



# KERIS TERBANG



# TENTERA UDARA DIRAJA BRUNEI



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**VISION**  
**TO DELIVER A ROBUST, RESPONSIVE AND  
RESOURCE EFFICIENT AIR FORCE**

Assalamualaikum.

Welcome to Issue 4 of Keris Terbang.

What a year 2020 turned out to be! It has been turbulently challenging for all of us in the armed forces specifically as well as the whole nation and even everywhere around the world. COVID-19 is still lingering but we have proven what we can do to overcome obstacles and face adversity head-on.



Despite all the ups and downs, we embraced the new normals and soldier on. We learned that there is more than one way to undertake individual and collective training, maintain bilateral relations with our counterparts overseas via online as well as carry on with our daily lives as efficient as possible.

In this edition of Keris Terbang we have a special feature interview with our newly appointed CAF (Chief of the Air Force) as well as an interview with a former RBAIRF senior officer who is still working with us! We hope you enjoy our fourth instalment of Keris Terbang.

I would like to take the opportunity to announce that Keris Terbang will be led by a new Chief Editor as I will be moving to a new work environment outside the RBAIRF (Find out who when Issue 5 it comes out!). A huge heartfelt appreciation is due for the deputy chief editor, core editors as well as the contributing writers of Keris Terbang for all their hard work and continuing motivation and dedication. Keep on instilling Service Above Self, Teamwork and Excellence in whatever you do.

Here's wishing everyone a Happy New (Normal) year!

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بِسْمِ اللَّهِ الرَّحْمَنِ الرَّحِيمِ

*As this 'new normal' begins to settle within our nation, the Royal Brunei Air Force, again, has revealed how it is adaptable and flexible to change. This is very much complementary to how Air Power is deployed, where flexibility and adaptability is just a couple of its key attributes.*

The Royal Brunei Air Force has developed leaps and bounds from an Air Wing to a full-fledged Air Force capable of supporting national and defence objectives. We are expected to be not only technically proficient in war fighting, but also capable of supervising civil affairs, providing humanitarian aid, as well as a range of activities relating to order and stability. We must not only be a professional and capable Air Force despite being relatively small in size and capabilities, rather on the competency and commitment of our men and women serving in the Royal Brunei Air Force to deliver excellence in the tactical, operational and strategic environments.

Throughout my 24 years of service in the military, the RBAirF has shown that it can persevere through any trials and challenges it is given. As this 'new normal' begins to settle within our nation, the RBAirF, again, has revealed how it is adaptable and flexible to change. This is very much complementary to how Air Power is deployed, where flexibility and adaptability is just a couple of its key attributes. We will always strive for our courageous airmen and airwomen to be fully equipped to face the dynamic challenges and uncertain environment brought by globalisation.

As it acclimatises to the current setting, challenged with weather patterns and uncertainties, the RBAirF still succeeds on many fronts, for instance, it was able to support national efforts in providing humanitarian assistance and disaster relief responses. Our humanitarian assistance and disaster relief engagement aims to build interoperability and to promote greater civil-military coordination.

As we approach the end of 2020 and look forward for the upcoming year 2021, I have full trust and confidence that our organisation will succeed as an important defence support element for the nation, with excellence via teamwork and service above self. Technologically advanced and state of the art capabilities are obsolete without the quality of personnel, therefore, our airmen and airwomen are our most important asset. Let us strive to always keep our standards in competency in the face of ambiguous challenges, risks and environments and achieve success by cultivating and integrating new ideas.

**Together We Strive Beyond Excellence!!**



Group photo taken after the training exercise debrief between 11 Squadron, No.1 Wing, RBAirF and Helicopter Detachment Team from Republic of Singapore Air Force (RSAF)

## RSAF HELI DETACHMENT

By: Lt (U) Fuad

Monday, 30<sup>th</sup> November 2020, Air Movement Centre (AMC), Rimba Air Base - A Blackhawk S70i taxied out to the runway with two Super Puma helicopters following not far behind it. The training exercise begins. The exercise between 11 Squadron, No.1 Wing RBAirF and the Helicopter Detachment Team from Republic of Singapore Air Force (RSAF) aims to provide assistance to the RSAF Helicopter Detachment Team in exploring training areas in the Tutong district, particularly for future night flying training. The morning started with the arrival of the two Super Puma helicopters to the AMC. The aircrew led by the Helicopter Detachment Commander, LTC Yap Ha Khung, exited the aircraft and were greeted by the Squadron Commander of 11 Squadron and 11 Squadron aircrew. Everyone then gathered in the briefing room for a sortie brief presented by Flight Commander Training, 11 Squadron.



Discussion on alternative training areas in Tutong that were recce'd



Strapped in, helmets on, the aircrew climbed into their respective aircrafts. Three helicopters lined up on the runway ready to take the Trail Formation upon take off. Their targets were towards the selected Landing Points (LP) in the Tutong District, some of which are routinely used to aid in Navigation and NVG training for the RBAirF. The exercise followed with discussions in initiating future regular bilateral training exercises between the two air forces, particularly in the field of search and rescue.



CO No. 1 Wing, Lt Col (U) Awang Mohd Amiruddin bin Tuah received "The Guardian" photo from Helicopter Detachment Commander, LTC Yap Ha Khung



Personnel discussing the feasibility of the proposed alternative training areas in Tutong

CORONA

COVID-19

## COVID -19: NOW WHAT?

By : Lt (U) Suranizam

The last local transmission of COVID-19 in Brunei Darussalam was reported in early May 2020, and up to today comprehensive precautions are still in place to ensure procedures and guidelines are practiced, especially in the workplace. The RBAirF is no exception to the new workplace norms during this infectious outbreak.

Preventive measures such as recording individual body temperatures at the main entrance sifts out potentially affected individuals from cross-contaminating the whole of Rimba Air Force Base. Early stages of detection and identification of affected individuals with symptoms such as high body temperature, are the most crucial mode of defence which can ultimately assist in the nation's effort to curb the spread of COVID-19.

The following actions and preventive measures against transmissible infectious diseases, should be under the responsibility of each individual and personnel at their respective workplace.

### PROTECTING OUR WORKPLACE

#### Clean Work Areas Daily

- All office spaces, common facilities e.g. prayer areas, meeting rooms, crew rooms, halls, gyms, pantries, toilets etc should be cleaned daily
- Clean all surfaces, frequently touched surfaces and floors daily with disinfectant

#### Your Crews

- Personnel should be aware of flu-like symptoms and should report to their managers if they fall sick
- Disinfect shared equipment e.g. computers, tools, cleaning equipment etc before and after usage for other personnel to use
- Follow guidelines that have been set by authority in minimise risk of transmission

#### Cleaning And Disinfection Of Areas Exposed To Cases

- Where a suspected case was in the premise, management should seal (where possible) the areas where the personnel has been and arrange for immediate cleaning and disinfection
- Avoid using the infected area for at least 24 hours



## INFECTION CONTROL MEASURES FOR WORKPLACES

### What to do if your staff is unwell in the workplace with symptoms of flu?



Isolate and move the ill personnel to an isolation room (if available) or area away from other personnel



Provide surgical masks to wear and this should be changed if it becomes wet, hard to breathe in, physically damaged or visibly soiled



Advise the ill personnel to use only the toilet facility designated for him/her (if possible)



Teach respiratory etiquette such as sneezing and coughing should be done into tissues which should be carefully disposed of



Keep the numbers of personnel attending to the ill employee to a minimum and they should wear surgical masks and disposal gloves



Advise the personnel to seek medical attention immediately at the nearest health centre



Make sure names and contact details of all personnel who have been into contact with the ill personnel are taken

### INFECTION CONTROL MEASURES IN THE WORKPLACE DURING AN INFECTIOUS DISEASE OUTBREAK

As An Employer/Head of Department, you are entrusted to:

1. Educate staff on the infection and mode of transmission.
  - Brief employees or provide them with health info on the infection and infection control
  - Place health advisories and notices in prominent places around the workplace
2. Encourage employees to practice good hygiene.
  - Do not spit on the ground or floor
  - Wash hands regularly and thoroughly with soap and water
  - Observe proper respiratory etiquette
  - Avoid sharing personal items such as cups and cutlery with infected person
3. Advise employees not to come to work when they are feeling unwell and see a doctor.
4. Implement regular temperature checks and monitor staff for related symptoms. Employees who are unwell should be directed to seek medical help.
5. Staff put on home quarantine.
  - Employees who have history of travel to affected areas or who has contact with an Infected person should be quarantined
  - If your staff become symptomatic during this time, advise him/her to seek medical advice immediately
  - Advise staff not to report to work and go on voluntary home quarantine
  - Check on his/her health status by phone during his/her absence
  - Make sure your staff has completed quarantine duration and is well before allowing them to return to work
6. Contingency Plan (Operation Continuity Plan) for the organisation during rapid spreading of infectious diseases.



## REVIVING TUDB501 – MAINTENANCE PERSPECTIVE

By Cpt (U) Hazwan

TUDB501's 1st flight after three years during a flight test on 08 October 2020

For the past three years, the CN235-110M TUDB501 has been on the ground undergoing major servicing and has faced many unforeseen complications. In efforts to revive the Dolphin, in March 2020, Indonesian Aerospace (IAe) personnel, the Original Equipment Manufacturer (OEM) based in Bandung, Indonesia was brought in to discuss how both the RBAirF and IAe could resolve the aircraft's issues in its effort to revive the aircraft. The 'revival' mission had 6 phases as follows:

Phase 1: Ground Maintenance and Test

Phase 2: Flight Test

Phase 3: Pilot and Loadmaster's Currency Training

Phase 4: Flight from Brunei to Bandung, Indonesia

Phase 5: Maintenance Task and Finishing Currency training at IAe, Bandung, Indonesia

Phase 6: Flight from Bandung, Indonesia to Brunei

Phases 1 to 3 were carried out in Brunei and took a total of 33 days, 9 IAe experts and what seemed to be endless hours spent to get the aircraft back online. It was only on 16 Oct 2020 was the aircraft deemed serviceable, albeit only for a training flight and one flight to Bandung for further maintenance tasks. Nonetheless, it was a great sigh of relief and a huge achievement for both 15 and 55 Sqn, after 3 years of hard work and exhaustive effort.

