



KERIS TERBANG



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

Assalamualaikum

Here's the first issue of Keris Terbang for 2020 after so long. Albeit quarterly, we will endeavour to fill the pages with insightful feature articles as well as anything and everything RBAirF.

A packed yet eventful year has happened in 2019 and we hope to refresh your memories via the centrefold collage in this issue. So, here's to more exciting challenges to come for 2020, where we hope to capture significant moments in the RBAirF in every issue of Keris Terbang.

For the next issue we will be displaying Photo Of The Quarter contributions and it is open to all RBAirF personnel and staff. Time to invoke your inner creative vision and start clicking.

A huge thank you in acknowledgement is due to the editorial committee for the massive hard work in reviving Keris Terbang, and may their inspiring effort continue on throughout.

So here's to wishing all the readers a blessed and safe upcoming Ramadhan.

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FOREMOST



**Brigadier General (U) Dato
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Hamzah**

بِسْمِ اللَّهِ الرَّحْمَنِ الرَّحِيمِ

As we reflect back on what we have gone through in the past year, I cannot help but dwell on the sense of pride as I reminisce the many hurdles and achievements we went through as a team. In 2019, His Majesty Sultan Haji Hassanal Bolkiah Mu'izzaddin Waddaulah ibni Al-Marhum Sultan Haji Omar 'Ali Saifuddien Sa'adul Khairi Waddien, Sultan and Yang Di-Pertuan of Brunei Darussalam consented to visit RBAirF base as part of a series of visits to the RBAF. We also hosted a working visit by the Second Minister of Defence. We executed a significant and historic event for RBAirF, one we will only host once in 10 years: the 16th ASEAN Air Chiefs Conference was the pinnacle of our successful collaborative achievement within ASEAN Air Forces last year.

We also hosted the 6th ASEAN Air Forces' Education and Training Working Group Meeting prior to the conference. In addition to that, whilst simultaneously preparing for these events, we got through the RBAF Commander's Inspection with flying colours early in the year, a testament to the excellent teamwork, professionalism and commitment that have been put forward by all tiers and personnel of RBAirF. It is exciting to see how much the RBAirF has developed and evolved over the past five decades, and I humbly thank you all for such an eventful year.

As we embark upon 2020, and the many more events that will be coming up, I have no doubt, Insha Allah, that the RBAirF will continue to strive for excellence, and continue to answer the call of duty that has been put upon us with a sense of pride, professionalism and togetherness. It is always important to remember that no matter what we have planned, no matter what happens, the RBAirF must always be ready to deliver when duty calls.

As we evolve within our military professions and familiarise ourselves with the circumstances of our dynamic and ever-changing environment, we know that once the year kicks off you never quite know how it will pan out. The outbreak of COVID-19 has emerged as 2020's leading global security threat, and the RBAirF is of no exception to its consequences. I hope everyone will persevere in the months to come, whilst still continuing to raise, train and sustain as planned for this year. As you do, I urge every single airman and airwoman to keep an eye out for each other, and as always to prioritise safety in whatever you do.

Once again, I thank you all for all the work you have done and I look forward to more success and excellence in 2020. I pray that everyone will always be under the protection and guidance of Allah SWT. Stay safe and wishing everyone a blessed Ramadhan and Selamat Hari Raya.

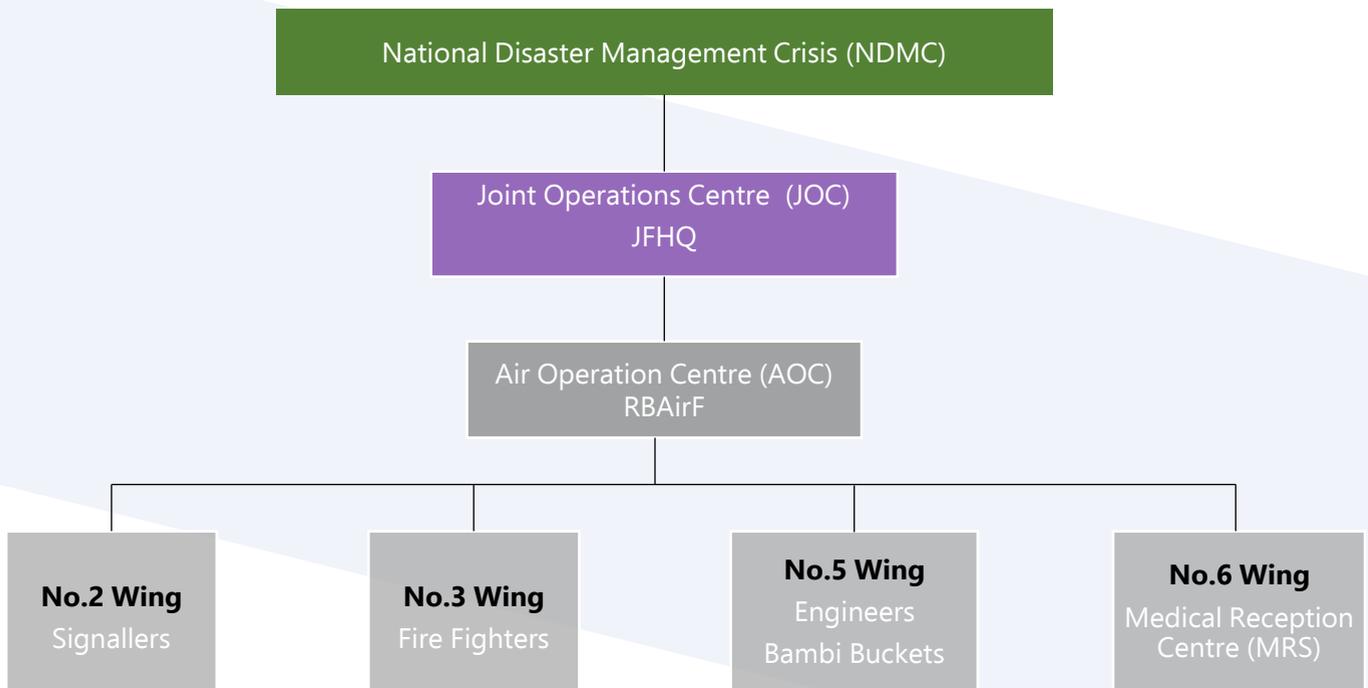
• OPERATIONS •

AERIAL FIREFIGHTING: DOING IT THE AIR FORCE WAY

BY LT (U) DK AMAL NADHIRAH



The National Disaster Management Centre (NDMC) seeks assistance from other government agencies in handling bushfires that become rampant during the drought seasons. The RBAirF is of no exception to this call of duty, with the RBAF Joint Force Headquarters (JFHQ) activating the operation through the Air Operations Centre (AOC) in Rimba Air Base.



Aerial Fire Fighting involves collective teamwork between various agencies around the nation, and within the RBAF that are prepared to aid the NDMC in curbing fire risks that may damage high value installations and jeopardise the safety of the local population. The RBAirF's main objective in putting out the fires, especially in remote and inaccessible areas, primarily utilises the Blackhawk S70i helicopters.

● OPERATIONS ●



Before an aerial firefighting operation commences, several mechanisms within the RBAirF are activated:

1. The **AOC** constantly maintain its communications with the JFHQ, collecting information on the ground via the Brunei Fire and Rescue Department (BFRD), who will be making observations of the movements and spread of fire. AOC is responsible in getting the vital information and to provide Notice to Airmen (NOTAM) through the Department of Civil Aviation (DCA) regarding the airspace around the area of operations by using drones and informing the Flying Squadrons. The Notice to Move (NTM) for personnel involved is 30 minutes during working hours and 60 minutes out of working hours.
2. The **Mobile Air Operations Team (MAOT)** is responsible to maintain communications with both AOC and the aircraft, the main source of communication from the ground, collect and updating data as well as any updated plans received through AOC.
3. For the **Operations Group**, one Light Observation Helicopter (LOH) is utilised to recce from the air and one Medium Lift Helicopter (MLH), attached to it a Bambi Bucket. The Flight Commander Operations (FCO) will inform the engineers to prepare the Bambi and one BFRD personnel will be on board the MLH to deliver updates on the area of operations. Once the area of operation has been recce and active area identified, the BFRD personnel will be consulted on the area to be extinguished first as well as identifying water sources and the route to be flown, to prevent populated areas.
4. For the **Support Group**, they are to assist in logistics throughout the operation. The MRS must be activated for any treatment needed and any information must be informed to the Duty Officer or Duty BOS and they are to coordinate with AOC when when required. Engineers must ensure the normal system checks as they are responsible in maintaining and storing the Bambi Bucket. For example when Aerial Fire Fighting is needed around Kuala Belait area and once the Operational Area has been identified, the Bambi Bucket will be deployed along with the engineers using 4 Tonner vehicles, followed by the deployment of a fuel bowser bowser for refueling purposes incase of prolonged operations.

