



# KERIS TERBANG

ISSUE 7 | 2021

KAN USIA BAGINDA SULTAN,  
MEMERINTAH NEGARA



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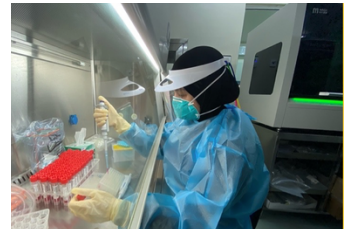
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Assalamualaikum.

Welcome to Issue 7 of Keris Terbang.

As our nation was hit with a second wave of COVID-19, the Royal Brunei Armed Forces responded swiftly with the necessary support alongside the Ministry of Health and also other agencies to overcome the pandemic. The daily battle rhythm and day to day business of our men and women within the Royal Brunei Air Force took some adjustments, but with the key aim of ensuring mission success and upkeep of the organisations

In this edition of Keris Terbang we have provided a depiction throughout our third quarter of 2021, which includes our various activities, engagements and many more exciting articles to read through.

For this edition, we cover His Majesty's 75<sup>th</sup> Birthday, the 18<sup>th</sup> ASEAN Air Chief's Conference, an insight into the lives of the personnel who work tirelessly in combatting COVID-19 and many more. As we adjust yet again to the the sudden outbreak we have continued to persevere throughout whilst adapting to changes and being flexible in our approach.

Despite the hardships we have overcome, I truly appreciate the hard work done by the KT editors and the articles the team has prepared, let us take this opportunity to reflect on our organisation and indulge in the stories shared.

We all have a story worth sharing. Whats yours?. Please continue to support us with any articles, stories or images you would like to include in future editions.

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# HIS MAJESTY'S 75TH BIRTHDAY

By Lt (U) Haadi

Almost a year has passed since the first wave of the COVID-19 pandemic struck Brunei Darussalam which resulted in the cancellation of His Majesty Sultan Haji Hassanal Bolkiah Mu'izzaddin Waddaulah ibni Al-Marhum Sultan Haji Omar 'Ali Saifuddien Sa'adul Khairi Waddien, the Sultan and Yang Di-Pertuan of Brunei Darussalam's previous 74th birthday celebration. This year however, praise be to Allah that we were fortunate to be able to witness and celebrate another glorious milestone in Brunei Darussalam which is His Majesty's 75th birthday celebration at the Taman Haji Sir Muda Omar 'Ali Saifuddien.

Enormous crowds thronged to the Taman Haji Sir Muda Omar Ali Saifuddien, to observe the much-awaited customary Grand Parade. Prior to the march-past, as His Majesty and members of the Royal Family made their way to the heritage site, they were greeted by hundreds of enthusiastic students lining up along the capital's main thoroughfare waving mini national flags accompanied by the harmonious beats of the hadra.

His Majesty's arrival to the Royal Dais at the Taman Haji Sir Muda Omar 'Ali Saifuddien was greeted with the Royal Salute leading up to the National Anthem "Allah Peliharakan Sultan" orchestrated by the amalgamation of the RBAF and Royal Brunei Police Force (RBPF) bands, followed by a customary 21-gun salute which was then fired in honour of His Majesty's birthday.

The Royal Guard of Honour, mounted by a total of 1,138 uniformed personnel from the RBAF, RBPF and members of other government departments and associations, stood at attention with pride and discipline as His Majesty made his round of inspection. As for the highlight of the event, the Grand Parade commanded by 660 Lt Col Pengiran Haji Saiful Amirul Bakri bin Pengiran Haji Ramlee, showcased both RBAF and RBPF men and women, working hand in hand giving their best in presenting the slow and quick march past.

