

35 Squadron Graduation Booklet
C-27J Pilot Initial Qualification (PIQ) – Course 01/2020



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



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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Congratulations on graduating PIQ Course 01/2020



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PIQ Course Description

Course Aim: The aim of this course is to graduate pilots with an initial qualification to operate the C-27J aircraft. Upon graduation, pilots are capable of operating in a crew to perform the necessary core duties required for the Air Logistics Support (ALS) & Airborne Operations (ABNOPS) mission profiles.

Course Duration: 13 Jan 20 – 14 Aug 20

Course Description: The course consists of an initial ground school period where students are taught aircraft systems, limits, crew resource management, checklists and procedures, emergency procedures, aircraft performance, flying parameters and mission planning.

The pilots then go on to conduct an Air Logistics Support (ALS) flying phase combined of simulator training and flying sequence consolidation in the aircraft. These flying sequences include visual and instrument flying at day and night in all weather conditions from the left and right hand seats, consolidating the pilot monitoring and pilot flying roles where they obtain their Instrument Rating.

The course then consists of another ground school phase where students are taught Airborne Operations (ABNOPS) theory including ABNOPS concepts, checklists and procedures, tactical mission planning, tactical flying sequences, tactical performance and navigation, NVG operations, and ABNOPS mission profiles.

Finally, the Pilots conduct simulator training and consolidate ABNOPS flying sequences in the aircraft. These sequences involve low level and time navigation, combat offload, tactical arrivals and departures, threat manoeuvring, airdrop, unsealed airfields, NVG operations and then combine all these skills to complete day/night tactical mission profiles and achieve their Category as a C-27J Pilot.



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PIQ Instructor Biographies

Squadron Leader Andrew Schostakowski

SQNLDR Andrew Schostakowski completed a Bachelor of Aviation in 2000, before joining the Air Force and graduating from 192 Pilot's Course in 2002. He was posted to 32 Squadron operating HS748s in the Navigator training role. Upon retirement of service of the aircraft SQNLDR Schostakowski was posted to 38 Squadron flying the DHC-4 Caribou. During this posting he gained valuable experience flying in the highlands of Papua New Guinea, providing humanitarian assistance to cyclone affected areas in Far North Queensland and tactical experience through various tactical exercises including Pitch Black and Aces North.

In 2007, SQNLDR Schostakowski attended Flying Instructor Course (FIC) and was posted to 2FTS on the PC9/A. At the completion of this tour, SQNLDR Schostakowski was posted to 173 Surveillance Squadron (Army) to assist with the transition of B350 Kingair to the Air Force at 38 Squadron.

In 2012, SQNLDR Schostakowski left the Air Force to take a position at a multi-national military flying squadron in the United Arab Emirates. Whilst also instructing he commenced and has now completed a Bachelor of Laws.

In 2017, he re-joined the Air Force and was posted to 38 Squadron until its closure in 2018. He was then posted to 35 Squadron on the C27J and has recently taken over as the Squadron's Training Flight Commander.

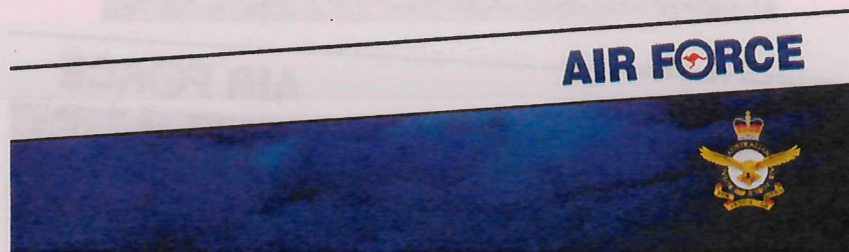
SQNLDR Schostakowski's career highlight was being an active participant with 35 Squadron in the humanitarian assistance effort for the 2020 bushfires.

Flight Lieutenant Justin Steven

FLTLT Justin Stevens was born in Melbourne in 1971 where he attended school and university studying Aerospace Engineering at RMIT. During this time he completed Officer Training with the Army Reserve becoming a Combat Troop Commander in the Corps of Engineers. With the engineers he commanded both Forestry and Combat Troops and was an Army Work Diver.

Accepted for pilot training with the Army as a Specialist Service Officer he completed training at RMC and was awarded his Flying Brevet in 1997. He flew B200 and B350 aircraft with 173 Surveillance Squadron before completing his Flying Instructors course and teaching ab-initio pilot training at BFTS Tamworth for 2 years. He returned to 173 Squadron as a QFI before filling other positions such as senior instructor at the Army Helicopter School and Brigade Major for 16 Aviation Brigade.