● OPERATIONS ●

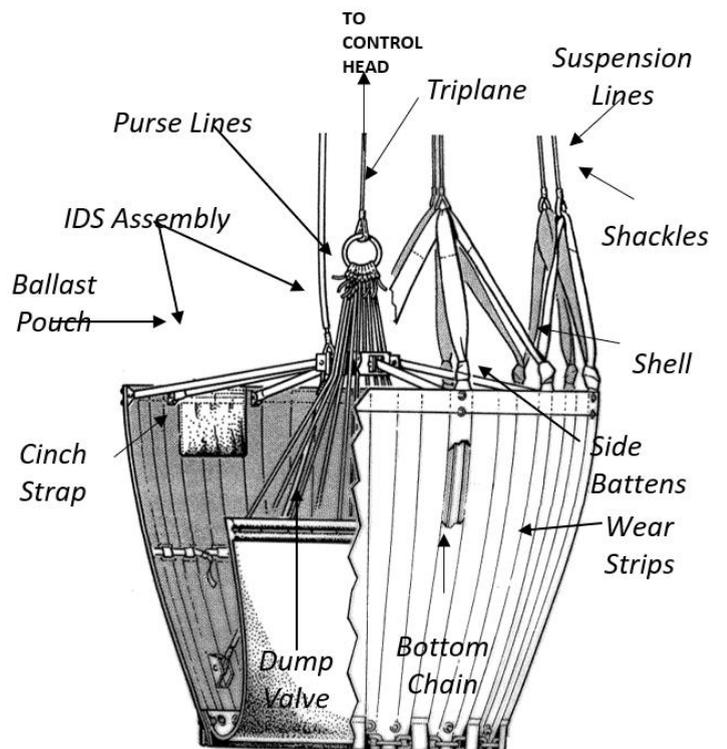


Dropping water to dampen the roadside in preventing spread of fire



Cutting off the fire path to prevent spreading

This Bambi Fire Bucket equipment can hold up to 660 US gal of water (equivalent to 5750 lbs weight, about the weight of a Blue Whale's tongue) and it can be flown within the Blackhawk flight envelope with a maximum speed of 80 kts when empty and only 50 kts when it is filled. Personnel need to check the condition of the equipment for instance the bottom chain looking for any tears in the fabric straps, the shackle locking wire or tie wraps, the external Frusto-Conical Arrest System (FCAS) brackets at the midpoint, loose bolts around the bucket shell, diagonal "M-Straps" that can connect to the suspension cables on the top of the bucket, the suspension cables for frays, kinks, the purse lines on the dump valve and to ensure no lines are to be frayed. They must ensure the ballast pouch in the bucket so that it does not escape (full blast is vital for a safe operation), the foam system is secure and all readings are set to zero. In addition, they must check the control head for secure fittings and lastly ensure the solenoid operation.





Hazard Observation Card (HOC)

Report any hazard using the online system by scanning the QR code or access the HOC website.

Officially launched on 24th April 2018.

HOC POSTER

**A MISTAKE YOU SEE
BUT DO NOTHING TO FIX
BECOMES YOUR MISTAKE TOO**

Report any hazard you see, it might save someone's life!

Identify by clicking on the Hazard Observation Card (HOC) online
<https://ddms.mindef.gov.bn/RBAirF/Lists/HOC/New.aspx>

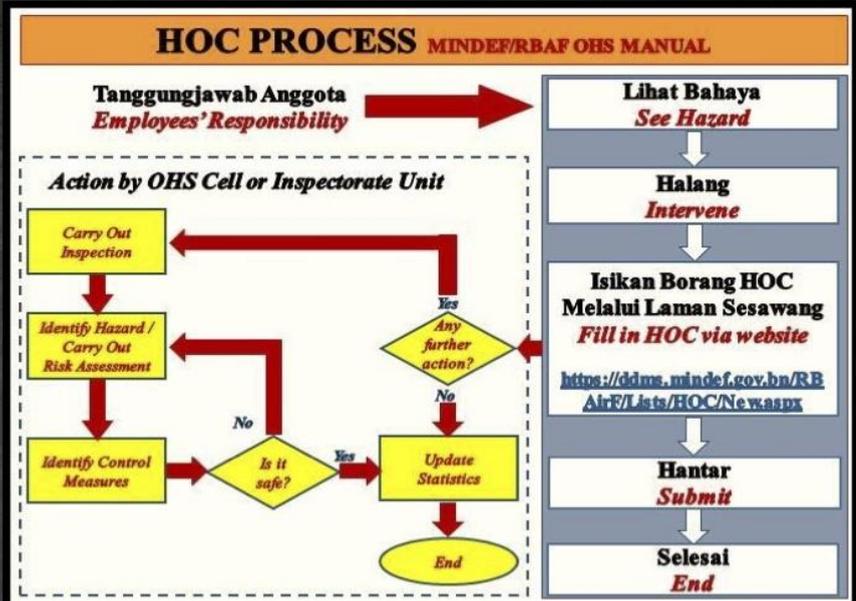
You may also Directly scan this QR CODE to access the form.

**A Safe Workplace
is Everyone's Responsibility**

Scan here:



HOC PROCESS MINDEF/RBAF OHS MANUAL



<https://ddms.mindef.gov.bn/RBAirF/Lists/HOC/New.aspx>

HOC STATISTICS

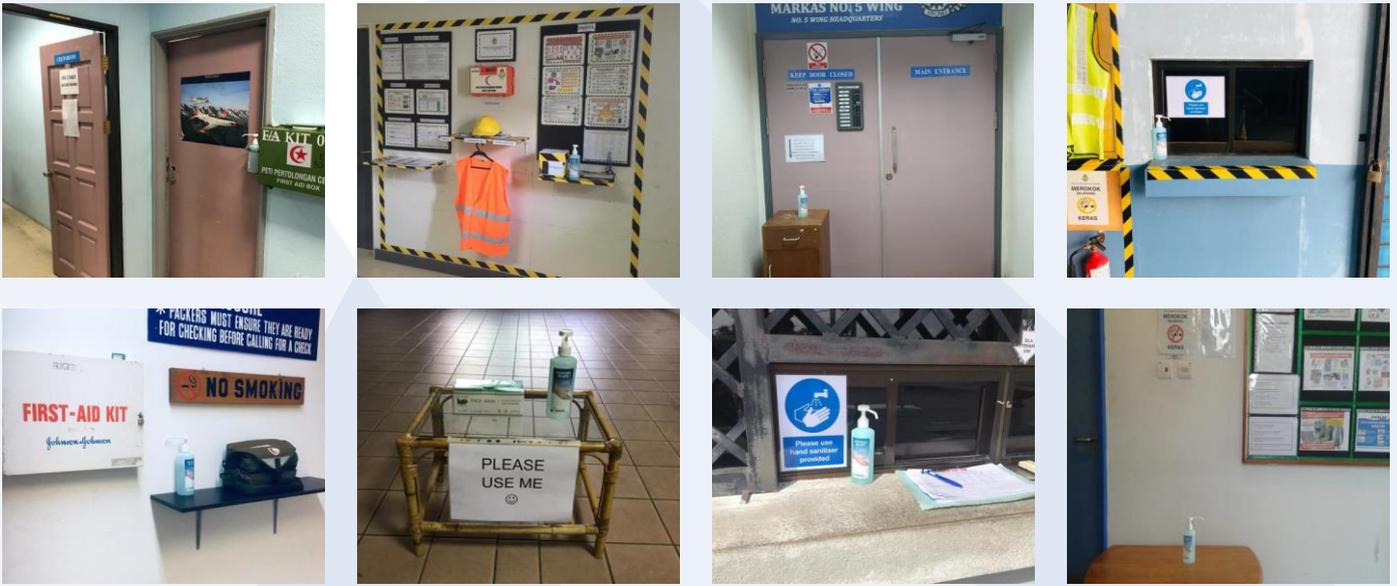
April 2019 – Mac 2020



PRECAUTIONARY ACTIVITIES TO PREVENT THE SPREAD OF THE COVID -19 VIRUS

BY CPT (U) SELAWATI

Hand Sanitizer Distribution



Cleaning



Temperature Screening



Posters

SOCIAL DISTANCING

The practice of reducing close contact between people to slow the spread of infectious diseases. Social distancing measures include limiting large groups of people coming together, staying in buildings and avoiding events for example.

AVOID PLACES	USE WITH CAUTION	SAFE TO DO
<ul style="list-style-type: none"> Public Transport Conferences Large Gatherings Public Events Public Places Public Buildings Public Transport Public Events Public Places Public Buildings 	<ul style="list-style-type: none"> Public Transport Conferences Large Gatherings Public Events Public Places Public Buildings Public Transport Public Events Public Places Public Buildings 	<ul style="list-style-type: none"> Public Transport Conferences Large Gatherings Public Events Public Places Public Buildings Public Transport Public Events Public Places Public Buildings

Health Advice Line (HAL) 148 | www.moh.gov.bn

What To Do When You Are Asked To Be Self-Isolated or Undergoing Quarantine Order?

- Stay At Home And Do Not Go To Public Places Such As:**
 - Restaurants
 - Shopping
 - Public Transport
 - Workplaces
 - Public Buildings
 - Public Transport
- Do Not Allow Visitors Into Your Home**
- Limit Contact With Your Household Members**
 - Stay in a different room
 - Maintain a distance of at least 2 metres from everyone else
 - Clean regularly touched surfaces and shared facilities, such as toilets and bathrooms with household disinfectants or diluted bleach solution
 - Stay in well-ventilated rooms with windows that can be opened
 - Ask family or friends (those who are not required to be isolated) to get food and other necessities for you and to leave these outside your door
- Wash Your Hands Frequently**
 - Wash your hands often with soap and water before and after eating as well as after going to the toilet
 - Cough and sneeze into a tissue or your elbow
- Going Outside**
 - It is safe to go outside into your garden or other outdoor space
 - Wear a surgical mask if there is anyone else there
- Keeping Active While Undergoing Self-isolation At Home**
 - Keep in touch with others by phone, text, e-mail or through social media
 - Exercise regularly, use guidance videos such as aerobics DVDs, dancing, yoga, tai chi, etc.
 - Arrange with your employer to work from home
 - Ask your child's school to supply assignments, school books and homework by post
 - Treat self-isolation as an opportunity to do some things you never usually have time for, such as reading, music and cooking healthy meals

REMEMBER: Even though your initial results are negative, you will still need to follow the above instructions unless advised otherwise.