The mission didn't stop there as there were 3 more phases to complete before the aircraft could be considered fully serviceable to carry out operational tasks. A team of 6 aircrew and 8 engineers were deployed to Bandung, Indonesia to continue with the revival mission. After rigorous planning, preparation and delayed flights, TUDB501 carrying 14 RBAirF personnel and 9 IAe personnel finally departed from Brunei to Bandung, Indonesia with a total weight of 15,092 kg on Wednesday, 28 October 2020. After a 4h 30m flight, we were welcomed by Mr Gita Amperiawan, IAe's Director of Technology and Development and Cdr Hj Suhailee bin Pungut, RBN, Brunei's Defence Attaché in Indonesia.



## ● OPERATIONS ●

There were 2 main reasons why the aircraft needed to be brought to IAe: the aircraft needed to undergo a compass swing calibration to adjust the compass heading accuracy, and the Cable Control Assembly had to be replaced as it was a requirement from a Service Bulletin that was issued. All in all, we only had 3 weeks to complete the task in addition to rectifying and fixing snags that were raised after the long flight. Both RBAirF and IAe experts worked day in and day out and managed to complete the task just a little over 2 weeks' time. The remaining time was used for currency training and provided a buffer time in case any additional repairs were required. We also took the opportunity to get as much exposure and experience as possible from the IAe experts to bring back to Brunei to share with the squadron.



Pre-departure swab test



The view during silent hours

With Indonesia being one of the countries most affected by the COVID-19 pandemic in the region, both RBAirF and IAe had to take extra precautionary measures to combat its spread. Utilisation of facemasks, hand sanitisers, and gloves and IAe enforced body temperature checks before entering the workplace and observed physical distancing in all buildings continue to be the norms, and these preventative measures were also taken seriously outside of IAe premises.

In the end, we managed to get the aircraft back safely to Brunei within the allocated planned time of 3 weeks. The aircraft returned in good condition and is ready to embark on further work. We departed Bandung at 0900H and arrived in Brunei around 1425H on 15th Nov 2020. The aircraft carried 14 RBAirF personnel and 3 IAe personnel consisting of one aircraft captain pilot, one flight engineer and one flight operation officer. Despite the pandemic, the mission to preserve the prosperity of the nation through maintaining the availability of RBAF assets still remains, and this would not have been possible without the support of all parties involved.



Windshield replacement undertaken by IAe



## 15 SQUADRON HISTORY - CN235

By: Lt (U) Pg Izzat

### ***“Always 100%. The motto of 5 Sqn now known as 15 Squadron”***

Before the squadron was officially established, the first set of crew were attached to 2 Sqn, Tentera Nasional Indonesia-Angkatan Udara (TNI AU), Halim Air Force Base in Jakarta, Indonesia to train on the CN-235. The crew then moved to Industri Pesawat Terbang Nusantara (IPTN) in Bandung Indonesia for aircraft conversion and acceptance in July 1997. On 8<sup>th</sup> September 1997, ‘ATU 501’ made its first landing at Brunei International Airport. Subsequently, 5 Sqn was officially formed on 12 September 1997.

Primary roles of the squadron were Maritime Surveillance, Search and Locate and Transport of Personnel and Cargo, while its secondary roles include Military Freefall, Cargo Drop, Static Line and Formation. Alongside performing its primary and secondary roles, No 15 San has been engaged in numerous operations, particularly in South East Asia. Most notable were the Ops Badai Berlalu in Aceh in 2004, Ops Tuaran Sabah and Ops Typhoon Haiyan in the Philippines in 2013.

Since its establishment, the Squadron has had twelve Squadron Commanders to date. Brig Gen (U) Dato Seri Pahlawan Mohd Sharif bin Dato Paduka Haji Ibrahim, the current Commander of the RBAirF, served as Squadron Commander from January to December 2003, from July 2005 to July 2007 and from July 2008 to January 2009. No 15 Sqn has strived to produce and train disciplined, skilled and professional crew for the past 25 years and will continue to give 100%, in whatever role, responsibilities and aspiration that has been trusted upon her shoulders.



First crew of the RBAirF's CN235.



Pilot and Crew Conversion training at IPTN, Bandung Indonesia in 1997.



Ops Typhoon Haiyan pre-departure.



Then Deputy Minister of Defence presented the certificate of establishment of No. 5 Sqn.



On 26<sup>th</sup> December 2004, a ten-minute earthquake measuring up to 9.0 on the Richter scale shook up the province of Aceh, resulting in 20-meter waves with speeds of up to 800km/h to sweep through the entire province, destroying everything in its path, leaving no stone unturned. Thousands of lives were lost, and properties and buildings worth up to millions of dollars were devastated during this disaster.

In mid January 2005, then Commander of the RBAF, Pehin Datu Lailaraja Major General (Rtd) Dato Paduka Seri Haji Awang Halbi announced that a team made up of personnel of the Royal Brunei Armed Forces, the Sultan Haji Hassanal Bolkiah Foundation (Yayasan Sultan Haji Hassanal Bolkiah), and medical professionals comprising of doctors, nurses, health personnel and other volunteers will provide humanitarian relief assistance to tsunami victims in Indonesia's northern city of Aceh.

The RBAirF deployed two Blackhawks and one CN235 to help deliver medical supplies, food supplies and necessities such as clothing donated by the people of Brunei Darussalam through The National Relief Fund for victims of the disaster. His Majesty's foundation was able to gather funds of up to nearly 2 million dollars to aid in rebuilding houses and mosques in Aceh.

The RBAF and RBAirF aspires to continue to contribute to Humanitarian Disaster and Relief (HADR) efforts and operations and will continue to do so in years to come.



A child in a remote area being carried into a Blackhawk to be transported to the nearest medical facility



Brigadier General (Rtd) Dato Seri Pahlawan Shahril Anwar bin Haji Ma'awiah along with Lt Col (Rtd) Matyussof bin Hj Matyassin interacting with some of the children.

## MOTHER NATURE STRIKES AGAIN: ROYAL BRUNEI AIR FORCE PLAYS IMPORTANT ROLE IN ASSISTANCE

By: Lt (U) Abd Aziz



The current Commander of Royal Brunei Armed Forces, Major General (U) Dato Seri Pahlawan Haji Hamzah bin Haji Sahat participating in the Human Aid Relief Assistance in Aceh.



# CAF's INTRODUCTORY VISIT



As the RBAirF witnessed the change of command in early Oct 2020, the new 'captain of the aircraft', Brig Gen (U) Dato Seri Pahlawan Mohd Sharif geared up for an introductory visit to view the developments and upcoming projects that are being undertaken by the various Wings and Squadrons in RBAirF.



1. Dato CAF's fleet visit at Hangar A | 2. Brief by OC 39 Sqn, No. 3 Wg | 3. Viewing the Guard Room up close with Act OC RP RBAirF | 4. Listing



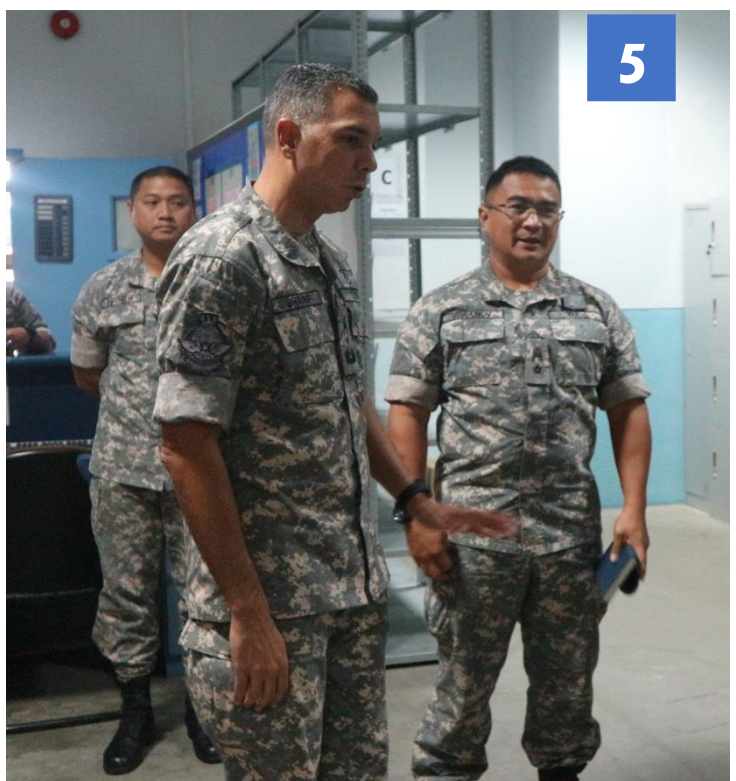
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5



...ning to the brief by Major Inspection Team (MIT) led by Maj (R) Hj Kamaluddin | 5. Visiting the Supply Wg, led by CO No. 4 Wg and OC DSS

## INTRODUCING THE NEW CAF By: Maj (U) Wan Azem



***“As CAF the vision for the RBAirF is to be a professional and credible Air Force that can carry out the mandated missions effectively and efficiently”***

### **KT: What sparked your interest to join the military?**

Growing up in Berakas Garrison as the son of an Air Force officer, it wasn't so much as a spark but a slow burning fire. As a very young kid I remember sitting in the back of the car, with the windows rolled down, driving around the heliport in Berakas Garrison to the dhoby and feeling the wind from the rotor blades of the Bell 212, the heat from the exhaust and the smell of the fuel. Understandably this was very cool for a kid and the interest in flying and the military in general continued to grow over the years. I believe I was always meant to join the RBAirF as a pilot and when the time was right and it felt right, I joined the RBAF.

