 he elected to discharge from the permanent Air Force and take up a roll with the Air Force Reserves and remain within 35 SQN Training Flight helping with training, and developing Loadmasters, and capability.

WOFF Olsen, since retirement, is living on the gold Coast and trying to enjoy more time with his family, including his wife and 4 children (3 daughters and 1 son). He would also like to spend more time fishing and boating but 35 SQN TSF and the Loadmaster students has kept him gainfully employed, so boating and fishing may have to wait a little longer.

Sergeant Paul Graham

SGT Graham was born in Sydney in 1981. He joined the Air Force on the 11th September 2006 as a CETECH (Communications Electronics Technician). On completing his Initial Employment Training course at HMAS Cerberus he was posted to 44 Wing Air Traffic Control, Townsville. He continued his career as a CETECH with postings to 452 Squadron in Townsville, 3 Control & Reporting Unit in Williamtown and 1 Combat Communications Squadron in Richmond. He remustered to Loadmaster in 2015 and posted to 35 Squadron, completing Operational Conversion in the USA and graduating in 2016.

SGT Graham has been involved in numerous operational deployments including Operation Slipper, Operation Parapet, Operation Resolute and Operation Solania.



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Congratulations on graduating LIQ Course 01/2020



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LOADMASTER INITIAL QUALIFICATION PRESENTATION

CO 35SQN invites LOADM Instructors to address the gathering.

CO 35SQN invites CDR AMG / OC 84WG to address the gathering.

Senior LOADM Instructor invites CO 35SQN to present brevets and certificates to the LIQ graduates.

Senior LOADM Instructor announces graduates names and invites them to come forward. Senior LOADM Instructor reads student bio and special comments.

Senior LOADM Instructor is positioned on the RHS of OC 84WG/CO 35SQN and hands OC 84WG/CO 35SQN the graduate's certificate and brevet.

CO 35SQN presents certificate and brevet to the graduate (photographic opportunity).

Senior LOADM Instructor now invites CO 35SQN to promote graduates with the assistance of a family member. CO 35SQN invites graduates family member to come forward and place rank slide on the graduate (photographic opportunity).

Following promotion, graduate moves to the LHS of presentation area, lining up next to fellow graduates.

WALLABY AIRLINES ASSOCIATION – PIN PRESENTATION

CO 35SQN invites John Sambrooks and John Griffith to address the gathering and present pins to PIQ and LIQ graduates.

CO 35SQN officially closes the ceremony and invites guests to morning tea.

****Photo opportunity with all graduates, family members and Executive staff****

Morning tea.

Graduation conclusion.

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LIQ Instructor Biographies (continued)

Sergeant Douglas Linnett

SGT Linnett was born in Toowoomba in 1990. He enlisted into the Royal Australian Army in February 2008. After completing Recruit Training at 1RTB, SGT Linnett was posted to 176 Air Dispatch Squadron where he completed his Basic Air Dispatch and Static Line Parachuting courses.

SGT Linnett deployed on Operation Slipper in 2010/11 as part of Force Support Unit 4. Upon returning, SGT Linnett remained posted at 176 AD SQN until January 2013 where he was posted to Air Movements Training and Development Unit. During this posting he assisted in the rigging and conduct of trials for Air Drop, Air Land and Helicopter Underslung for C-17, C130 –J, MRH and Chinook. SGT Linnett then returned to 176 AD SQN in 2015 before service transferring to the Air Force in January 2016, and subsequently posted to 35 Squadron.

SGT Linnett and his wife Alysa have a son, Hugo. SGT Linnett has a very keen interest in AFL and cricket.



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LIQ Graduate Biographies

Corporal Joanna Fletcher

CPL Fletcher's passion for aviation first started in 2013 when she was accepted to study and live in Belgium with Rotary Youth Exchange. In those 12 months she transitioned into the culture, learnt the local language (French) and lived with three beautiful families who showed her the spectacular countryside of Europe. Upon returning, CPL Fletcher completed her Diploma of Tourism & Aviation, moved to Melbourne and became cabin crew for a domestic airliner. She also worked in a range of tourism & hospitality jobs during this time.

In June 2016 CPL Fletcher was accepted into the Air Force as a Crew Attendant. She worked hard & received the Airmanship award at No. 1 Recruit Training Unit and went on to complete all of her pre-requisite courses before being posted to 34 Squadron, Defence Establishment Fairbairn. CPL Fletcher remembers her time at 34 Squadron as 'an exceptional experience'. During her three year posting, she was fortunate to have transported numerous VIP's around the globe while obtaining a C Category and Instructional/ Cabin Manager qualification.

CPL Fletcher's Air Force career highlights include; transporting The Sussex's, returning CL604 to USA, moving to Canberra, and being afforded the opportunity to travel the globe.

CPL Fletcher's personal highlight is 'marrying my best friend'.

CPL Fletcher is excited to start her new chapter as a C27-J Loadmaster and would like to thank everyone in her life that has supported and inspired her.

Leading Aircraftman Jackson Saunders

LAC Saunders grew up in the Blue Mountains, NSW. He is from a small town called Winmalee (or as he likes to call it, 'God's Country'). LAC Saunders completed his High School Certificate in 2017 at Winmalee High School. In the few months leading up to joining the Royal Australian Air Force, he continued to work at the local fruit shop where he had been working for the previous three years.

LAC Saunders joined the Air Force in January, 2018 as Security Forces in the Gap Year program. He graduated No. 1 Recruit Training Unit twelve weeks later and went on to complete his Initial Employment Training at RAAF Security and Fire School in June, 2018. His first posting was to No. 1 Security Forces Detachment in Richmond where he stayed until his successful remuster to Loadmaster in July, 2019.

LAC Saunders is very excited for what his future career has in store for him as a Loadmaster. He wishes to thank all the instructors, his family and friends for helping him get to where he is today.

Graduation Ceremony Timing and Procedure Guide

0930-0955

Guests arrive at 35SQN, RAAF Base Amberley. *Family, friends and 35SQN members. Guests to be escorted to the ceremony location.*

1000-1100

CO 35SQN - welcomes invited guests, official party and 35SQN members.
Acknowledgement of Country.

We would like to respectfully acknowledge the traditional custodians of the land the Yuggera and the Ugarapul people on which this meeting takes place, and also pay respect to Elders both past and present.

We would also like to pay our respects to the Indigenous men and women who have contributed to the defence of Australia in times of peace and war.

CO 35SQN opening address.

CO 35SQN invites **CDR AMG / OC 84WG** to address the gathering.

PILOT INITIAL QUALIFICATION PRESENTATION

TRGFLT CDR 35SQN announces the order of the ceremony and invites **CO 35SQN** to present certificates to the PIQ graduates.

TRGFLT CDR announces graduates name and invites them to come forward.
TRGFLT CDR reads students bio and special comments.

TRG FLTCDR is positioned on the right hand side (RHS) of **CO 35SQN** and hands **CO 35SQN** the graduate's certificate.

CO 35SQN presents the certificate to graduate (photographic opportunity).

Graduate moves to the left hand side (LHS) of presentation area, lining up next to fellow graduates.

Graduates take their seats.

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