Health Advice Line (HAL) 148 | www.moh.gov.bn

2019-nCoV Virus Infection

what you need to know

If you come back from an affected area and I am feeling unwell, what should I do?

- Seek medical advice immediately
- Cover your mouth and nose when you cough/sneez
- Stay at home
- Wash hands with soap frequently

Common symptoms:

- fever
- cough
- fatigue
- diarrhoea
- stomach pain/ upset

Severe cases may cause:

- admission into intensive care
- death

WARNING: 2019-nCoV virus is potentially life-threatening and severely there is no specific against it. Consult your healthcare provider if you are concerned about your symptoms.

www.moh.gov.bn | 148 | 123

Etika Batuk & Bersin

Cough & Sneeze Etiquette

1. Ketika hendak batuk atau bersin, padamkan mulut anda dengan tangan kiri atau menggunakan tisu. When you are about to cough or sneeze, keep your face away from others and use nearby tissue.
2. Tutup mulut dan hidung anda dengan tisu. Cover your mouth and nose with tissue.
3. Segera buang bekas tisu ke dalam tong sampah yang bertutup. Throw the used tissue away immediately into a closed bin.
4. Elakkan menyentuh muka, hidung atau mulut anda. Avoid touching your face, nose or mouth.
5. Dapatkan dengan segera tisu yang baru di kawasan 40 saat ATAU gunakan gel pencuci tangan beralkohol selama 20 saat. Wash hands with soap and water under for 40 seconds OR use alcohol-based hand sanitizer for 20 seconds.
6. Jika anda mengalami demam, batuk dan sesak nafas, dapatkan diagnosis oleh tenaga kesihatan yang layak dan orang lain ATAU gunakan penutup muka dan hidung untuk melindungi orang sekeliling. If you have a fever, cough and/or breathing issues, keep yourself at least 1 metre away from other people OR wear surgical mask to protect others.

www.moh.gov.bn | 123

REDUCE YOUR RISK

of 2019-nCoV virus infection:

- Avoid close contact with anyone with cold or flu-like symptoms.
- Clean hands regularly with soap and water or use alcohol-based hand sanitizer.
- Cook meat and eggs thoroughly.
- Cover your nose & mouth when you cough or sneeze with tissue. Throw tissue away in a covered bin immediately after use.
- Avoid unprotected contact with live wild or farm animals.

www.moh.gov.bn | 123



Certificate presentation for the Higher National Technical Education Intake 01 on 6th February 2020

BEHIND THE SCENES OF AIRCRAFT ENGINEERING

BY LT (U) MD HIDAYATULLAH

“The roles of this squadron are to be involved in the recruitment and selection process for potential aircraft technicians for the RBAirF”

75 Squadron (Air Technical Training School) in No. 7 Wing is solely responsible for producing future technicians for the RBAirF, with its vision to become a centre of excellence for Aviation Technical Training and its mission is to produce dynamic and professional technical personnel to fulfill RBAirF operational requirements.

The roles of the squadron include involvement in the recruitment and selection processes for potential aircraft technicians, conduct HNTEC courses in Aircraft Maintenance Engineering and Basic and Advanced Technical courses for RBAirF Technicians. The HNTEC course is a level 4 technical qualification in Aircraft Engineering, conducted by 75 Sqn's own instructors as well as from the School of Aviation, IBTE.

The HNTEC course is divided into two streams which are Airframe & Engine and Avionics, of which amount to a total of 17 engineering modules in addition to English, *Melayu Islam Beraja (MIB)* and Islamic Religious Knowledge (IRK) as core subjects. A total of 2400 hours is required to complete the course is 2400 hours within a duration of 27 months. The syllabus for this HNTEC course is based on the Brunei Department of Civil Aviation Part 66 Aircraft Engineering License Programme.



Of the thousands of career choices, aircraft engineering consistently places in the top 20 career lists by popular websites like MonsterJobs, Yahoo! Jobs, and Forbes (AIM, 2014).¹ In 2019, total flights were averaging 188,901 flights per day (Petchenik, 2020) hence a large number of aircraft engineers are needed.²



PICTURES LEFT: Technicians in training conducting maintenance work.

Aircraft engineering is fast-growing technology that caters the need for maintenance of aircraft in its everyday operation in the military and civilian sectors. At present and considering the changes and requirements in transportation of passenger and cargo, defence and surveillance operations, there is tremendous potential in aviation industry, specifically in aircraft maintenance engineering as the industry is proactively seeking new preventive measures in maintenance. Aircraft manufacturers upgrade and invent products continuously, therefore, the engineers also constantly adhere and update themselves to face such developments. In fact, the demand for number of aircraft is increasing all over the world and thus require more qualified engineers and technicians.

An aircraft technician with HNTEC qualification has comprehensive basic knowledge about aircraft engineering. It is quite a challenge to pass the modular exams as students need 75% or more with 3 years hands-on experience on operating aircraft. Once over this hurdle, the student will then be eligible to apply for an aircraft maintenance license. The license will be issued by the Department of Civil Aviation. A license is not necessary to maintain military aircraft – however, the effort spent and knowledge gained by the student in the process of pursuing a license will certainly improve expertise in the trade. Employers are always prioritising experience and after due retirement from the military service, the license can help personnel seek employment in the civilian aviation industry within Brunei and overseas. Even in the selection of RBAirF TEMD engineers, an aircraft maintenance license is a desirable qualification.

For the past several decades, aircraft maintenance engineering revolves around preventive maintenance processes that inherit operational standards and safety features. Aviation has always been proven to be one of the best modes of transportation. This condition will never see a setback as the maintenance culture is always at par or equivalent to the manufacturing standards in order to ensure flight safety as the primary target. With adequate training in theoretical knowledge and practical skills, technicians will be able to face any challenges in their field.

1. 'Aviation Institute of Maintenance : 20 Fun Facts About Aircraft Maintenance, 2014, <https://aviationmaintenance.edu/2014/06/05/20-fun-facts-aircraft-maintenance/> accessed on 22 Mar 2020.

2. I. Petchenik, '2019 flight tracking by the numbers', <https://www.flightradar24.com/blog/flightradar24s-2019-by-the-numbers/> accessed on 22 Mar 2020.

● ALL KITTED UP ●

ENGINEERING GEAR



RBAirF Engineers

The Engineers are responsible for maintaining the aircrafts and performing regular servicing procedures.



These headphones are multifunctional: they help protect the ears whilst working around loud engines and enable communication between pilots and engineers.



Safety boots are an essential part of the uniform to protect the engineers working around heavy and sharp objects.



Safety vests are essential to enable the engineers to be seen when working on the apron.

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 starting with Issue No 2 of Keris Terbang!

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.

Term:
Submissions accepted from now till Tuesday 23 June 2020.

Who may enter:
All RBAirF personnel, TEMD and Civillian staff may enter.

Deadline:
Submissions accepted from now until Tuesday 23rd June 2020.

How to Enter:

Please submit photographs via email to giovanni.rahman@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.

FLIGHT SAFETY OCCURRENCE REPORTS AND STATISTICS

BY MAJ (U) DK NURAZRIANA

The Flight Safety Occurrence Reporting system may not be well known to everyone in RBAirF, but for aviators and engineers that work within the vicinity of the hangars, the Occurrence Report (OR) serves as a means to highlight any incidents or issues that may have an effect or impact to Flight Safety. It serves as a platform for continuous information sharing and learning from experience amongst aircrew and technicians, whilst generating conversation and discussion of Flight Safety issues. For the Aviation Safety Cell, it allows for continuous data collection and analysis for any trending risks that are being faced on a daily basis, both in the flying and engineering workplace, and it also reveals any potential underlying issues that may be hazardous to future operations.

Records of ORs received since 2012 has shown an increase and continues as such after an online OR reporting system was introduced in 2016. It allows for a more convenient mode of OR submission, and with continued training and awareness on the importance of Flight Safety information sharing, with activities such as Human Factors Training and regular Flight Safety Days, these numbers are expected to further rise, thus reflecting the desired healthy reporting culture within the RBAirF.

**OCCURRENCE REPORTS COMPILATION
2012-2019**



OCCURRENCE REPORTS PER FLYING HOUR



Statistics showing the bulk of reports were received from the operators of the Blackhawk S70i Fleet; No 11 and 14 Sqn, and this is mainly due to the large amount of flying that the fleet does as compared to other flying squadrons. What is interesting to note is the rate of ORs received per flying hour for all aircraft types has also increased for the past three years. This again reflects the rate of reporting that is aspired for, in order to nurture a healthy reporting culture, and as such, assure the RBAirF that a mode of collecting risk data and analysis is already in place to help avoid any future mishaps or accidents.

FLIGHT SAFETY CHAMPIONS

BY CPT (U) QAMARUL

As part of the Royal Brunei Air Forces' initiative to promote and further strengthen the Aviation Safety Management System, the Flight Safety Champions scheme was introduced in 2013. It aims to promote flight safety awareness and to give recognition and acknowledgement to outstanding airmen and airwomen who have made significant contributions to Flight Safety.

As of April 2019, a total of 10 Flight Safety Champions have been awarded, with recipients representing both the engineering and flying spectrums. The Aviation Safety Cell aspires to encourage this continued effort and to award those who are deserving of the Flight Safety Champion Award. Below are some of the recent previous champions.