### **KT: How do you take care of your mental health amidst the responsibility put upon your shoulders?**

Being at the top and on my own is the way it is often seen however in reality I am not on my own as I have the support and dedication of the men and women who make up the RBAirF. My responsibility is shared through the effective utilisation of a very capable RBAirF executive team and the wonderful support staff at the RBAirF HQ. By placing trust in this support system, managing expectations and prioritising the tasks at hand, I'm able to keep my stress levels under control.

### **KT: How do you separate work and social life? Anything in particular you like to do to unwind?**

It is not so much a question of separating the two but of balancing them. Achieving this balance is very important in maintaining morale and general well-being. Incorporating tasks and responsibilities to life outside the work place has helped me a lot. Examples of this would be having coffee and reading a book on leadership or psychology at a cafe with my wife while waiting to pick up my son from tuition or taking the kids to the beach but running a short distance back home as my wife took them home in the car. By incorporating these activities into daily life, I didn't have to allocate additional time specifically for academic development or maintaining fitness.

Unwinding for me varies from going out for a fast-paced cycle and obligatory post ride 'makan' with friends to a gentle solo run to reading or watching stand-up comedy on YouTube and even sitting in a chair doing absolutely nothing but enjoying a cup of coffee.

### **KT: There have been many firsts in your career. How did you prepare yourself to fill these roles? Did you exercise different leadership/management styles?**

It was both an honour and privilege to have been given the opportunity to take up these first appointments which, in itself, motivated me to give my absolute best. Preparation included spending time to fully understand the role and responsibilities of each appointment and also getting to know the men and women who were supporting me to achieve the desired end state.

Undoubtedly each appointment required a very different approach and balance of application of command, leadership and management. However, what remained the same were the principles that needed to be applied.





**KT: Can Dato share some of the most memorable moments of your career?**

One of the most memorable moments would have to be as CO OCS and having the honour to present the Officer Cadets of Intake 1 at the Sovereign's Parade to His Majesty the Sultan and Yang Di-Pertuan of Negara Brunei Darussalam. Other memorable moments would be receiving accreditation from the Director of the Defence Intelligence Agency (DIA) as the first Brunei Defence Attaché to USA. During my flying days the most memorable would have to be the HADR deployment to Aceh after the devastating Tsunami. Aside from overcoming the many challenges of the month-long deployment, the meaningful contribution to the people of Aceh made it that more memorable.

**KT: Throughout your career would you have done anything differently?**

The short answer is no. Although in some situations I may have felt that I could have done better or made a different decision or approached it differently, I would not wish to do it differently at the time otherwise I would not have been able to learn from it and may not be where I am today.

**KT: As CAF, what is your vision for the RBAirF?**

As CAF the vision for the RBAirF is to be a professional and credible Air Force that can carry out the mandated missions effectively and efficiently. This requires extremely dedicated, highly trained and well-motivated personnel. From the very beginning of my career, I have learnt that people are the key to achieving mission success and this continues to be true to this day.

**KT: What advice do you have for our personnel?**

The first thing I would have to say is that we must not forget that we serve in the RBAF and do not work for it. Meaning to say it's not just a job that we do but a service to the nation. Secondly, I advise all RBAirF personnel to truly understand the RBAF's core values (Setia, Takwa, Berani, Professional) which acts as a foundation that we must build upon. The RBAirF further focusses on its Service Above Self, Teamwork and Excellence core values. All personnel must understand what these values mean and how every one of us have a role to play in achieving success. These are not targets for us to achieve so that we can just tick off a list, they are enduring guiding principles towards achieving a state or condition in which the RBAirF functions.

# UNMANNED AERIAL SYSTEM COURSE: EYE IN THE SKY

By Lt (U) Suriah

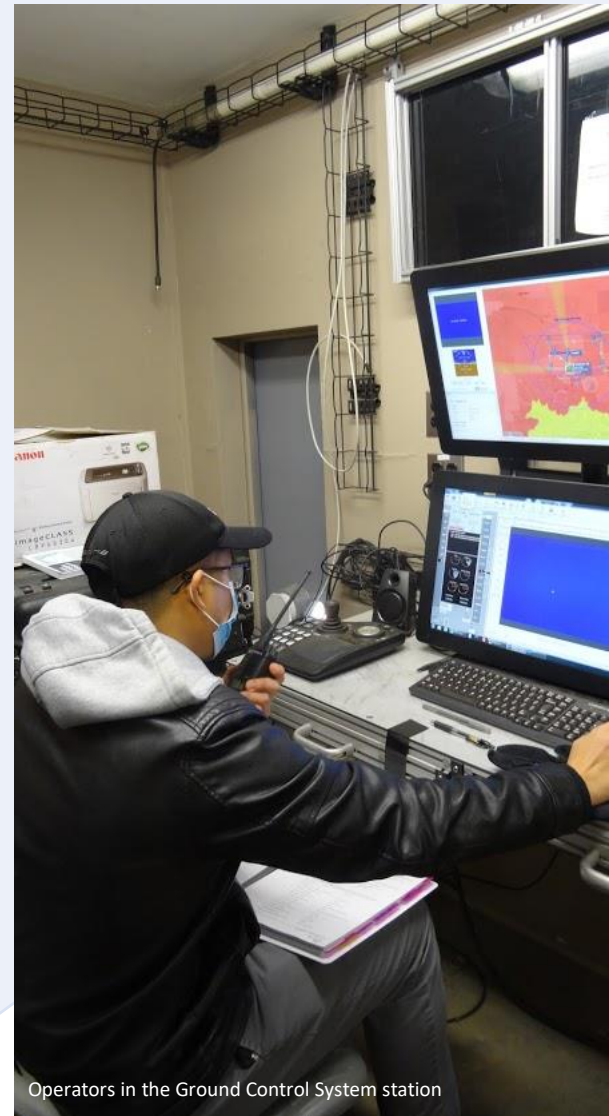


Final day at flight camp Pendleton, Oregon USA

"One aircraft, infinite possibilities", paints the picture of the roles soon to be delivered by the Unmanned Aerial System (UAS) that will soon be attained by the RBAF. In preparation for the new capability, sixteen RBAirF personnel consisting of five officers and eleven other ranks were sent to the USA as Brunei's first representatives of the UAS training course to be qualified as operators and technicians.

The UAS operator course commenced on 12<sup>th</sup> October 2020 spanning a total duration of eight weeks. Operators were taught on general UAS operations and characteristics after which transitioning to studying the Integrator X300 specific operations and capabilities. At the same time, all eight potential operators were also exposed to the basic ground operations of the skyhook retriever and launcher. With Intelligence, Surveillance and Reconnaissance (ISR) and Search and Locate (SAL) as its core intended operations, potential operators were specifically trained to focus on the importance of effective payload (Camera) control. Additionally, in the interest of managing prospective demands of military operation and environment, Crew Resource Management and Risk Management were also part of the course. Potential operators were evaluated throughout the course with several written and simulator phases checks.

During the final week of the course, all operators and technicians went through collective field training in Pendleton Oregon State, USA. The field training encompasses and puts into application all syllabuses from lessons taught during the past weeks, whereby operators and technicians were given the opportunity to get the first hands-on experience on the UAS birds. Although the cold weather in some ways affected the flying experience and delayed some of the operations, the instructors yet ensured that all operators and engineers got full exposure of the UAS working mechanism. The course officially ended on 4<sup>th</sup> December 2020, ultimately marking the RBAirF's journey in pioneering the Unmanned Aviation arena in the RBAF.



Operators in the Ground Control System station



## MAINTENANCE COURSE FOR THE RBAirF'S NEWLY ACQUIRED BIRD

By: WO1 (U) Haji Suhaimi



The first wave of RBAirF UAS Maintainers

The Royal Brunei Air Force (RBAirF) capability project of acquiring an Unmanned Aerial System (UAS) is finally drawing to completion. This is exciting times as this latest asset acquirement is going to improve our aerial ability of Intelligence, Surveillance and Reconnaissance (ISR) operations for Brunei Darussalam. With the purchase of the 'Integrator' Unmanned Aerial vehicle and its various supporting elements by the RBAF (scheduled to arrive in January 2021); eight RBAirF aircraft engineers have been chosen as the very first maintenance group from Brunei to train with INSITU in the United States. This is to ensure that we have the capability to conduct maintenance on the UAS and sustain our enduring ISR operations. The group started the compact six week maintenance training from 26<sup>th</sup> October 2020 until 4<sup>th</sup> December 2020 at the INSITU Maintenance Training Facility (MTF) in Bingen Washington and also Flight Camp at Pendleton, Oregon, United States.