**LEFT**

His Majesty inspecting the parade

**MIDDLE**

The RBAirF Colours during the parade

**RIGHT**

The flypast during the ceremony

**FAR RIGHT**

Enthusiastic students on the day



Representing Royal Brunei Air Force (RBAirF) in the Grand Parade were two contingents consisting of 141 Airmen led by Maj (U) Pengiran Mohammad Azizul bin Pengiran Haji Zulkifly and Cpt (U) Awangku Abdul Azim bin Pengiran Idris, and the Women Military Personnel contingent comprising of 27 RBAirF airwomen personnel.

Two of RBAirF Young Officers, 1405 Lt (U) Iz'aan Nai'm Lylia' @ Farhan Árif Lylia bin Awg Julaihi and 1410 Lt (U) Muhd Hafiy bin Marzuki also had the opportunity to carry His Majesty and RBAirF's Colours.

The ceremony also witnessed the chanting of the customary "Daulat Kebawah Duli Tuan Patik", reflecting a pledge of unwavering loyalty to our beloved monarch. The auspicious event concluded with a perfectly timed flypast conducted by a fleet of RBAirF helicopters consisting of Blackhawk S70i, Bolkow BO105 and Jet Ranger Bell 206, which was brilliantly led by 856 Cpt (U) Mohamad Wafiy bin Haji Mohamad Salleh.

*"It was a wonderful experience and privilege to carry the Royal Colours especially on His Majesty's 75th birthday ceremony, and definitely a highlight to my first-year service as an officer of the Royal Brunei Armed Forces."*

*1405 Lt (U) Iz'aan Nai'm Lylia' @ Farhan Árif Lylia bin Awg Julaihi.*



# HM'S FLYPAST: AN ENGINEER'S PERSPECTIVE

by Lt (U) Faris

Aircraft maintenance engineers and technicians perform a range of tasks, from routine maintenance, troubleshooting and repair, to assembling aircraft components. They also conduct inspections and test the operation of aircraft systems in order to ensure their airworthiness. To get a bird's eye view of this challenging job, here are some of the challenges faced by the aircraft engineers under No. 5 Wing.

On a typical day when they come in to work, they do a daily inspection on the aircraft. When it is used for flying, the moment it comes back, the maintainers will check to see when the next maintenance is due and address any issues reported by the flight crew. Engineers work on every component of the aircraft to make sure everything is working as it should be. If required they may have to go flying and test the systems that they have worked on themselves.

Working on an aircraft requires attention to detail where there are very high standards to be met. An engineer should have mechanical aptitude, ability to work under pressure, have patience, able to work alone or as part of a team and good time management skills including in the preparation for events such as His Majesty's flypast. A great deal of responsibility rests on an engineer's shoulder to ensure the aircraft is serviceable.

The challenges in their job scope are time pressure, stress, fatigue and these can be an issue particularly during night shifts or in remote locations. Their job also require them to be on calls or on a very strict and tight schedule to ensure safe delivery of aircraft. Traits required as an engineer or technician includes honesty, integrity, trustworthiness and dependability, some degree of assertiveness and confidence.

## WHAT IT MEANS TO BECOME AN ENGINEER

*“The additional challenges faced during that time was the limited replacement components and unforeseen damages which happened few days before D-Day. They had to work the extra hours to make sure the aircraft is serviceable”*

### LEFT

Engineers and technicians working on the Blackhawk

### RIGHT

Installation of the live feed camera in the cockpit

### FAR RIGHT

The camera used in the aircraft

### BOTTOM

The flypast formation during the event



A total of 5 Blackhawk S70i were required for His Majesty's flypast and 2 for back up. Careful and precise planning is essential in order for the work to be carried out smoothly especially for such a grand occasion. During that period, HB6 had also been recently concluded which meant that the engineers and technicians had to work overtime whilst preparing the aircraft for daily taskings and for the flypast afterwards. One of the biggest challenge was installing a live feed camera in the cockpit for his HRH's flight.

The camera was not part of the cockpit so the engineers and technicians worked together to make it happen. Amongst the challenges were installing the camera at the right place, in order to ensure that it doesn't interrupt with the functionality of the aircraft, whilst maintaining the desired camera angle. Additionally it also had to be installed properly to ensure the aircraft's airworthiness and more importantly to adhere to the strict standards of the RBAirF.