SSgt (U) Hatral Faizal Shairan
bin Awg Abd Hamid
Avionics Coordinator No 51 Sqn
FS Champion (Silver Class)
2018-2019

"Staff Sergeant (U) Hatral has contributed greatly to the corrosion prevention programme of the entire S70i fleet of aircraft in the Royal Brunei Air Force. The pinnacle of his contribution to corrosion prevention was his effort in leading a review of the Sikorsky 90-day corrosion prevention maintenance work-package. He has demonstrated the highest standards of an engineering technician, has gone above and beyond his core duties for the greater good of the wider team, and has very significantly contributed to the safety effort. As a result is awarded the status of Royal Brunei Air Force Flight Safety Champion, Silver Class."



Lt Col (U) Md Walee bin Hj Roslie
Head of Standards & Evaluation
FS Champion (Gold Class)
2013-2014



SSgt (U) Alim Hamiduddin
bin Bungsu,
Crew No 11 Sqn,
FS Champion (Gold Class)
2013-2014



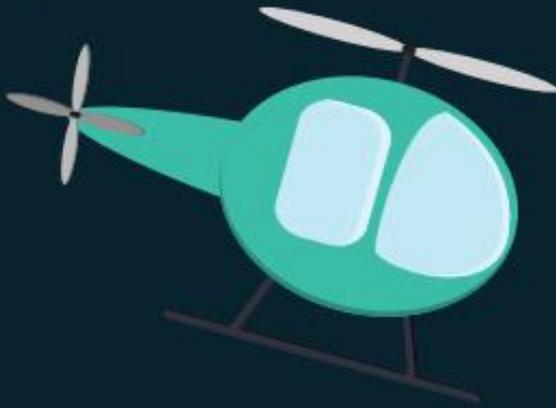
Cpt (U) Mohammad Eisa
bin Hj Mohammad
Pilot No 11 Sqn
FS Champion (Gold Class)
2014-2015



SSgt (U) Pg Shahrin
bin Pg Hj Shamsudin
Airframe & Engine Engineer
No 51 Sqn
FS Champion (Silver Class)
2014-2015



Sgt (U) Farziah Hatikah
binti Hj Haziz
Engineer No 54 Sqn
FS Champion (Gold Class)
2013-2014



ROYAL BRUNEI AIR FORCE

FLIGHT SAFETY POSTER COMPETITION

SUBMISSION DEADLINE : 22ND MAY 2020

HOW TO ENTER:

- Produce a Poster to illustrate any flight safety related matter, and of any theme.
- Posters must be in ENGLISH.
- Entries must be submitted in PDF format.
- Submission must be able to be printed in A3 size.
- There is no limit to number of submissions.
- Open to all RBAirF personnel.

Submit Poster to:

RBAIRF.FLIGHTSAFETY@GMAIL.COM

For further inquiries, contact Cpt (U) Qamarul at 7230130.



● TRAINING ●

THE TIP OF THE JUNGLE SURVIVAL ICEBERG – THE RBAirF GUIDE FOR AIRCREW

BY LT (U) MUHD FUAD



PICTURE LEFT: *Instructors guiding others on how to survive in the jungle. Somewhere within the depths of Sungai Akar forest a group of potential future pilots and crewmen will be huddling together over a small fire to distract themselves from the challenges that lie ahead.*

Once a year, all aircrew in training participate in a four-day Jungle Survival Training Course. A refreshers course was also conducted in conjunction with the survival course allocated for all operational aircrew. Finding themselves behind enemy lines and out of contact with their HQ, their main mission was to return to home soil and survive until help arrived. Making the mission even harder is the lack of tools aircrew would perhaps like to have at their disposal. A survivor has to consider everything in his surroundings. He has to look around and make something out of nothing. Building shelter, tools and traps are primitive means that are necessary for the survivor to adapt while he is in the jungle.

The exercise began at the simulated crash site. With nothing but the flying suit that they had on and a map of the area, the ten participants navigate themselves to different coordinates given by the instructors to escape from enemy lines. A few hundred meters away, they found themselves fortunate to find the survival packs. Finding this pack, which every aircraft in the RBAirF is equipped with, meant they now had basic tools like the machete at their disposal.

At last they reached their harbour site. "Four days, that's how long you have to survive before help comes." said one of the instructors. The participants started hacking away to clear the area and collect material to build their shelter. Slowly, dehydration started to creep in.

Prior to the course, the participants attended a week of ground school classes to better prepare themselves. This consists of an introduction to map reading, Basic First Aid as well as religious classes.

Before the sun sets, A-frame shelters were to be completed. On the first night, the participants built their fire and were left with just their thoughts to contemplate the events of the following day. Comfort was not their priority as they rested on their make shift bed. During the second day, the participants had an opportunity to learn and perform the correct way of slaughtering an animal from the assistance of JAMA'AT (RBAF Religious Department) personnel. A necessary lesson for Muslim participants had their primitive traps been successful. The slaughtered chickens were brought back to the harbouring area and shared between the group of ten. The third day was a test of mental strength. Low on energy from having only one small meal to eat for the past two days, the participants try to keep themselves busy by developing tools with their surrounding resources and exchanging life experiences with each other. A positive mindset is critical in surviving the four-day and three-night course, as an opportunity is always present if one searches for it.



First light on the last day the participants received the best news. They were notified that a rescue helicopter will arrive at an assigned location, at a specific time, to winch the participants out. Assured that this may be the last hurdle of the course, the ten survivors hiked through the steep terrain crossing different checkpoints and reached the winning area within the hour. A Blackhawk S-70i hovers over the area, rescues the participants and transports them safely back to the Air Base marking the EndEx of the JST course 2020.

Briefing on the equipment available inside the survival pack





JUNGLE SURVIVAL TRAINING IN THE EARLY 2000S



THE BELL 212: THE ERA OF THE JUGGERNAUTS

BY Lt (U) MOHD HAZWAN



After 40 years of service, the RBAirF's Bell212 helicopters made their farewell flypast on 01 August 2014, which marks the official decommissioning of the aircraft. From troop lifting, air firepower provision to aerial firefighting, the Bell212 was a versatile helicopter and became the workhorse of the RBAirF, playing a significant role in helping the RBAirF improve in providing services for operational and national requirements. As one of the leading fleets that made a significant contribution to the RBAirF, let's look back into the history of RBAirF's Bell212 helicopters.

The Bell212 started its service with the Air Wing in February 1974 where the first batch of four aircrafts served under the banner of No. 1 Squadron. The acquisition of the Bell212 was carried out to replace the Bell205 as the Bell212 aircraft featured extra power and enhanced safety measure with its twin-engine capability. One of the main roles played by the aircraft was to ferry flying doctor services to rural areas in Brunei. This role was carried out by the Bell212 since the beginning in 1974 until the last day of its service in 2014. Additionally, it was even able to undertake multi-tasking roles, especially for Brunei's open terrain and complex as well as confined jungle operations. Other tasks performed by the Bell212 include search and rescue operations, provision of suppression firepower and logistic delivery through abseil or jungle line resupply. It also delivers troops inside confined areas using multi-rope abseiling and fast roping for assaulting troops. It has undergone various upgrades throughout its service, with the latest upgrade in the late 1990s enabling the Bell212 fleet to be able to perform night operations using night vision goggles (NVG).

● LOOKING BACK ●

As the Bell 212s were decommissioned and the RBAirF transitioned to replacing her with the Blackhawk S70i, pilots and engineers that served to keep her soaring in the skies will continue to reminisce about her glory back in the day. When asked about the difference between both helicopters in terms of maintenance, SSgt (U) Awang Hatral Faizal Shairan, an avionics engineer who had the opportunity to maintain the Bell212 for 10 years as well as 7 years on the current S70i Blackhawk helicopters, shared his thoughts. He said both aircraft were unique in its own way in that the Bell212's system is more analogue compared to the S70i, which for him made it is easier in handling maintenance and rectification of faults.



The S70i's equipment is more digitalised and has a more advanced electrical and avionics system, which thus require more care during handling. SSgt (U) Awang Hatral Faizal Shairan also said that the rectification in the Bell212s were easier because during those times he was surrounded by experienced engineers who had been in No. 1 Squadron several years already prior to him joining the squadron. As for the S70i, all rectifications were new to everyone as the aircraft was still relatively unknown to even the most experienced engineer at his squadron. So, while everyone in the squadron was still learning, the experience gained from maintaining Bell212s helped a lot. However, as he was quick to mention, the new technicians need more exposure and are still lacking in experience. Slowly and surely though, the S70i will definitely be taking shape to a better establishment for the future generation.

Towards the end of the Bell212's service for the RBAirF, the numbers remaining to operate the Bell212 comprised 43 personnel including the aircrew and the engineering teams. For the RBAirF and in particular No.1 Squadron, it was an inevitable certainty of missing times of the Bell212 and her twin-blade making roaring sounds in the skies.

EX PANDU ARAH BY LT (U) MOHAMMAD NOOR ALI HUSSYAINI@ROY



Bukit Agok Firing Range, Thursday 12th March 2020

– Squadron 236, No 2 Wing from the Operations Group held a navigation exercise (NAVEX) for their troops at Bukit Agok Firing Range. The exercise is one of the activities planned for the year. The troops were divided into 5 sections made of 8 military personnel and they were required to finish all 11 check points. Three Troop Commanders were also involved acting as monitors during the exercise.

The objective of Ex Pandu Arah was to recall and enhance the troops' knowledge and skills in map reading and navigation. Another exercise objective was to maintain and increase troop fitness as they carried 12 kilograms each on their Bergen backpacks throughout the exercise.