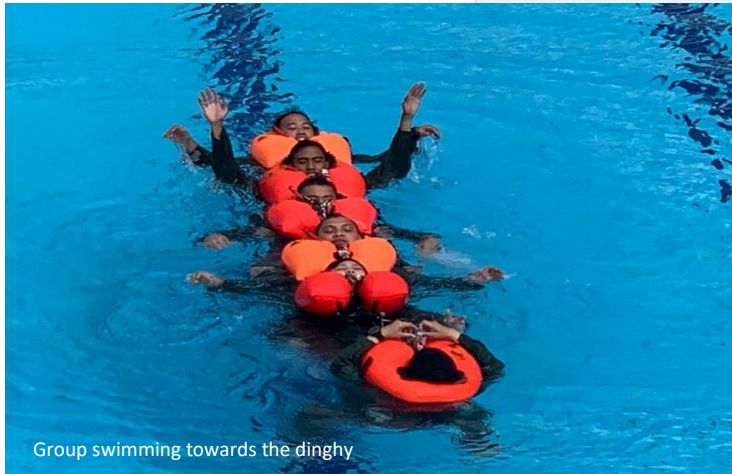
Coming from a Blackhawk S70A maintenance background, there are certainly few differences that I can compare when maintaining the Integrator. Due to its miniature size and modular nature compare to our manned aircraft, maintenance procedures became simpler. However, besides maintaining the aircraft and payload, unconventionally for us, we are also trained to maintain the ground support equipment: the mobile Mark 4 Launcher which launch the aircraft for flight, the Mark 3 Skyhook to retrieve the aircraft after a task and the Ground Control Station (GCS) which communicate and control the aircraft. Therefore, the scale of maintenance to be carried out when all the elements combined is not insignificant. Without any one of these equipment properly maintained or ready operationally, the Integrator cannot fly and do its work.

The course covered both aspects of academics and practical exercises. The academic portion guided us to a thorough understanding how the Integrator and its supporting systems work, navigating through the platform's manuals and INSITU's way of maintenance logging. Practical exercises gave us the feel and exposure in dissecting through the aircraft within the facility. Additionally, each one of us got the opportunity to use the Operator Work Station (OWS) of the GCS during system checks. For me, these bits were vital as it definitely solidified our understanding of the system even further. We also got the opportunity to setup the Mark 4 Launcher and Mark 3 Skyhook which was a challenging experience because we seldom work with such equipment and we had to set it up outside the facility which was freezing during end of Fall season! Fortunately, with our group's experience as technicians, we thought the learning curve was acceptable and understand that competency also comes with lots of practice. Flight camp in Pendleton during the last week of the course was what makes the training complete as it gave us real life operational experience. This was where we unite with our Bruneian Integrator operators to fully launch and retrieve the aircraft and get to experience the full daily setup and troubleshooting procedures.

Overall, we found the course very useful and I think it has equipped us with the right tools and knowledge to independently maintain our UAS in Brunei. Even during the COVID-19 period, by following the restrictions and advice given by the RBAirF, the State and INSITU; the course ran smoothly for us and we felt safe throughout our time here. The group is also very thankful for this humbling opportunity and entrusting us the responsibility to maintain the RBAirF's new asset. We will definitely put out very best to ensure our UAS always be at a high level of readiness for the RBAirF and Brunei Darussalam.

**DITCH! DITCH! DITCH!** All aircrew are aware of the risk of flying and their first priority is the preservation of life, particularly the life of the passengers and the life of the aircrew inside the aircraft. To increase the survival rate of passengers, aircrew are trained to be proficient in dinghy drills, and the survival techniques should an aircraft is forced to land or ditch into open water.

Dinghy drills are designed to provide pilots and aircrew with the basic knowledge of helicopter transportation and what to do in the event of a helicopter emergency and ditching. This includes ditching with power on, the deployment and use of an aviation life raft, water survival techniques, and rescue methods. In the event of ditching with power on, the rear crew, including all passengers, will be asked to jump out of the aircraft while the pilot hovers above the sea at a height of 5-10 feet. To simulate this environment during the dinghy drill training, aircrew and pilots were required to jump from the 3m jumping board at the RBAirF swimming pool.



Group swimming towards the dinghy



Closing the dinghy roof once all aircrew gets on board

Aircrew will then inflate their life jackets and swim towards each other to build a formation that is aimed at preserving body heat as well as a method of head count, before swimming towards the dinghy as a group. Basic swimming lessons using life jackets were also shown to ensure success during navigation as an individual and as a team.

Dinghy drills require a lot of teamwork, but the chances of survival will be higher in larger groups. It will be relatively difficult to swim and navigate towards the dinghy on your own, especially during rough seas. Additionally, the challenging part will be to get into the dinghy once energy levels have depleted from ditching and the need to stay afloat. Wet flying suits and equipment don't make it any easier either. Once everyone manages to get onboard, the dinghy will then be closed so everyone can keep warm and avoid exposure from direct sunlight during midday. This helps increase the rate of survival during ditching out at sea.

Knowing the basic skills and exercising the techniques will result in a smoother ditching process. The more proficient one gets, the rate of survival will increase, and during such emergencies, once again teamwork is key to ensure energy levels are conserved as much as possible until the search and rescue team arrive.

## DINGHY DRILL

By: Cpt (U) Haqim





## WINCHMEN SEARCH AND RESCUE (SAR) GEAR



### LIFE VEST

Suitable for all rescue systems especially at sea operations



### WINCHMEN SAR GOGGLES

Suitable for all rescue operations to enhance visibility from sea water or obstacles.



### WINCHMEN SAR GLOVES

Durable high grip palm & premium neoprene material with also high stretch thickness for any missions.



### SAR WINCHMEN HELMET

This unique fluorescent helmet provides impact protection while using hearing protectors, energy-absorbing impact pads & adjustable clear visor with a hook & pile fastener chin strap.



### SWIMMER'S FINS

Swimmer's fins designed for military & professional divers with improved foot pocket design, rubber flexibility & quick release buckles.



### WINCHMEN SAR BOOTS

A great all-around boot, the molded sole provides a stable platform for negotiating beaches, docks and dive boat. Water transfer is greatly reduced behind the zipper.

## EMBRACING ISLAM: A NEW JOURNEY

By: Lt (U) Md Arieef



Pte (U) Mohammad Adizan Bin Adanan with his family



Pte (U) Mohammad Adizan bin Adanan receiving his gift following his conversion, at the Islamic Da'wah Centre

The Arabic word Islam means submission and is derived from the word '*Salam*' meaning peace. As such, Islam teaches that in order to achieve true peace of mind and purity of heart, one must submit to Allah and live according to His divinely revealed Law and for 52926 Pte (U) Adizan Bin Adanan, he has embraced the essence of Islam.

Monday 02 November 2020, marks a new chapter for Pte (U) Adizan as he chose Islam as his new way of life. Pte (U) Adizan Bin Adanan recited his *Syahadah* (declaration of faith) during a small event at the Islamic Da'wah Centre, Tutong, witnessed by families and officers.

The ceremony began with the recitation of Surah Al-Fatihah and verses from the Al-Quran led by an officer from the Islamic Da'wah Centre and the declaration of *Syahadah* followed by the presentation of the Holy Book of Al-Quran as a gift to our new Muslim brother. Pte (U) Mohammad Adizan Bin Adanan is the 10<sup>th</sup> RBAF personnel to embrace Islam since the COVID-19 pandemic began.

Converting to Islam is always a big step because it involves a person breaking through his or her past beliefs and seeing the light of Islam. Accordingly, Allah the Almighty rewards such people by forgiving all their past sins and starting their accounts anew. Consider the following hadith of the Prophet (PBUH):

*'If a person accepts Islam, such that his Islam is good, Allah will decree reward for every good deed that he did before, and every bad deed that he did before will be erased. Then after that will come the reckoning; each good deed will be rewarded ten times up to seven hundred times. And each bad deed will be recorded as it is, unless Allah, the Mighty and Sublime, forgives it.'* [Hadith narrated by An-Nasa'ie]

Upon converting to Islam, all of one's previous sins are forgiven, and one starts a new life of piety and righteousness. And as a Muslim, when one makes a mistake thereafter, he/she can always repent to God who forgives the sins of those who repent to Him sincerely. There are no intermediaries or created beings to make confessions to.

The generosity of Allah the Almighty is limitless. He who seeks His blessings sincerely will be granted rewards and as the greatest reward is that a Muslim is promised eternal Paradise.

So, it is indeed such a noble and beautiful opportunity for the human being to seek Allah that way He asked us to seek Him because it is truly for our own success and benefit. May Allah Almighty facilitate for all sincere seekers to find His path and live a truly satisfying and pure life that gives utmost peace and satisfaction to their hearts, minds and souls. **In Sha Allah**



# CELEBRATING THE BELOVED PROPHET

By: Lt (U) Muhd Najib



Maulidur Rasul (PBUH) is the observance of Prophet Muhammad's (PBUH) birthday and is celebrated across the country from start of Rabiulawal until the end of the Islamic month every year. A major part of the celebrations is the Dikir Maulud which is carried out every night across masjid's and selected surau's until the 12th of Rabiulawal – the observed birthday of Prophet Muhammad (PBUH). Historically, Maulidur Rasul (PBUH) has been celebrated, as early as the 13th century.

In addition to reciting the Dikir, a Sirah Al-Nabawiyah is also read out for the 12 consecutive nights. A "Sirah" usually means "life" or "journey", and therefore the aforementioned phrase describes the life or journey of Prophet Muhammad (PBUH). It is from this journey that one is introduced to and learn about the "Sunnah", or the habitual practices and teachings of Prophet Muhammad (PBUH) himself. It helps us reflect upon his teachings and guides us to better ourselves both in practice and spirit.

Celebrations of Maulidur Rasul (PBUH) in Brunei Darussalam is a national event, which includes participation from all government agencies and representatives. It generally begins in the evening, starting with a mass Maghrib prayer, followed by Dikir Maulud, then a mass Isya' prayer and ends with a closing Dikir and prayer. As a nation, commemorating Prophet Muhammad's (PBUH) birth reflects honouring and celebrating one of the most significant and beloved figures in Islam, the epitome of the most beautiful beings in creation.