# 18TH ASEAN AIR CHIEFS CONFERENCE

By Lt (U) Hjh Nadiah

The ASEAN Air Chiefs Conference (AACC) is an annual meeting attended by all ASEAN Air Chiefs to discuss matters related to airpower, common issues and challenges faced by air forces in Southeast Asia. This year marks the 18th edition of AACC which was hosted by the Royal Thai Air Force, Kingdom of Thailand on 16 September 2021 with the theme 'Optimising Capabilities and Cooperation Against New Challenges'. Due to the current pandemic situation, RBAirF participated in the conference virtually, attended by Brigadier General (U) Dato Seri Pahlawan Mohammad Sharif bin Dato Paduka Haji Ibrahim, Commander of RBAirF. The objectives for this year's conference were to build rapport, enhance mutual understanding, strengthen common interests, deepen strategic partnership and security cooperation, and share knowledge and experience.

The 18th AACC serves as a forum to exchange lessons learned and best practices on the impact of the COVID-19 pandemic. The conference provided ASEAN Air Forces with an opportunity for information exchange to support defence and national security, maintain air capability and strengthen ASEAN cooperation in the new normal environment. Focus topics in the conference were strengthening cooperation under a pandemic environment, enhancing mutual support for HADR and developing confidence-building measures to enhance aviation safety under cyber threats to enhance mutual cooperation and air diplomacy, which may lead to a more peaceful and prosperous future ASEAN community.

**FAR LEFT**

ASEAN Air Chiefs present at the conference

**LEFT**

Brig Gen (U) Dato Seri Pahlawan Mohammad Sharif representing RBAirF

During the exchange of views session, the RBAirF Commander shared the impacts and challenges of COVID-19 towards RBAirF by acknowledging the adoption of new norms, the establishment of RBAirF Task Force, and employment of RBAirF personnel to assist the government efforts in battling the COVID-19 pandemic. Despite that, RBAirF is always on a high level of readiness to carry out HADR operations such as MEDEVAC with Standard Operating Procedures (SOP) and guidelines in line with the Ministry of Health. In addition to the current situation, technology is also in a rising demand due to the need to conduct video teleconferences as virtual meetings to adhere to the SOP, decreasing contact and meet-ups. With that, Cyber Security plays an important role in ensuring the network used is secured.

The Commander of RBAirF then shared his views from the 8th AAFET that through this viable platform, collective sharing of best practices and collaboration among the ASEAN Air Forces would be beneficial in moving towards more practical cooperation. He also touched on the initiatives outlined during the recent 15th ADMM on establishing the regional ASEAN Cyber Defence Network (ACDN), complemented by the new ADMM Cybersecurity and Information Centre of Excellence. These initiatives could be utilised as an exchange platform for knowledge and best practices by the ASEAN Air Forces to build confidence and preparedness and maintain collaboration and develop new avenues.

The next AACC will be chaired by the Lao Air Force scheduled to be held in Lao People's Democratic Republic in 2022.

# ASEAN AIR FORCE EDUCATION AND TRAINING (AAFET)

by Lt (U) Syarafur

On 26 December 2004, four ASEAN member countries namely Thailand, Indonesia, Myanmar and Malaysia were hit by a powerful tsunami caused by an earthquake in the Indian Ocean which killed more than 200,000 people and affected their coastal regions. It was one of the worst natural disaster in recent history. The catastrophe not only killed thousand of people, but also destroyed homes and properties. It would take years to rebuild and, in the meantime, the people affected were also in need of aid, rations and medical supplies to mend and heal so they can continue on living.