Present as the Guest of Honour was the Commanding Officer of No 2 Wing, Lt Col (U) Awang Suhaimi bin Awang Jamali. The exercise, which started at 0830H, ended at 1430H with a debrief of every section and also, a speech from the Officer Commanding of 236 Squadron, Cpt (U) Pengiran Abdul Hafiiz bin Pengiran Sazali.



THE REGIMENTAL POLICE: WHAT GOES ON THERE

BY LT (U) MUHD YAZIN



Clockwise from top left: Vehicle inspections upon entry into the air base, daily duty briefings, CCTV monitoring on the air base.

The RP Flt, also known as Regimental Police Flight, is one of the units under No. 6 Wing, in the RBAirF. Their responsibility is not just limited to providing security services on the air base, particularly on personnel and installations, but also by enforcing military law towards a variety scale of offences. The RP Flt's operational concept acts as the first line of defence, primarily to secure the safety of the air base away from circumstances of assets that could obstruct the RBAirF's vision and mission.

A career in the RP is varied and very challenging, considering the personnel have to have a certain level of physical and mental endurance throughout the variety of situations involved. As an RP personnel, it involves 24-hour manning of the air base and it is an extremely risky career, as it involves protection of RBAirF's high value assets that are critical to the daily operations and the continuity of airpower provision for the nation.

In addition to that, heightened vigilance and readiness towards any unknown threats that may make its way into the base, is the underlying trait and responsibility that is carried upon every RP shoulders.

RP personnel will initially undergo the Basic Military Police Course, which includes objectives such as introducing them of the importance of self-awareness in terms discipline, security and control measures upon certain situations. 'Situations' such as sabotage, infiltration, and intelligence-gathering are one of the causes which could result in the compromise of RBAirF operations and military security.

The various roles of RP include Guard Post duties, Perimeter Patrol, Traffic Control, Vehicle Inspection, Key Point Guard (KPG), VVIP and Assets Escort, Military Law Enforcement, and conducting arrests.

2019: EVENTS OF THE YEAR

Picture 1 & 2 : His Majesty Sultan Haji Hassanal Bolkiah Mu'izzaddin Waddaulah, Sultan And Yang Di-Pertuan of Brunei Darussalam's Working Visit to RBAirF on 30 September 2019

Picture 3 & 4 : His Royal Highness Prince Abdul Mateen's Operational Conversion Training Completion Ceremony on 22 February 2019

Picture 5 : Second Minister Of Defence's Working Visit to RBAirF on 30 April 2019





Picture 6 – the 16th ASEAN Air Chiefs Conference hosted by the RBAirF in October 2019

Picture 7 – Chief of the Royal Malaysian Air Force receiving the RBAirF Honorary Pilot Wings on 08 February 2019

Picture 8 : Commander in Chief Royal Thai Air Force receiving the RBAirF Honorary Pilot Wings on 19 December 2019

Picture 9 : RBAF Alpha Challenge at Pantai Tunngu on 17 November 2019

Picture 10 – The 6th ASEAN Air Forces' Exercise and Training Working Group Exercise hosted by the RBAirF in September 2019





679 Maj (Rtd) Haji Kamaluddin bin Haji Apong has served in the RBAirF for 29 years as an aircraft engineer. He has worked with various types of helicopters and fixed wing aircraft, with his last tour assuming the Senior Engineering Officer post at No. 5 Wing (Aircraft Maintenance Wing) before retiring in 2015. Maj (Rtd) Haji Kamaluddin started his military service on 13th April 1987 as an NCO prior to being commissioned as an officer of the Royal Brunei Armed Forces in 2003. Currently, Maj (Rtd) HJ Kamaluddin works in the Technical Equipment Maintenance Division (TEMD) as a Senior Staff Engineer for the Major Inspection Team (MIT).

Keris Terbang had the

pleasure to meet up with him as he shared some insights of his career in the RBAirF and TEMD.

KT: Sir, it's really good to have you back with us in the Royal Brunei Air Force. How is it like in TEMD and can you share with us how is it different from working as military personnel?

Maj (Rtd) Haji Kamaluddin: Working at the TEMD, especially now as I am the lead of the major inspection team for the Blackhawk S70i, I am more focused on the details, and that includes meticulous maintenance planning, resource management, execution of the tasks and improvement initiatives of in-depth maintenance and for the bay. When I was in service in the RBAirF, it was more to do

SNEAK PEEK INTO THE LIFE OF AN EX ENGINEERING OFFICER, MAJ (RTD) HAJI KAMALUDDIN BIN HAJI APONG

BY CPT (U) MOHD QAMARUL

● FEATURE ●

with holistic management and a broad overview of overall aircraft maintenance operation. It was quite a transition.

KT: Speaking of transition sir, you became an officer through special commissioning. What would you say the conversion is like from a non-commissioned officer to a commissioned officer?

Maj (Rtd) Haji Kamaluddin: As a special commissioned officer, I believe the 16 years of experience as a NCO that I acquired from managing different types of aircraft and people have helped me tremendously. I started in aviation maintenance from the producer level, and worked my way up to supervisor and coordinator levels. This definitely aided me, I believe, with good decision-making, leadership skills, richer perspectives as well as able to bring about applicable changes for the engineering squadrons and No. 5 Wing.

KT: What would you consider the most memorable time throughout your service sir?

Maj (Rtd) Haji Kamaluddin: I had many moments which were memorable. During the early years of my military service, the RBAirF consisted of only a few hundreds of personnel, where almost everyone knew each other. Working with other military servicemen coming from various backgrounds such as pilots, crewmen, engineers and many others has taught me many valuable lessons, and has made me become who I am today. Although we were a small team, we contributed to the development of the RBAirF together. It has also given us the opportunity to exchange



knowledge and learn the importance of working as a team. But to name a more memorable one, being part of the project team in acquiring the Blackhawk S70i helicopters towards the end of my military career and helped the team develop the integrated logistic support is definitely up there.

KT: It's a really big task acquiring S70i Blackhawks for the RBAirF. Were there any hiccups along the way?

Maj (Rtd) Haji Kamaluddin: There were definitely hiccups that we faced during the project. But what's important are the lessons learned. It is crucial for any project team to fully understand the user requirements as well as system requirements. Any responses from the vendor should be scrutinised to ensure it fulfils our requirement during the early stages of the project. Being part of the project team, you have to keep in

Right: Maj (Rtd) Haji Kamaluddin when he was a NCO with Engineering No 2 Sqn





Top: Group photo of Maj (Rtd) Haji Kamaluddin when he was Senior Engineering Officer in 2015 with the engineering officers

mind that every decision you make should be in the RBAirF/ Brunei's best interests, especially during any acceptance of the deliverables from the vendor.

KT: What would you say to future engineers who wish to join TEMD?

Maj (Rtd) Haji Kamaluddin: For future engineers who wish to join TEMD, I can assure you that a career in the TEMD is very rewarding and enjoyable. First of all, you will need to have the right attitude in a sense that you are committed to learning new skills as well as understanding the current work processes. There will always be challenges in this line of work, but I hope you can see it as an opportunity for improvement. In terms of career development, you will be able to acquire new skill sets, as most of the engineering tasks in TEMD

are hands-on, require critical thinking and good decision-making skills. We also encourage and support newcomers to share ideas on areas that they think might need an improvement on.

KT: Are there any plans after TEMD and MIT?

Maj (Rtd) Haji Kamaluddin: For now, I don't have any plans yet as my focus is still on work. But I would probably spend more time with my family and on my hobbies, such as travelling, hiking or even gardening.

KT: Thank you very much for taking the time with us sir. And last but not least, what advice you would give to our new incoming military servicemen?

Maj (Rtd) Haji Kamaluddin: When given a task, do your very best in achieving it. Always bear in mind, you are not there to please everyone. In fact, it is an obligation to the nation. Be creative as there are many ways to achieve a goal: if one method doesn't work make an effort to try another. What is the norm may not be the best approach, especially with the ever-evolving technology. Don't expect it to be smooth sailing because there will always be challenges. But also remember to enjoy the ride!

LIGHTING UP THE NIGHT BY CPT (U) MUHD IZDIHAR



Setting the NVGs prior to flight



Pre-flight checks seen from NVGs

“ARE YOU READY? GOGGLES DOWN, GENTLEMEN!”

The earphones inside my helmet crackled with Lt Col (U) Walee's orders. It was a warm, moonless night over Temburong and we were at 1,000 feet in a S70i Blackhawk helicopter simulator with Lt Col (U) Walee, instructor and Head of Standards and Evaluation (HOSE). From the back seat, HOSE was teaching us the practical phase of flying with Night Vision Goggles (NVG). After hours and hours of intensive ground classes it was time to demonstrate their usefulness during one of the more dangerous phases of flying: going 'blackout' and flying into the darkness in the southern part of Temburong.

Was I ready? I was one of the 10 selected aircrew from 11 SQN to have the opportunity to undergo this rigorous NVG training conducted by HOSE. The group had come to Rimba Multi-Purpose Training Centre (MPTC) expecting the thrills and chills of flying with NVGs. All of us wanted to learn why past and present pilots and crewmen have sworn to never fly at night without their NVGs again.

“GOGGLES DOWN, SIR!”.