Commander RBN prior to his Farewell Flight on 17 December 2020

Taken by : 52983 Pte (U) Md Hazwan bin Hj Zakaria



## CADETS FIRST LOOK INTO THE RBAIRF

By Maj (U) Dk Nurazriana

The Special to Service term (STS) lasts for 12 weeks for the Air Force Cadets from the Officer Cadet School (OCS), DA RBAF. The term aims to provide cadets with a generic knowledge regarding the units and fields of work they will be facing upon commissioning, coupled with an introduction to the capabilities and assets within their projected units. This year, OCS Cadets of Intake 19 were allowed the opportunity to view how Flying Operations are run, what factors need to be considered in preparing a sortie, and the supporting elements that come into play in order to deliver air capabilities required by the nation. In addition, the cadets were granted an opportunity to a discussion session with the senior cohort of commissioned officers from OCS, in order to gain a better understanding of what is to be expected as they embark upon their upcoming journeys in RBAirF, the air force values of 'Service Above Self, Teamwork and Excellence' that will be demanded of them, not only within their individual fields and profession but as a credible and professional commissioned officer.

*"My aspiration is for the air force officer cadets to fully understand what it means to be in the air force environment. To be a responsible and robust individual once they commission. Understanding the critical importance of teamwork while producing quality work. I hope they will be able to display enthusiasm in their everyday work in order to progress their career. I have high hopes for these cadets to be able to take up positive lessons from their training, especially during STS term. It takes months of focus and discipline for the cadets to get to the level they are at currently, and with the knowledge and training given, maneuvering through challenges will not be difficult. My aspiration of the air force cadets is for them to be able to live up to the Royal Brunei Air Force's core values; Service above Self, Excellence & Teamwork.*

*My advice for the officer cadets: always stay resilient. Different stages in an officer's career will bring upon different challenges, and every step is a learning process. Being commissioned is the first and most important step to an eventful career in the military. Always sharpen your intellect, deepen your character and improve your inner strength to couple with your titanium courage, and you will be able to serve the organisation at your best."*

– Maj (U) Muhd Yusra bin Awg Jafar, Intake Commander OCS, DA RBAF.



# OCS BASE DEFENCE TRAINING

By Cpt (U) Rusyduddin



A three-day long Base Defence Study Day Exercise was successfully conducted by 77 Sqn, No 7 Wg from the 26<sup>th</sup> to 28<sup>th</sup> October 2020 at Bukit Agok Firing Range. The objective of the Study Day was to familiarise the Air Force Officer Cadets (OCdts) from the Defence Academy RBAF, to the base defence roles and responsibilities, as well as introducing them to the assessment process before delivering orders for deployment.

Generally, this exercise trains the OCdts on the basics of planning by using the Individual Military Appreciation Process (IMAP) specifically for Base Defence Operations. This is then followed by practicals in delivering operational orders. Prior to the exercise deployment, the OCdts presented and gained their approval of plan from the Officer Commanding (OC) of 77 Sqn.

The Study Day Exercise also introduced the OCdts the four basic tasks of base defence which were Key Point Guard, Vehicle Checkpoint, Cordon and Riot Control Operation. This provided the OCdts with insights on how base defence operations are executed in accordance with standard operating procedures.

CO 7 Wing visited the exercise during Cordon Ops on 27<sup>th</sup> October 2020



OCdt conducting Riot Control Operation moving from the Line of Departure (LOD).

Throughout the exercise, the OCdts received visits from the Chief Instructor of the RBAF Defence Academy, the Commanding Officer of OCS as well as the Commanding Officer of No 7 Wing, RBAirF. The real time unfavourable weather conditions illustrated the extra effort and considerations of real time operations, nonetheless, it failed to dampen these OCdts fighting spirit as they continued to move forward with enthusiasm, esprit de corps and enough competency to complete the exercise from planning to execution.

It is hoped that the exercise will equip the OCdts with sufficient knowledge to understand and appreciation of planning and estimates process, and that it will be enough leverage for them to build upon as they enter and serve the RBAirF in the very near future.

# ASEAN AIR CHIEFS CONFERENCE (AACC)

By: Maj (U) Faiz

Since its inauguration in 1994, the ASEAN Air Chiefs Conference (AACC) is platform where all ten ASEAN Air Force Chiefs come together to discuss and deliberate the enhancement of peace and stability in the region via Air Power, whilst promoting greater integration and partnership among the ASEAN Air Forces.

AACC serves as a useful platform for the ASEAN Air Force Community to meet annually to discuss issues of common professional interests. The AACC's aims are essentially to build rapport and enhance mutual understanding, to strengthen common understanding, deepen existing strategic partnerships and security cooperation as well as to share knowledge and experience.

Each ASEAN nation take turns in being the host of this prestigious event yearly and in 2019, the RBAirF had this privilege in conducting the 16<sup>th</sup> AACC. It was the second occasion that RBAirF hosted since 2008. This year, due to the global pandemic, proved to be a challenge in its conduct, however, with the advent of technology, it was successfully hosted by the Vietnam People's Air Force via video teleconference. With the theme "ASEAN Air Forces: Cohesive and Responsive", the ASEAN Air Chiefs exchanged views on how each Air Force contributed to their respective nation's COVID-19 efforts as well as how they can move forward in terms of interactions and practical engagements to promote cohesiveness towards the combined effort of maintaining peace and stability within the region.



Before AACC occurs, the ASEAN Air Forces would participate in a working group session which was introduced in 2014 known as the ASEAN Air Forces Education and Training Working Group (AAFET WG). Based on the current geo-political climate, this session provides the avenue to enhance multilateral training, exercises, and exchange of ideas and operational capabilities between the Air Forces. Ever since 2018, AAFET WG have been focused on a SOP in effectively and efficiently conducting a combined Humanitarian Assistance and Disaster Relief (HADR) effort. In Brunei Darussalam in 2019, AAFET WG conducted a HADR Simulated and Assisted Table-Top Exercise (SA TTX) while next year in Thailand these nations will be embarking on a Field Training Exercise (FTX) centred on a scenario-based disaster and deploying actual capabilities.



The 17<sup>th</sup> AACC hosted virtually by the Vietnam Peoples Air Force in 2020



The 16<sup>th</sup> AACC hosted by RBAirF in Negara Brunei Darussalam in Oct 2019



# RBAIRF CORE VALUES – EXCELLENCE

By: Maj (U) Arif Syazwi



Previous issues of Keris Terbang have highlighted the RBAirF Core Values of Service above Self and Teamwork. This issue of KT will bring our assessment of the third and final RBAirF Core Value of Excellence. The RBAirF Core Values Handbook further elaborates on Excellence as 'Always aiming for excellence in performing our duty, responsibility, and any task given.'

Excellence is the minimum that all airmen and airwomen should strive for as our RBAirF is an organisation with a responsibility to ensure national security and territorial integrity of Brunei Darussalam. Airmen and airwomen should consider this core value not only as a professional obligation but a moral responsibility as well.

Striving for excellence as an airman or airwoman can be done in many avenues; doing your best while working your daily job, being in the best possible physical shape you can, being prepared mentally and continuing to enhance professionally and personally. All of these examples and many more requires airmen and airwomen to pursue their best not only on duty but also off duty outside of work.

Explained above are all matters pertaining to individual excellence of our airmen and airwomen. With individuals striving for personal excellences, it is expected that the positivity will feed upwards to the squadrons, wings and groups and the RBAirF as a whole, such as having community excellence, organisational excellence and operational excellence.

This core value does not mean that the organisation expects perfection from its airmen and airwomen. However, it expects us to carry out the best and strive to continuously improve everything we do in our lives.

***"We are what we repeatedly do. Excellence, then, is not an act, but a habit." – Aristotle***

***"Excellence is not an exception; it is a prevailing attitude." - Colin Powell***

***"Excellence is the gradual result of always striving to do better." - Pat Riley***

This iteration of KT brings us to the completion of the sharing our the RBAirF Core Values.



## INTERMEDIATE STAFF COURSE (ISC) 2020

By: Cpt (U) Reamy

As I remembered the day I enrolled in the military back in 2008, the thought of even attempting any sort of academic pursuit was beyond me. The military profession has yet again proven its execution of the element of surprise. As the need to further broaden knowledge becomes ever more demanding and the challenges of the political and security environment somehow becomes 'your concern', one wonders what would this have anything to do with flying?

Welcome to the 14 week-long Intermediate Staff Course (ISC). The ISC is a platform designed to harness officers' professionalism and competency, as a means to facilitate the transition from the junior officer level to middle management leadership. I have been incredibly lucky to be elected as the course leader of ISC 20/2020, having the honour to lead a cohort with a pool of multi-talented and impressive-range of qualified officers from various units within RBAF, including one officer from the Royal Brunei Police Force (RBPF).

As a pilot in the RBAirF, the experience that comes from commanding one co-pilot and two rear crew to leading a total of 48 officers in an academic environment such as Defence Academy RBAF, presents dramatic differences. In the literal sense, ISC forces you to think outside the box, encouraging open discussions regarding International Relations and their 'so whats', allowing the cohorts to engage and communicate freely regardless of academic background and abilities, and to learn and view situations from a variety of angles. It challenges the perceptions and perspectives that you may have in our current strategic environment, and it moulds a leadership type of thinking into how our current profession and contribution will affect that environment in the future. Teambuilding activities are of course embedded along the duration of the course, an avenue in which to further forge the friendship and bond that has been formed amongst the cohort.