He has seen operational service in East Timor and has been awarded the Humanitarian Overseas Service and the Australian Active Service medals along with the Return from Active Service badge.



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****

1100

Morning tea.

1130

Graduation conclusion.

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.

PIQ Instructor Biographies (continued)

FLTLT Stevens service transferred to the RAAF in 2016 as a flying instructor with 35 Squadron. He enjoys restoring and riding motorcycles and preaching from on high of the attributes of the Army.

Flight Lieutenant Nathan Cranney

FLTLT Nathan Cranney graduated Pilots Course in 2005 and has 15 years' experience flying Tactical Transport Aircraft initially operating the C-130H Hercules. He served overseas in Iraq and Afghanistan in 2007/08 and has attended multiple training events including Exercise Red Flag.

FLTLT Cranney became a Qualified Flying Instructor (QFI) in 2012 and taught basic flying training at ADFBTS in Tamworth.

FLTLT Cranney has been posted to 35 Squadron for five years and recently returned from an overseas posting where he taught C-27J Pilots in the Leonardo Simulator in Pisa, Italy.

Flight Lieutenant Robert Sokol

Joined the RAAF on 01 MAY 1990 as a Direct Entry Pilot on No. 157 Pilots Course. Pilot Training was conducted on CT-4/A and the brand new PC-9/A. Graduated Pilot Training in Dec 1991 and was posted to 36SQN to fly the C130H. Following this was posted to 37SQN in Jan 1995 to fly the C130E, also maintaining cross qualification on the C130H, first crew to do so.

In Jun 1997 was sent to CFS to conduct QFI course. On completion of QFI course was posted to 2FTS in Nov 1997 instructing on the PC-9/A. In 1999 was posted to 36SQN to fly the C130H/E in a QFI role. Posted to 285SQN in 2002 in a role as Subject Matter Expert for the build of the C130H Full Flight Simulator maintaining QFI flying privileges at 36SQN. Returned to 36SQN Flying C130H/E in 2003 in a role as Tactical QFI.

In March 2004 separated from the Permanent Air Force transferring to the Air Force Reserve after gaining employment with Qantas Airways. Flew Boeing 747-300 and presently fly Airbus A380-800. During the reserve years was posted 36SQN, 285SQN instructing on the C130H/E until aircraft retirement in Nov 2012. In that period performed Continuous Full Time Service Deploying to the Middle East Area of Operations. Following this further Air Force Reserve work was performed in a special project for the transition of the C130H to the TNI-AU. Following this was posted to 35SQN in 2014.

In July 2015 conducted C27J training in Dallas Texas whilst on Continuous Full Time Service. Attained C27J QFI status in 2016. On 1 Jun 2020 returned to Permanent Air Force on contract at 35SQN as a result of the impact of COVID-19 on the Airline Industry (Still on the books at Qantas Airways).

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PIQ Instructor Biographies (continued)

Career Highlights.

- Medical Evacuation Mission to Cambodia in 1993.
- Evacuation Mission of Civilians in Dili East Timor.
- First Australian Military Transport Aircraft into Afghanistan.
- Operational Missions into Iraq and Afghanistan.
- C27J Spartan training Dallas Texas USA.
- Flying with my 257 Pilot Course Centurion Students (I was on 157 Pilots Course).

PIQ Graduate Biographies

Pilot Officer James Bendun

Born in Melbourne, PLTOFF James Bendun completed a Commercial Pilots Licence with RMIT in 2014 before starting his journey as RAAF Aircrew in 2018.

PLTOFF Bendun would like to thank the Loadmaster's physios for fixing the damage he's caused to their backs during hard landings, and congratulate the Loadies on their achievements.

Pilot Officer Mitchell Pieper-Miels

PLTOFF Mitch Pieper-Miels was born in Adelaide and went to high school in Cairns. After completing a mechanical engineering degree at the University of Queensland, he joined the Air Force and started pilot training in 2017.

PLTOFF Pieper-Miels would like to congratulate the Loadmasters on getting their wings and for 'putting up with our shenanigans for the duration of course'.

Pilot Officer Tyler Rabbett

PLTOFF Tyler Rabbett grew up in Milton NSW and went to Shoal Haven Anglican School, graduating in 2013. He joined the RAAF in 2017 and graduated 2FTS in November 2019.

PIQ Graduate Biographies (continued)

PLTOFF Rabbett would like to thank his Wife Madi for the support and understanding needed during all phases of pilot training. He also wants to thank the graduate Loadmasters for their hard work and good times while on course.