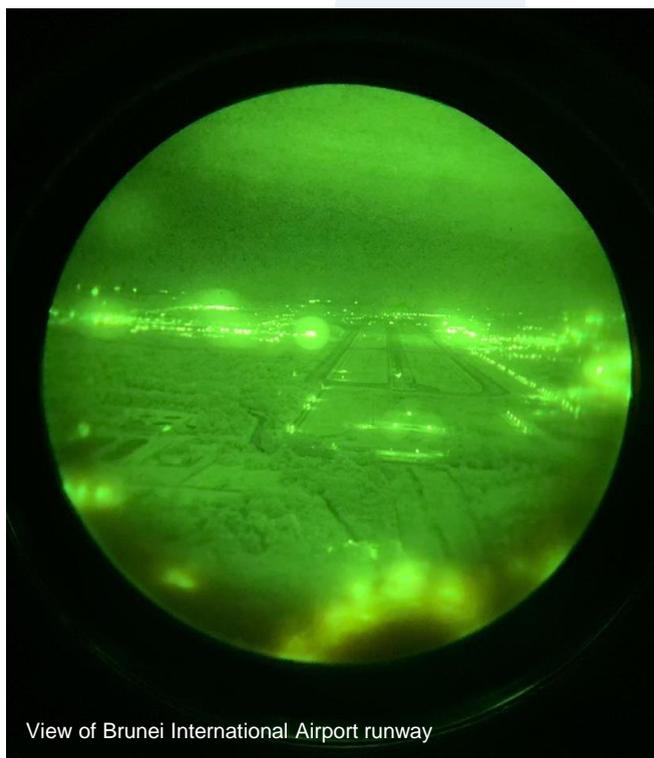
Having had the NVGs on for only 10 minutes in the simulator, I now fully understand why. What looks like black emptiness to the naked eye is revealed in startlingly bright detail with the NVGs. I could clearly see Temburong river, Temburong bridge, trees and the landing sites along the way as the NVGs extended my visibility range from 690 nanometres, the high end for the human eye, to about 930 nanometres, which is in the near-infrared region of the electromagnetic spectrum. A broader range renders visible objects illuminated by light from natural sources – moon and starlight – as well as objects lit by artificial sources, like streetlights and city lights.

The brighter scene provided by the NVGs increases the situational awareness, enhances and improves flight capability. However impressive these devices are at increasing the ability to see and fly at night, the technology, as HOSE says, “does not turn night into day.” The consequences of specific limitations of NVGs can be significant, and their cumulative effects in degrading night visual performance provide pilots and crewmen with a challenging flight environment. For example, pilots rely on the quantity and quality of visual information available to us to make decisions that are integral to maintaining safe flight conditions especially operating in tight landing sites. Despite being a useful tool, NVGs' reduced field of view (FOV) and resolution are the most significant limitations.

● TRAINING ●

NVGs only provide 25% of the normal eyes' FOV and resolution at best. It is best described as viewing the outside world using NVGs as "looking through a tube." To mitigate this reduced FOV, pilots must continuously scan from side to side, as well as up and down. In addition to reduced FOV and resolution, NVGs have additional limitations that include reduced depth perception, loss of colour information and the presence of image noise – which looks sparkly and obscures fine detail. This is fatiguing as we continue to scan the outside environment and the instruments throughout our training sortie.

60 minutes into the NVG flight in the simulator, we were already feeling the strain in our necks, cold sweat started to roll down the cheeks and fatigue started to creep in. When asked how to overcome this, HOSE simply said "Physical conditioning. Fly more NVG Flights." Ironic. But true.



View of Brunei International Airport runway

In the span of 2 weeks, we have each logged 10 hours on NVG training in the simulator. NVG training is just a small part of the career progression of aircrew in the No 1 Wing. However, it is by far the most challenging we have experienced in our flying careers. In the upcoming weeks, the group will undergo 10 hours of rigorous and comprehensive night flying training with NVGs which include both basic and mission-specific tasks and manoeuvres, including intensive map planning; NVG operational checks and the impact of internal/external lighting systems on NVG performance; obstacle avoidance; departures and approaches; winching operations; NVG malfunction procedures; recovery from inadvertent entry into instrument meteorological conditions; and transitioning between NVG-aided and unaided flight. Both pilots and crewmen need early and continued exposure to the night environment across a broad range of operational conditions and environments to continue develop good night skills and practices for future operations. The group of 10 aircrew will about to find out first hand.

BattleField First Aid (BFA) BY LT (U) NUR HASINAH



In performing our usual daily routine, workplace mishaps could happen. This is, unfortunately, unavoidable however with proper pre-hospital care, it can increase the chance of survival or prevent injuries from getting serious. Throughout the history of human conflicts, from ancient times, records and accounts show that wounded soldiers were treated properly and systematically. This is evident that Battlefield First Aid knowledge and skills have been around and been passed down through each generation up to the modern days. As modern knowledge has evolved over time, further understanding of human anatomy paired with the advancement in medical technology helped shaped and improve the effectiveness of first aid, especially in the battlefield in maintaining the effort to increase the chance of survival for the wounded.

Knowing and having first-aid skill is important in order to produce a competent soldier. This can increase their readiness as well as to prepare them for operational duties. During peace operations or training exercises, workplace accidents could happen and quick

BFA immediate action drills could help de-escalate the situation before getting proper medical attention. But how about in a real (unstimulated) situation? How do you prioritize which soldier deserves to receive first treatment? What would you base your decision on? Why is BFA important? The aim of first aid is basically to preserve life, prevent further injury, promote recovery, provide comfort to the injured and to give an effective buddy-aid.

In the Royal Brunei Armed Forces, every officer undertaking his/her promotion exam is required to take this course. The Battlefield First Aid (BFA) course Series 06/2020 was offered for the upcoming PROMEX candidates. The course ran from the 10th till the 13th February and consisted a total of 21 officers from every service. This series' cohort included 7 Air Force officers and it was conducted at the Royal Brunei Armed Forces Medical Reception Station (MRS) at Bolkiah Garrison.

The comprehensive four days course was designed to cover the basics of first aid and to prepare us with the skills and competency to perform and apply first aid treatment before



the patient receives proper treatment. Recalling back to what was already taught during OCS, familiar lessons such as assessing the situation and reacting properly according to the type of situation became familiar. This can be very daunting if one does not have any plans or handy checklists trying to recall back the steps in the midst of a stress-induced situation. Going through each letter from the **DRCAB** abbreviation. Take one of the common most scenarios, treating an unconscious patient, The cleverly designed systematic checklist is a great tool that can help assist in taking the necessary steps from identifying any risk or further threats before administering any kind of first aid to the person by checking pulse for any sign of life, Then to wound treatment including immediate treatment for bone fractures to performing Cardio-Pulmonary Resuscitation (CPR). The course will give you the opportunity to refresh your knowledge on how to properly and more importantly perform CPR safely. Practicing and going through the techniques step by step on the CPR training mannequin (resuscitate dummy). It is important to be competent enough to perform CPR in real-life situations, a 5 minute delay could result in irreversible brain damage.

The next consequent letters in the abbreviation correspond to the next actions that were drilled and practiced at the latter part of the course. Another additional first aid skill that was also covered was priority assessments (using the 4B's method) which is essential for deciding who gets to received immediate medical assistance based on the severity. Another important subject that was covered was the proper life-saving manoeuvres. This real-world life skill can help save a life in an event where medical help is not accessible immediately.

By the end of the course, we realised the importance of even the basic knowledge of first aid. Not only it is a crucial operational requirement, but it can also be useful in normal daily lives as it can better prepare us to react and handle the situations. It was a good measure for the RBAF implementing BFA as a requirement to ensure the competency level of the whole organisation at the highest standards.

REGIMENTAL POLICE GEAR

The RBAirF Regimental Police is responsible for protecting and securing the safety of personnel and the air base. Personnel are equipped accordingly as required by their specific duties.



M16 A2

Fitted with 20 rounds magazine to increase security measures against range of threats.



COMBAT ASSAULT VEST

Equipped with utility pouches for required equipments to be fitted depending on task.



TACTICAL EYEWEAR

Used as PPE for eye protection while it helps to ensure personnel are visually able to carry out their mission in any condition.



PEA WHISTLE

As part of individual SOP for every RP personnel located on front top-left pocket, mainly to capture direct attention and awareness from the surrounding, especially during traffic control.

● ACTIVITIES ●

RBAirF OFFICERS PISTOL TOURNAMENT

BY LT (U) MOHD ALAUDDIN



ETR Firing Range, Berakas Garrison. Thursday, 05 March 2020 – The Royal Brunei Air Force (RBAirF) held a pistol shooting competition for its officers at the ETR Firing Range, Berakas Garrison. The competition was one of the activities planned for the year 2020 and was organised by No. 2 Wing. The competition was participated by 16 groups of 4 officers each competing in the falling plate format. Officers who did not participate in the competition were given the opportunity to take part in the fun shoot practice at the 30m Firing Range.

The objectives for the competition were to maintain and enhance the capability of the RBAirF officers in pistol competency as well as to promote healthy competition between participating teams.

Present as the guest of honour for the competition was the Commander of RBAirF, Brigadier General (U) Dato Seri Pahlawan Haji Hamzah bin Haji Sahat. The event continued with a curry lunch held at Berakas Officers' Mess. A prize presentation ceremony followed for the consolation and winners of the competition. The competition was won by Group 1 led by Commander RBAirF himself. The event ended with a speech from Commander RBAirF as well as the recitation of closing prayer by 1273 Lt (U) Muhammad Shah Redzuan bin Haji Mat Serudin.