Many held the view that ISC was only relevant to officers channelled towards staff officer posts. However, after undergoing this course, I beg to differ. I believe that this course has been designed as an accurate means in preparation for the rank of Major, as this course is aimed at developing and further enhancing an officer's personal and interpersonal dexterity, whilst harnessing the intellectual ability to assess the security environment that the military will be involved with, one way or another; regardless of whether you are an aviator, engineer or a training officer. Pilots are often confined within the walls of the hangars and are only to be seen during bilateral exercises or ceremonial duties. That being said, the ISC could be one of the ways to reveal a pilot's analytical potential and critical analysis ability, and I strongly believe that ISC will further emboss an aviator's capacity that will be beneficial to the organisation.

The Joint Ops Phase allowed us to broaden our operational knowledge and to gain an appreciation to how it will and should be applied in a real time joint environment, once we return to our units, and when the time calls for it. Having a diversified group of officers and expertise within this cohort gave the opportunity for the pilots in particular, to venture into matters that was alien to us, and this emphasised the true meaning of learning, not only in the operational phases but also the various other Internationally related and academically demanding subjects.





ISC closing ceremony

ISC has taught us more than what I had anticipated and as the course leader, it taught me how to lead a much bigger crowd (with better accolades to say the least) than the crew that I am used to in the cockpit. Despite the differences in service we represent, whatever colour of uniform we wear, ISC will indefinitely drive and nurture the soon to be middle management officers to be ready to serve for the betterment of our organisation and beloved nation.



Team building activity



ISC Coffee – 5 Minutes Talk



Cpt (U) Izdihar from 11 Sqn RBAirF, Keris Tebang's resident editor took home the Overall Best Student award for ISC 2020





Airguard is an annual bilateral exercise between RBAirF and the Republic of Singapore Air Force (RSAF), which was inaugurated in October 1994, and has since then been hosted by both nations on alternate years.

The primary objective of Ex Airguard is to foster a closer working relationship that ultimately became a key interaction avenue for exchanging expertise between the two Air Forces. Every decade since 1994, Ex Airguard will commemorate this momentous event, was captured in a book every decade whilst inviting respective Commanders to officiate Airguard's decade anniversary. In 2019, history was re-written where this marks the Silver Jubilee milestone in their long history to commemorate the 25<sup>th</sup> Airguard.

Whilst honing on Air Defence proficiencies, both nation's personnel had the opportunity to interact and further strengthen the long-standing relationship that has been established for the past 25 years, as well as look forward to the many more years of bilateral interactions in the future.



Major General Hoo Cher Mou officiated the closing ceremony for the 20<sup>th</sup> Airguard in 2014.

## EXERCISE AIRGUARD

By: Lt (U) Akmal Izzat



The closing ceremony for the 25<sup>th</sup> Airguard in 2019 held at SAFTI Live Firing Area, Singapore



Command Post Brief by Lt (U) Alauddin the Squadron Operational Officer for 238 Squadron to the guests of honour.

One of the few lucky personnel who have had the chance to be involved with Ex Airguard is 14055 Sgt (U) Norazmi. He spent the third quarter of 2019 in Singapore as a Troop Sergeant Major, to oversee the deployment of RBAirF's Mistral weapon system during the exercise.

During the two week Ex Airguard in 2019, RBAirF personnel took the opportunity to explore the RSAF RBS-70 weapon system simulator as part of the exercise visit. Sgt (U) Norazmi shared his appreciation towards the hospitality of RSAF personnel, and how impressed he was with the RSAF's hangar maintenance, as well as the upkeep of storage and equipment. Sgt (U) Norazmi found Airguard to be a significant avenue in the field of Air Defence as it allows RBAirF to learn and exchange technical and maintenance related experiences from RSAF. He hopes that this tradition of experience exchange will continue in years to come, and reckons that the RBAirF still has to learn from our Singaporean counterparts.





# AIR POWER – CLOSE AIR SUPPORT

By: Maj (U) Faiz

There are four fundamental **roles of Air Power**, and out of the four, **ATTACK** lies at the heart of its capacity to create influence by changing behaviours or the course of events. Air attack is deployed in coercing an actual or potential adversary into changing or maintaining his behaviour in the air to the attacker's benefit.

The use of air-attack capabilities are delivered through Strategic Attack, Counter-Surface Force Operations and Air Delivered Information Activities. In relation to Close Air Support (CAS), it would fall under Counter Surface Force Operations where Air Power is deployed in support of friendly land forces during actual contact with an adversary.

In the RBAirF, CAS is an operation that its capabilities have the potential of conducting. CAS would be totally dependent on effective movement and communications with Land Operations, where RBAirF Light Observation Helicopter capabilities have the ability to conduct CAS for RBLF as well as other land-based units and agencies, as and when required. This support element is made possible when these helicopters are attached with anti-surface weaponry. These capabilities can allow friendly land forces to advance more swiftly well into the designated area of operations.

# PLATOON COMMANDER COURSE

By Lt (U) Pg Muhd Hassanal Arif



Platoon Commander Closing Ceremony

The Platoon Commander Combat Course commenced on Monday, 21st Sept 2020 comprising of 19 officers from different units. The course precluded with a Range Management Control (RMC) Course led by Cawangan Latihan Senjata Ringan & Berat (CLSRB), which aimed to qualify the participants in conducting training or exercises using live firing on both temporary or permanent firing range. Safety is of paramount importance as we were exposed to various lessons such as how to make a safety trace, or on how to establish a safe and approved live firing range for training purposes. The RMC instructors also stressed on the accuracy of firing template as miscounting it will have repercussions on the actual ground. The RMC aspect of the course concluded with a practical exam testing the participants capability as Range Supervisor for snap and close quarter battle (CQB) firing range, as well a written theory test.

This course also entailed the Individual Military Appreciation (IMAP) week where the participants undergo 3 Training Exercises 1, 2 and 3 (TE) and continued with the General Exam (GE) 1 and 2 to test the capability of the participants in exercising their leadership on the ground as well as feasible strategic planning. The experience was incredibly tiring and intense as we were constantly racing against time with only 6 hours of preparation and planning time given. The short window of time given was to emulate real-time tactical operations planning. Sleep was usually an afterthought as right after we were assessed, we were given another scenario to prepare and this relentless cycle carried on throughout the whole week. Albeit we were fighting through the exhaustion, the learning value we acquired was immense. We were harnessing our skills and techniques in tactical planning for ground operations, and the feasibility of such plans during operations.



Lt (U) Pg Muhd Hassanal Arif receiving a certificate from Commandant of Training Institute RBAF



Quick Battle Orders for an upcoming mission





Aerial view of deployment site

Leading up to the final exercises and assessments, lessons on jungle warfare and national security was conducted. We were essentially geared up for the upcoming conventional warfare and FIBUA exercises. The course also included assessments on operation orders which consist of Final Attack Operation, Defence Operation & Vehicle Check Point Operation and as well as Combat Fitness Test (CFT) from Tutong Camp to Penanjong Camp. Operation Orders mainly focussed on Platoon Commanders ability to deliver orders using the 5 main heading format (Situation, Mission, Execution, Combat Service Support and Command & Signal). Platoon Commanders were also assessed on their communication and presentation skills, such as voice projection and confidence.



The course culminated with 3 major exercises which carried high weightage in our course assessment. The first exercise was codenamed 'Exercise Pahlawan Hebat' which centred on conventional warfare and this a collaboration with participants from the Company Commander Course and Platoon Sergeant Course. Second exercise was held at FIBUA Complex, emphasizing on urban warfare elements such as patrolling, anti-riot, key-point guard, cordon and search. Meanwhile, the last exercise was held at Kg Bukit Mariam, Temburong for seven days with a theme of Jungle Warfare exercise. During the exercise, all aspects of leadership, teamwork, physically and mentally were tested. The exercise is emphasised on all facets of platoon-level such as planning and executing platoon level operations, hands-on tactical and leader-training focussed in terms of defence phase.





*Clichés become clichés because they express some essential truth. Case in point: It's no longer original to say that the military aviation regulations were "written in blood". Nevertheless, many of the constraints they place on aircrew was developed out of somebody else's tragedy costing others their property, their lives, or both.*

## MAINTAINING THE FLYING STANDARDS

By: Lt Col (U) Muhd Walee

Military aviation is significantly different compared to civil aviation. The main difference is the more demanding and challenging operational requirement, and the conspicuous inherent risks that come with it. The RBAirF conducts a range of military operations from rescue missions to conventional war environments. It is inevitably recognised that military aviation, because of its operational environment, subjects aircrew to frequent risks. The RBAirF is no exception to the consequences of these risks, having experienced several incidents which have had varying causes, ranging from technical faults to human factors. Regrettably, the RBAirF experienced one major fatality accident back in 2012, causing the RBAF to lose her brothers and sisters in arms. Albeit the first accident that has cost lives over five decades; one life is still too many to lose. Nonetheless, the RBAirF continues to rise and continues to persevere, amidst the ongoing challenges in order to preserve our core competencies, to protect our people, and improve our readiness. The RBAirF is uniquely positioned to execute fully its role in the national military strategy and have a clear vision of the road ahead. It is the RBAirF's pledge to strive and avoid such recurrences. Insya Allah.

Fast forward to 2020, the RBAirF has developed a wide array of daily air operations with a vision: To deliver a robust, responsive and resource efficient air force. This vision ties in very well with today's complex security environment, and it is important as ever to recognise that the nature of ongoing operations and challenging availability of resources require not only her to adapt to a joint service approach but also inter-agency and whole-of-nation approaches. The world is no longer focusing on conventional warfare, and more importantly, as a military force we can no longer focus on conventional Air Force operations. At present, the RBAirF is looking into robustly expanding its air capabilities to meet unconventional needs through capability procurement plans. Because of the highly complex modern aircraft systems the Air Force has sought to use, the demand for skilled personnel has always been and continues to be high.