● ACTIVITIES ●

Participating shooters from the RBAirF Officers Corps



BASIC TRIPOD HANDLING AND RESCUE MISSION COURSE

BY LT (U) FAEIQAH NADZIRAH

SPECIAL UNIT BRUNEI FIRE AND RESCUE DEPARTMENT (BFRD), RIMBA GADONG - 16 personnel from 31 Squadron (Parachute Airborne Tactical Delivery Unit) of No. 3 Wing were invited by the Special Unit of the BFRD to participate in the Basic Tripod Handling and Rescue Mission Course Series 3/2020. The course was conducted for two weeks from the 1st of February until the 15th of February.

The course introduced basic ways of handling tripods for casualty evacuation during rescue missions at places that are inaccessible and secluded such riverbanks as well as steep and confined areas. The participants were also taught how to properly tie knots for tripod anchors and also pack bucket stretchers for casualty evacuations. Despite being exposed for the first time to this type of training, it built up confidence and valuable experience in the participants in being a more robust and responsive unit in undertaking its roles that include jungle rescue and tactical jungle resupply operations.



Rescue training from height



Setting up casualties for rescue



Construction of tripod anchors to aid evacuation over inaccessible areas

WARRANT OFFICER BREAKS RECORD IN BORNEO SADDLESORE SOLO RIDE 2020

BY LT (U) FAEIQAH NADZIRAH



BORNEO ISLAND, 27th February 2020- WO2 (U) Pg Hj Redzaini bin Pg Hj Ahmad, the Wing Sergeant Major for No. 3 Wing is a member of the Persatuan Motorsikal Darussalam (PEMODA). He has made the RBAirF proud as he has succeeded in completing the Borneo Saddlesore Solo Ride 2020 which is a 3,200 kilometer journey starting from Negara Brunei Darussalam. The start off event was flagged off on the 27th of February 2020 at the Ministry of Culture, Youth and Sports by the Minister of Culture, Youth and Sports himself, Yang Berhormat Major General (Rtd) Dato Paduka Seri Haji Aminuddin Ihsan bin Pehin Orang Kaya Saiful Mulok Dato Seri Paduka Haji Abidin.

The itinerary of the journey started from the Ministry of Culture, Youth and Sports followed by Bintulu and Sibu in Sarawak on the first day. The journey continued to Kuching, Sarawak the next day and reached Teluk Melano past midnight the following day and then proceeding to the 'Land Below the Wind' that is Kudat, Sabah and ended at Kota Kinabalu, Sabah before he made a move back to Bandar Seri Begawan.



The 3,200 kilometre journey took WO2 (U) Pg Redzaini a total of six days and 22 hours worth of travel time. This makes him the first person to complete a solo tip to tip ride of Borneo Island within 24 hours.

WO2 (U) Pg Redzaini completed his 6-day journey that started on the 27th February 2020 until 3rd of March without any escorts or accompanied by others. The challenges he faced whilst doing the journey included the enduring the changes in weather and adapting to the conditions of the roads. He also ensured that his motorcycle was fit to be used throughout the journey as well as himself being physically and mentally fit for a safe ride back to Brunei Darussalam.

Featured Hadith

Practical Application in Modern Lifestyle; Social Media Etiquette

BY MAJ (U) ARIF SYAZWI

Social Media Etiquette

قَالَ رَسُولُ اللَّهِ صَلَّى اللَّهُ عَلَيْهِ وَسَلَّمَ: عَنْ حَفْصِ بْنِ عَاصِمٍ عَنْ أَبِي هُرَيْرَةَ قَالَ
كَفَى بِالْمَرْءِ كَذِبًا أَنْ يُحَدِّثَ بِكُلِّ مَا سَمِعَ

From Hafsh bin 'Ashim, Abu Hurairah RA Narrated, the Prophet SAW said:
"It is enough falsehood for a man to relate everything he hears."

Teachings from the Hadith:

1. A good etiquette when using social media is to not write or spread any information that you receive without verifying. The information may not be accurate and true or maybe exaggerated to make the information more sensational.

2. Imam Nawawi in Syarh Sahih Muslim in his explanation of this Hadith says: One can be considered lying, when immediately spreading news that he receives, as the news that he receives may be exaggerated.

Allah says in Surah al-Hujurat: 6

يَا أَيُّهَا الَّذِينَ ءَامَنُوا إِن جَاءَكُمْ فَاسِقٌ بِنَبَأٍ فَتَبَيَّنُوا أَن تُصِيبُوا قَوْمًا بِجَهْلَةٍ
فَتُصَبِّحُوا عَلَىٰ مَا فَعَلْتُمْ نَادِمِينَ

Sahih International: O you who have believed, if there comes to you a disobedient one with information, investigate, lest you harm a people out of ignorance and become, over what you have done, regretful.

3. Not all news whether it is true and factual should be spread if it can lead to misunderstanding, panic and chaos among the community. Abdullah bin Masud RA mentions in Muqaddimah Sahih Muslim

مَا أَنْتَ بِمُحَدِّثٍ قَوْمًا حَدِيثًا لَا تَبْلُغُهُ عُقُولُهُمْ إِلَّا كَانَ لِبَعْضِهِمْ فِتْنَةً

"It is the case that you do not relate to the people a narration which their minds cannot grasp except that it becomes a Fitnah for some of them"

4. Be cautious when spreading or sharing information, for example with regards to the COVID-19 Coronavirus. Refrain yourself from immediately sharing information you receive before verifying and may we not be labelled as liars. In these situations, it is better to practice Tawaqquf (refraining until there is clear proof) rather than racing to be the first to spread the news.

Religious Activities: Uplifting Spiritual Morale to improve work Performance in RBAirF

BY LT (U) MOHD HAZWAN



'To obey the command of Allah the Almighty and to avoid all His prohibitions, and have faith that it will lead us towards the achievement of our goals'- Takwa (Piety), one of RBAF's core values.

As the RBAF aspires to inculcate one of the most important core values, as seen over the past few years, various religious activities have been regularly conducted. Some of which include the weekly Friday activity of recitations of *Surah* (Verses) from the Quran, and *Muzakarahs* (Reminders), sometimes given by our very own CAF (Chief of Air Force), all with the intent and hopes to strengthen the spiritual morale of the men and women in uniform.

For most, these activities seem mundane, and activity seen to evolve due culture. However for some, it is a way to improve themselves, to revive spiritually. The revelation and understanding of these religious activities every week eventually leaves one with a feeling of satisfaction and happiness, longing to attain the ultimate reward of contentment and calmness. The underlying essence of these activities is to submit to our humbleness to Allah the Almighty, to be reminded and conscious that everything we do must be in line with Islamic values. It serves to harness and incorporate Islam and our duties as a military personnel to understand our true calling, and streamlines our spiritual and physical conduct.

"In the context of career especially in the military, Islam should be the core and backbone, as inherited by our great Prophet Muhammad (Peace Be Upon Him), one of the best examples of military leadership around. Taking the Prophet as an example and role model, one's faith can be increased as we recall the *Rukun Iman* (Principles of Faith), that can be applied to us and strengthen our spirituality through righteous worship and good deeds. Islam and the military career need to go hand in hand. To achieve the favour of Allah the Almighty, we must have the right intentions as we are doing it for the sake of Allah" - Ustaz Pg Fakhru Syakirin bin Pg Hj Zainuddin, RBAirF Religious Teacher

REFLECTIONS



Ustaz Pg Fakhru Syakirin explained that as we take the Prophet as a role model and guide, we would be able to understand how the Prophet's characteristics were applied in his daily tasks. The four characteristics of the Prophet: **Siddiq** -being truthful and honest, **Amanah** - trustworthy, **Tabligh** - conveying good deeds and messages, and **Fathonah** - being wise and intelligent. As we learn and understand the traits of the Prophet, one clearly sees how traits as such would have made any military leader or personnel today excel, not only in his career, but in the afterlife.

As we continue in RBAFs aspiration towards inculcating Peity, it is worth to note that the journey of attaining spiritual awareness and development has gone a long way. After 25 years of service as an aircraft engineer, WO1 (U) Handry recalls the various changes he has witnessed. These include the prohibition of bringing or selling of liquor within the RBAF camps, the construction of new *Surau*'s, provision of a prayer rooms in RBAF buildings, introducing local religious teachers to teach in RBAF *Surau*s, but most significantly, the formation of the RBAF Religious Department (JAMA'AT) in 2005. These facilities and means play important roles in providing the basis of Islamic environment for military personnel to practice Islam in conformity.

RBAirF's own *Surau Al-Barakah* (The Blessing) was officially opened in May 2016, and it is unique as an RBAF *Surau* in a way, in that it is also open for the public to use. In line with a wider aspiration to support the nations holistic approach to practice Islam together as a community, of ultimately achieving a Negara



Zikir, a peaceful and prosperous nation that is blessed by Allah the Almighty.

With all the developments and means that have been put forward, it is inevitable that the execution of Peity and its appreciation will now depend on the individual. In the hopes of instilling Islamic values and understanding, one can only hope that eventually Islamic activities that are conducted regularly are not seen as simply routine or culture, but a platform of self-realisation and improvement. As WO1 (U) Handry explained, the simple recitation of *Surah Al'Fatihah* prior to commencing any briefs or meetings, has had an effect on his work ethics and performance. He has admitted to starting his day feeling calmer and assured that his daily task will go by well. He hoped that these practices, religious activities and events continue to be carried out so that other personnel may benefit from it as he did. The younger generation has more to benefit from what has been provided, and as such should leverage on the facilities and conveniences to practice Islam, so that together, the RBAirF will be able to uphold the values of *Takwa* in their hearts.

In conclusion, the religious activities and practices that RBAF and RBAirF sees today aspires to enhance the spiritual morale of the RBAirF personnel so as to improve work performance for a better armed force. Ultimately, it aspires to provide self-realisation as a military personnel to be closer to Allah the Almighty, and to be aware that whatever we do, we do it for the sake of Allah, and in the end we will return to Him, regardless of the worldly rank we achieve.