Nonetheless, it requires the unity and professionalism of our aircrew as we move together to a more modernised Air Force. This can be enhanced by having the right mindset and passion to consistently do the very best from the onset, by ensuring everyone is organised, trained, equipped and then led into the operating environment in a way that is instilled with confidence from day one. The RBAirF is counting on everyone to courageously lead, to deliver with clarity and focus on safely accomplishing any given mission. Once this is achieved, the end state will undoubtedly be a strengthened RBAirF, ready to serve the nation.

In ensuring these capabilities stay mission ready, enhanced training readiness is constantly scrutinised, monitored and validated by Standards and Evaluation (StanEval) office. Such validations are done through annual aviation audits, aircrew standardisation check flights and air procedures and document proficiency checks. StanEval also actively provide flight training operations support functions to RBAirF flight squadrons. Its purpose is to accomplish the requirement of squadron flying duties, and also to identify hazards and resolve issues in and around the workplace that are aviation related, or any challenges pertaining to the air operation's safety and environment.

StanEval also evaluates both individual and the training received. Audits and no-notice program enhances monitoring aircrew reliability. This provides a trend analysis, serving as a vehicle for detecting possible unfavorable trends in performance that reflect weakness in the training program, designed to pick up any setbacks from manifesting and resulting in aircrew deficiencies in flight. Evaluation of a training program is crucial, as it allows pre-emptive corrections or amendments that will result from any training conducted. This provides a proactive mode of action that prevents any other aircrew from making the same errors, resulting in an overall improvement in aircrew performance and mission capability levels.

"It is possible to fly without motors, but not without knowledge and skill." — Wilbur Wright

All these factors considered, it is inevitable that military aviation is a highly demanding, continuously risk- inherent and constantly evolving. StanEval functions as the caretaker to validate mission readiness and the effectiveness of air operations, air training and aircrew compliance with RBAirF flight manuals and documents. This provides assurance to the executive management that air operations can be conducted safely and effectively.



# AIR DEFENCE SUPERVISORY UPGRADING COURSE

By: Lt (U) Rahiim



Course participants during the Closing Ceremony in October 2020



Course participants executing a command and task exercise



Student delivering a presentation

The Air Defence Supervisory Upgrading Course, of which is attended by RBAirF personnel with the rank of Corporal, aims to equip candidates with key tools and techniques to become an effective supervisor. The course uses a process approach to both leadership theory and practical skills in order to develop leadership potential. The activities in the course will test the candidate's individual skills as well working within a team.

The objective of the course is to provide basic knowledge to a Junior Non-Commissioned Officer (JNCO) Air Defence Technician to become a Senior Non-Commissioned Officer (SNCO) Air Defence Technician in ensuring the section achieve its mission by providing quality standards of maintenance and repair in sustaining the high production level, and at the same time maintaining direct control over all matters of discipline and industrial relations within the section personnel. The course runs for four weeks consisting mostly of classroom-based lectures, talks and exercises. This course is conducted by No 75 Sqn under No 7 Wing and this year's course commenced on the 03<sup>rd</sup> of September until 02<sup>nd</sup> of October 2020. The lectures include syllabus that emphasises on the Supervisory Technique, Problem Solving Technique, Leadership Theory and Task Management. It also includes topics such as the On-Job-Training (OJT) lesson, Occupational Health and Safety (OHS) lesson and Mistral Documentation.

Over the duration of the course, personnel are tested through practical tests, final presentations and exams. Completing the course marks the beginning of the course participants supervisory journey to be applied within their respective units, in the hopes that the Air Defence squadrons within the RBAirF will continue to function and deliver the operational output required of them.





Leadership and Management Course for Sergeant Closing Ceremony, 30<sup>th</sup> October 2020

## LEADERSHIP AND MANAGEMENT COURSE

By: Lt (U) Hidayatullah



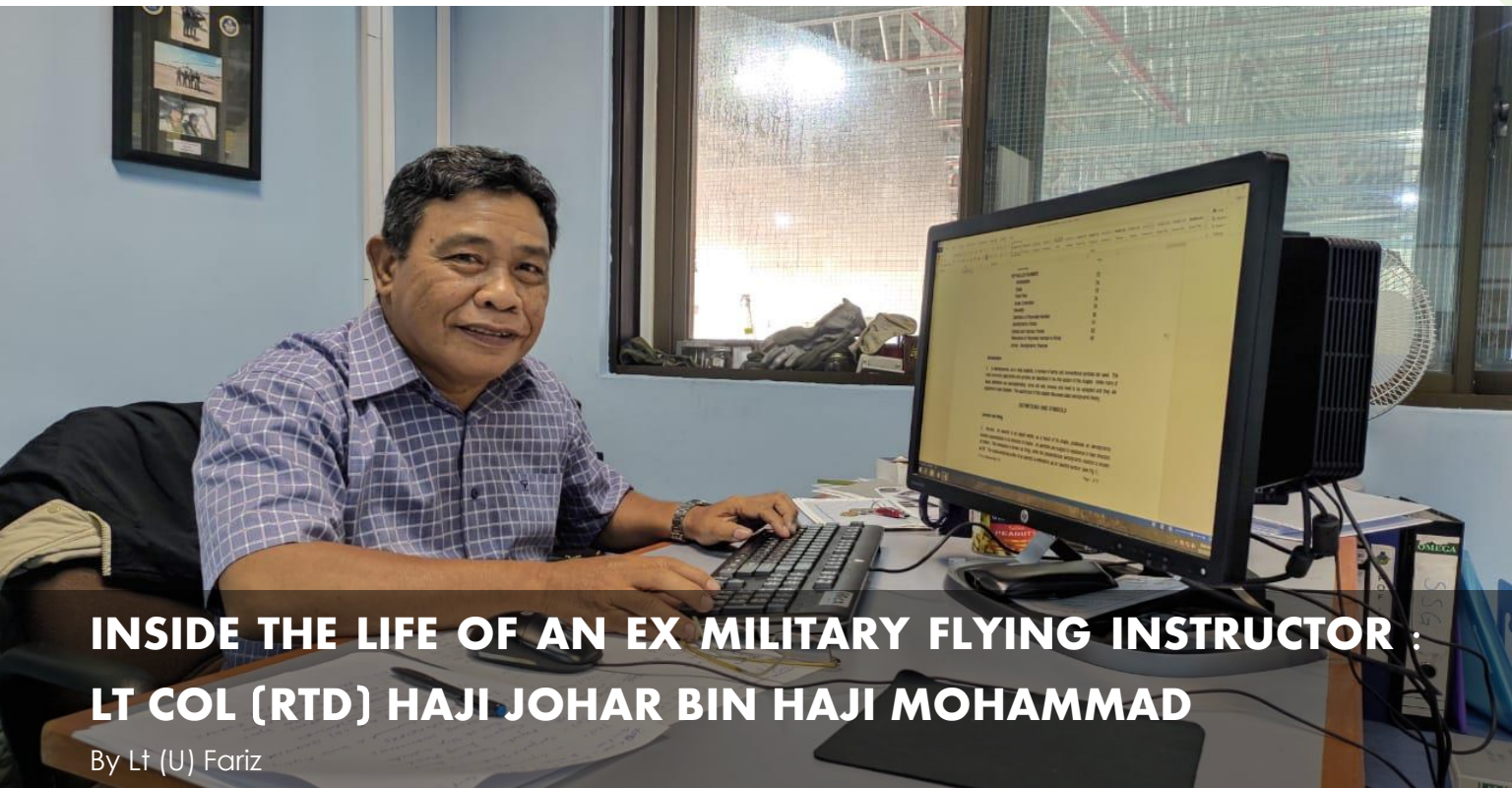
Command and Task Practical Assessment, 22<sup>nd</sup> October 2020

Leadership and Management Course for Sergeant or '*Kursus Kepimpinan dan Pengurusan Sarjan*' was initially conducted in January 2016 under the supervision 7 Wing Training Officer, Royal Brunei Air Force.

The course focuses on two objectives: Military Leadership and Military Identity. The first objective covers topics on characteristic features of leadership, RBAF core values, Islamic leadership, and an understanding of RBAF Standing Orders with a particular focus on discipline. Whereas the second objective covers areas on effective communication and application of regimentation.

This year, the course was only conducted once due to COVID-19. It was run from 5 October 2020 to 30 October 2020 with a total of 35 course participants, whose leadership, character and intellect were assessed throughout the course through written tests, presentations, organising sports and events, as well as through tasks that were given.

This course is also conducted for those holding the ranks of Lance Corporal, Corporal, and Warrant Officer. In addition to carrying out their roles and responsibilities in their field of expertise, personnel, regardless of their ranks, should assist each other in leading and setting a good example for their subordinates. With responsibilities becoming greater as personnel progress through the ranks, this course aims to help widen personnel's knowledge and equip them with the tools to exercise their leadership and management skills. However, it is up to the individual to utilise these tools properly to unleash their full potential.



## INSIDE THE LIFE OF AN EX MILITARY FLYING INSTRUCTOR : LT COL (RTD) HAJI JOHAR BIN HAJI MOHAMMAD

By Lt (U) Fariz

Lt Col (Rtd) Haji Johar bin Haji Mohammad began his recruit training at Bolkiah Camp in January 1978. He completed his Officer Cadet Course at Singapore Armed Forces Training Institute (SAFTI) in April 1979 and not long after, began his flying training, flying Cherokee PA-28's for his Basic Flying Training and Bell 206B's for his Basic Helicopter Course from July 1979 to September 1980.

His first operational tour was in No 1 Sqn, flying Bell 212's for a total of 600 hours before being posted to No 2 Sqn to fly Bolkow BO-105's. He is a Qualified Helicopter Instructor (QHI) and served at His Majesty's Sultan Flight (HMSF) for 10 years before returning to RBAirF before flying the Blackhawk S70As at No 4 Sqn.

Lt Col (Rtd) Johar retired in January 2009 but returned as a QHI to serve at RBAirF's Basic Helicopter Flying Training, at No. 73 Sqn from June 2013 until now. Throughout his flying career, he has logged 4800 flying hours, trained 6 pilots on the BO-105, 16 pilots in the Basic Helicopter Course, 4 QHIs, and has 1200 instructional hours.

### **How long have you been instructing in No 73 Sqn Flying Training School and how is it different from when you were instructing as military personnel?**

I joined the squadron in June 2013 and have been instructing from November 2013. It's been almost 8 years now. As a civilian instructor, I am very focused and my time is solely dedicated for instructing in which I feel that my preparation is always sufficient as there is no interference from secondary duties and other commitments compared to when I was in service. All training sorties are conducted in good time and the most significant difference is my level of patience, which is very high, an important quality for any instructor.

### **Can you tell me about a few of your memorable experiences when you were in service?**

I have a lot of memorable experiences whilst in service, however, I will just mention a few. One of them was when I working at His Majesty's Sultan Flight for 10 years as Deputy Director where I was responsible for many things ranging from administration to operational flying and constantly having to deal with helicopter flying both locally and internationally. I faced many challenges particularly when arranging for international flights in accordance with His Majesty's requirement. In addition to being a helicopter pilot and being responsible in conducting the maintenance flight test requirement, I had to ensure that all the flights were arranged with the highest level of service.



Whilst with the RBAirF, one good memorable experience was when His Majesty's government decided to extend help to carry out a disaster relief mission to Aceh, *Operasi Badai Berlalu*, where the RBAirF sent their CN235 and 2 Blackhawks. This was by far the most challenging mission that RBAirF had ever conducted. I was the AOC Commander and the limited and unreliable communication system between the RBAirF and Aceh at that time made it particularly difficult for arrangement purposes. RBAF had given RBAirF full responsibility to coordinate everything from finance, flight clearances, and accommodation arrangements for the operation requirements at Aceh. What further complicated things was that all the planning and monitoring of aircraft maintenance requirements needed to be conducted from home base at Brunei.

### **Do you ever get scared (during flying)?**

I think every pilot must have experienced some scary moments while flying. For myself, it happened a long time ago while flying a Bell 212 with a very senior pilot who did not listen to my concerns during that particular flight. We almost crashed three times in a single flight sortie because we were operating with an exceeded take-off weight. We almost crashed during the departure and approach for landing, followed by a fuel insufficiency, where we broke the landing regulation as we only had about five minutes of flying time left.

### **How different is it instructing the newer generation of student pilots (Millennials)?**

There isn't much difference instructing the current generation of pilots. The technique of instructing is very similar, as you know the Bell 206B is not a modern aircraft. The system still uses old technology, so the new generation of pilots would not have benefited very much from their high technical skill.

### **How do you handle the responsibilities of instructing and the stress that comes with it?**

No 73 Sqn/FTS have very good documentations which consists of the Student Study Guide (SSG), the Instructor Guide to Flying (IGF) and the Management Tool to Instructor. These documents serve as a good guideline of which I have used throughout my time as an instructor. Fortunately, I don't really face much stress while instructing as I have been lucky enough to have gained much experience throughout my flying career. Also, generally most of the student pilots have been very good and hardworking officers.

### **Any life lessons you have gained along your experiences in flying?**

As a pilot, we must know exactly what to do for every single sortie. As it does not come naturally, a good and thorough preparation is key. Never get caught by surprise because if it does happen, we start to lose awareness, leading to uncertainty and may cause severe consequences. If you feel uncomfortable, watch out as you may want to do something that could endanger the flight. Fly safe and be a disciplined pilot: use the SOP and FOB (Flying Order Book), and most importantly, always ask for protection from Allah the Almighty.

### **What do you reckon are the key criteria of an operational pilot? Advice to prospective student pilots or those who are undergoing training?**

Most operational flights are conducted in an operational manner i.e. it does not use the basic flying technique as we learnt from BFC/BHC. The key criteria of an operational pilot I would say, is to be able to appropriately handle an unexpected event, which frequently happens. Tasks and weather change very often and sometimes pilots may experience an emergency. How do you prepare yourself to handle the unexpected/emergencies? It comes from the experience you've gained from the beginning of your flying career until the present day. Get a lot of flying hours and at the same time, continue the training requirement until you are comfortable to do the complex and demanding sorties.

### **While we are on that subject, any advice to prospective pilots and QHIs?**

Never stop learning, continue to update and build up knowledge that relates to your job. Remember to respect all the crew regardless of their ranks and appointments. Always listen, acknowledge and show appreciation no matter how small it is. The CRM (Crew Resource Management) in the aircraft is very important, a tiny communication failure could lead to severe consequences.

For the QHIs, please use the correct and appropriate instruction techniques you have learnt, line out your training or sortie objectives. Very often we forget the sortie's objectives and add or ask irrelevant questions while flying. Always debrief using the proper techniques and be honest. Please always reflect on yourself while undergoing the flying training. The most difficult thing to do, perhaps, is to have a lot of patience, and prepare well for every sortie.



## DEP COMD RBAIRF CHANGE OF COMMAND

By: Maj (U) Dk Nurazriana

24 December 2020 saw the handing over ceremony for the Deputy Comd of RBAirF, and with that marked yet another significant milestone for RBAirF as Col (U) Abd Rahman bin Haji Durahman left the RBAirF to serve as the first RBAirF officer to assume the role RBAF Chief of Staff. Col (U) Abd Rahman is no stranger to flying operations, clocking more than 3000 flying hours and was one of the first few pilots that bore the callsign SHARK (the **AR** being an abbreviated Abd Rahman), as the Blackhawk S70A came into service in 1997. He pioneered the S70A's entry into service and was attached to the Air National Guards in the USA, as well as various US Army Divisions in Texas and Alaska. He also oversaw the new Blackhawk S70i serve the skies as they entered RBAirF in 2013, as he assumed the post of Commander Operations Wing in 2013. Col (U) Abd Rahman has contributed majority of his tour at the RBAirF into steering the operational flying and capability developments, as well as numerous bilateral and multilateral exercises and initiatives. He has dedicated his life to ensure that the 'Adil and Ehsan' concept is applied in order to fully harness the strengths and capabilities of the men and women under his command.

As he continues to soar through the realms and responsibilities beyond RBAirF, it is of no doubt that his presence will truly be missed. Keris Terbang wishes Col (U) Abd Rahman all the best in future endeavours and will continue to look and listen out to when SHARK 48 is inbound to base!







## RBAIRF PRIHATIN – BACK TO SCHOOL EVENT

By: Lt (U) Dk Aqilah

The Royal Brunei Air Force (RBAirF) held TUDB Prihatin - Back to School Event for three consecutive days from 28 December 2020 to 30 December 2020 at the RBArF Sports Complex, with the aim of giving back to the families of those that are currently serving RBAirF. This includes families, not only of the uniformed personnel, but RBAirF's civil servants as well as RBAirF BAKTI Association. The event's theme focused on the preparation of the start of the school year for the children of RBAirF families, with the abundant vendors that provided variety of options on school supplies, as well as to harness goodwill and sharing amongst the less fortunate.

Additionally, this event had been held to show appreciation toward the understanding of the families of personnel. Being part of a military family is always a balancing act. Work would naturally take up most of one's day, but once in a while we tend to forget that family is the top priority. Military spouses and children represent the backbone of an efficient military workforce, and inevitably this life comes with unique challenges and scary moments. It takes a great deal of sacrifice and commitment not only by a military personnel but also their spouses and children to understand the importance of togetherness as a family, in order to truly fulfill the oath, made to defend the country and its people.



Various activities hosted along the vicinity of the RBAirF Sports Complex including lucky draws, horse riding, archery, paddle boating, nerf shooting, bike riding and other activities suited for all ages. Food vendors such as The Coffee Bean & Tea Leaf, Casbah London Kebab and Mister Softy had also been invited to participate to enliven the atmosphere. Several personnel were also given the opportunity to have their own personal or family-owned food stalls at the event.









# PHOTO OF THE QUARTER

*Have you ever taken photos that you have always wanted to share with everyone? Send us your best photographs and we will showcase the best one every quarter of Keris Terbang!*

## ? How to Enter:

Please submit photographs via email to [hassanal.ali@mindef.gov.bn](mailto:hassanal.ali@mindef.gov.bn) along with a simple declaration in the email that you are the sole creator and copyright owner of the submitted photograph/s. You may submit up to 3 photographs. In order to be judged by the editorial committee without being stretched or distorted, each photograph must be submitted in .jpeg, or .jpg format and no larger than 10 MB.

## ? Who may enter:

All RBAirF personnel, TEMD and Civillian staff may enter.

## ? What to enter:

- ✓ Picture submissions must be RBAirF-related.
- ✓ Any photograph taken with a mobile device (phone or tablet) is accepted. The contestant certifies that he/she is the sole creator and copyright owner of the submitted photograph.
- ✓ Cropped photos are eligible. We will not accept digitally or otherwise enhanced or altered photos. Minor adjustments of pictures, including sharpening, contrast, toning, slight color adjustment and conversion to grayscale are acceptable.
- ✓ For a photo in which a person is recognisable, you must be prepared to provide a model release from the subject in the form of permission, whether written or verbal. Photos that violate or infringe upon another person's rights, including but not limited to copyright, are not eligible.