EVOLUTION OF THE RBAirF LOGO



CHAWANGAN UDARA

1966 - 1983



TENTERA UDARA ABDB

1984 - 1990



ANGKATAN TENTERA UDARA DIRAJA BRUNEI

1991 - 2004



TENTERA UDARA DIRAJA BRUNEI

2005 - NOW

The Crown represents the privilege of being an institution that has been entrusted to protect the monarchy. It is a symbol that embodies the forces' loyalty to the king and to the nation.

The Crescent symbolises Islam as the official religion of our country. It reflects the underlying responsibility of the Royal Brunei Air Force to continuously protect and uphold our religion that is conceptualised from the Malay Islamic Monarchy. Within it is embedded the words, inscribed in Arabic writing "To Serve in the Skies", a motto that embodies the importance of protecting the nation through our capabilities and formation in the air.

The Wing represents the Air Force, an organisation that in its essence revolves around her duties in the skies.

The Keris. A traditional Malay weapon that embodies the roles of the Royal Brunei Air Force in upholding and defending the nations' interests.

The Roundel represents mission and objective. The three colours within the roundel reflect the three different dimensions of mission statements of the force as a whole. The Blue represents the mission and objectives that are to be delivered by the Royal Brunei Air Force. The Red represents the mission and objectives of the Royal Brunei Armed Forces. The White encompasses the holistic mission and objectives of Brunei Darussalam.

The Padi symbolises the earth's resources and the country's wealth, the essence of what needs to be protected indefinitely.

RBAirF SERGEANT MAJOR: AN INSIGHT

BY LT (U) SITI NUR AQIDAH



Small Arms Instructor Course at the RBAF Training Centre (now RBAF Training Institute), to qualify myself as Section Leader.

Alhamdulillah, not long after, I was fortunate enough to have been given the opportunity to expand my field of expertise as a Parachute Airborne Tactical Delivery Unit (PATDU) Instructor where the roles and responsibilities involved being a member of the Jungle Rescue Team, an abseiling as well as a parachute dispatcher and instructor. During the time I was able to venture abroad to attend specialist courses at the School of Commando Training and the Singapore Armed Forces Medical Training Institute in the Republic of Singapore and the Para Training School Special Service Group in the Islamic Republic of Pakistan.

First of all, thank you very much for agreeing to be interviewed for this edition of Keris Terbang. First, let's start with the basics,

KT: How long have you served in the Armed Forces?

I first enrolled as a recruit with the 93rd Intake on 18th April 1994 making this year my 26th year in service.

KT: That sure is a long time. How do you think you have grown to be the person you are today?

I was first posted at the newly formed Base Defence Squadron at the Air Regiment for 3 years and was trained and educated as a Section Leader. I found it rather challenging considering I had no prior experience apart from my 6-month recruit training. But I took it in stride and attended the necessary courses such as the Basic Upgrading Course and

I must say, there were many trials and tribulations whilst being in a foreign unit. Not only did it require courage but high levels of fitness and discipline as well. I felt it was my duty to uphold the good name of Royal Brunei Air Force as I served as a representative of the organisation during my time overseas.

13 years with PATDU had taught me great self-discipline, which had indirectly prepared me for my next post as Wing Sergeant Major of Ops Wing (now Ops Group), a post that was assigned to me under recommendation and support from Officer Commanding of PATDU, as well as Operations Wing Commanding Officer, who at the time was Lt Col (U) Hamzah bin Hj Sahat (our CAF). Not long after, I was further entrusted to hold the post of RBAirF Drill Sergeant Major (DSM), which was no easy feat as the quality of drills and march pasts along with the level of discipline of all RBAirF personnel rested on my shoulders and was a direct reflection of my leadership.

KT: What was the hardest decision(s) you have had to make?

I've spent most of my tour as a dispatcher and instructor in Ops Wing, it was with a heavy heart that I had to leave a field that I so very much enjoyed and was passionate about. But alas, one has to move on and what better way but to move on upwards, especially when management feels that you are ready for bigger responsibilities. We must remember to look at the bigger picture and to not be selfish as there are other personnel and colleagues who need to progress as well. Stepping out of my comfort zone was just another challenge I had to face head on and I was ready to abide and carry out that duty as the most senior non-commissioned officer (SNCO).

KT: How do you handle the responsibilities put upon your shoulders as the Royal Brunei Air Force Sergeant Major?

It is undeniable that any Sergeant Major in an organisation has big shoes to fill. Any higher intent must first be properly understood and analysed before relaying the information down the chain of command so as to avoid any unnecessary issues from arising. It is important to be able to think quick on your feet, be proactive, and take the initiative. However, if there is a decision that I find particularly difficult to make, I don't see the harm in seeking advice from Senior Officers, provided that I have exhausted all of my other options.

KT: I'm sure you've had your fair share of difficult days. Anything you can share on your methods to overcome this?

Despite having a breadth of experience, there will always be times when difficult decisions need to be made. This is usually a reminder for me to always pray, make effort and always have trust in the Almighty, for He is the best of planners.



Indo - Pacific Command Senior Enlisted Leader Conference, Honolulu Hawaii, USA 17-19 Sept 2019

KT: Could you tell me about a few of your most memorable experiences throughout your service?

There are a few outstanding memories throughout my tour within the RBAirF. First, was when I was recognized and awarded as the Best Overall Student during the Warrant Officer Leadership and Management Course in 2010/2011, the first Warrant to achieve such an accolade. Second, was during the day of my appointment as RBAirF Sergeant Major on Tuesday, 24 June 2014 that was presented by our former CAF, Brigadier General (Rtd) Dato Seri Pahlawan Hj Wardi bin Hj Abd Latif. Last but not least, when I was awarded with Darjah Setia Negara Brunei Yang Amat Bahagia Darjah Keempat P.S.B. by His Majesty Sultan and Yang Dipertuan of Negara Brunei Darussalam in conjunction with his Majesty's 73rd Birthday. These various levels of recognition have motivated me to continue to be better not just for my own benefit but for the betterment of the organisation as well.

KT: What keeps you going? And is there an individual(s) that you look up to, and why?

Every day I try to remember my why (I should keep going). Loyalty, self-esteem, mutual respect and the ability to accept criticism constructively is a sure motivator for me.

Former Sergeant Majors in the RBAF are my benchmark in terms of how they successfully administer the organisation every year. Despite the volume of personnel that they have to manage, they are always able to continuously improve the level of discipline and quality of professionalism during RBAF and State ceremonies.



Clockwise from top left: AAFET 2019, currency training, RBAF Anniversary 2019, currency training

KT: With 26 years of service under your belt, could you elaborate more on our roles and responsibilities towards the RBAF and Brunei Darussalam in general?

From what I have observed during the entirety of my tour is for personnel to always be aware of the ethics of being a soldier which include high levels of discipline and aim for the best turnout at all times. Not forgetting the importance of embracing a proactive attitude towards contributing to the organisation, however small that contribution may be.

Take this COVID-19 pandemic for example. It is everyone's responsibility to do their part to adhere to the Ministry of Health's (MOH) advice in maintaining good levels of hygiene, practicing social and physical distancing and of course, to still carry out our duties to the best of our abilities even with the implementation of the organisation's Business Continuity

Plan. Regardless of our roles during this difficult time, either it be as part of the supporting role to MOH or maintaining daily operations on the air base, we must always understand that our roles play an important part in the grand scheme of things.

KT: What do you feel hinders our soldiers from carrying out their roles and responsibilities and how can leaders overcome this?

I'm sure many are facing a new norm and are not exempt from challenges both at work and at home during this COVID-19 period. Not only should a leader have a good understanding of their subordinates' welfare matters but both a leader and his subordinates should be able to come to a compromise that benefits both parties: maintaining work productivity and managing their household as best as possible.

● LEADERSHIP ●

KT: What are your visions for TUDB in the future?

I hope for the RBAirF to always strive for excellence and to be an efficient force in moving towards our National Vision 2035. I hope to see the RBAirF develop and keep marching on, enriched with values and practices such as adhering to military orders, always striving to expand knowledge whilst keeping mentally and physically fit.



Parade Rehearsal For His Majesty The Sultan And Yang Di-pertuan Of Brunei Darussalam's 58th Birthday Celebrations 2019

KT: Any last words of advice for fellow RBAirF personnel and colleagues?

To be a leader, one must be firm, professional, accountable, dedicated and make wise decisions. A leader should empower their peers, whilst providing the training and knowledge necessary to safeguard personnel's morale and wellbeing, all while upholding the vision and mission of the RBAirF.

With that, I would also like to emphasise the importance of respecting our peers and seniors and encourage everyone to maintain an open and positive mind in order to be better disciplined and be better performing individuals at work, home, and life, in general. We must not forget that it is the Almighty who we will ultimately be answering to in the afterlife, and whatever we do today should embody our obedience and reflect that all we do in this lifetime is to answer the true calling of Allah the Almighty.

LEADERSHIP

NO. 1 WING



NO. 2 WING



NO. 3 WING



LEADERSHIP HANDOVERS OF WING COMMANDERS

NO. 5 WING



NO. 6 WING



NO. 7 WING



● LOOKING BACK ●



FAMILY: THE THING THAT MATTERS

RBAirF FAMILY DAY 15 DEC 2019

Celebrating and appreciation to the backbone of RBAirF's continuing success.





RBAiRF FAMILY DAY
Jerudong Park Playground