What if an earthquake of greater than 9.0 in the Richter magnitude scale were bound to happen? Or tornado with rating of Enhanced Fujita Scale of 5, and history would repeat itself? One of the roles of RBAirF is to assist the National Disaster Management Centre (NDMC) at home and abroad in executing specialised tasks such as Search and Rescue and Humanitarian Assistance and Disaster Relief (HADR). The air force plays an important role in HADR mainly because of Airpower's Reach and Speed, as it can practically reach anywhere at the fastest possible time.



**ABOVE**  
Participants at the VTC session

ASEAN Air Force Education and Training (AAFET) Working Group acknowledges the importance of HADR operations and started to focus in developing the SOPs on HADR during the 4th AAFET workshop. In order to test the ASEAN Air Force Humanitarian Assistance Disaster Relief Standard Operating Procedure (AA HADR SOP), the Table Top Exercise (TTX) was conducted for three days during the workshop and its aims were to assess the validity and appropriateness of the proposed structure, protocols, and Concept of Operations to the ASEAN members as stated in the SOP. Furthermore, the TTX is to enhance the Air Force – to – Air Force coordination and interoperability during HADR Operations particularly in the areas of information Sharing, Deployment, Requirements, and coordination Mechanisms.

The 5th AAFET meeting was to finalise and validate the AA HADR SOP prior to approval of the ASEAN Air Chiefs. In this meeting, it was decided that Brunei Darussalam will host the 6th AAFET and the main agenda will be the AA HADR SOP to be further tested and applied in Field Training Exercise (FTX).

The 6th AAFET was officiated at the Defence Academy in Kampong Tanah Jambu, Brunei, where 31 delegates from all ASEAN member countries' air forces took part and the theme for the 6th AAFET was 'Elevating ASEAN Solidarity through Practical Cooperation'.

Due to the pandemic of Coronavirus disease or COVID-19, the 7th and 8th AAFET was conducted via video conference and was hosted by Vietnam Air Force and Royal Thai Air Force respectively. The 7th AAFET discussed on some issues such as exchanging and adopting regulations on AA HADR SOP and exchanging on flight safety assurance. The 8th AAFET theme was 'ASEAN Air Forces: Optimizing Capabilities and Cooperation Against New Challenges'. Lt Col (U) Muhammad Walee, Acting Head of RBAirF Inspectorate Unit and Lt Col (U) Pengiran Muhammad Zulhusmi, CO No. 7 Wing, RBAirF, were the representatives for Brunei. The meeting discussed the impact of COVID-19 to HADR and Flight Safety. The representatives shared their experience during their HADR deployment for natural disasters and their lesson learnt from the discussion.

## 'ASEAN Air Forces: Optimising Capabilities and Cooperation Against New Challenges'

- 8<sup>th</sup> AAFET Theme



# CONTRIBUTING TO THE FIGHT AGAINST THE PANDEMIC

By Lt (U) Suranizam

To recall, Brunei's first wave of COVID-19 pandemic during the first and second quarter of 2020 reached a groundbreaking halt at 339 cases. It was not long until recently that on the 7th August 2021, eight positive COVID-19 cases were reported which was the start of Brunei's second wave community spread. Consecutive reports have shown that the positive cases were exponentially increasing throughout Brunei causing the National Isolation Centre (NIC) at Tutong to be packed within days, thus the setup of a new Community Isolation Centre (CIC) at various locations.

**LEFT**

RBAirF CIMIC personnel at the training session

As a response to the sudden outbreak, RBAirF CIMIC troops were established consisting of a total of 45 officers and personnel, from No. 2 Wing, 520 Squadron and Signal Squadron. For safety purposes during working in high risk (red) zones, these personnel had undergone several trainings conducted by Ministry of Health (MOH) prior to their activation such as personal protective equipment (PPE), vital check and mask fitting. On 15th August, two troops were activated and deployed to the National Service Programme camp also known as Program Khidmat Bakti Negara (PKBN) camp in Temburong district. As the number of patients increased, new holding areas were created.

As a result, additional RBAirF CIMIC troops were established to overlook COVID-19 Holding Area at Lumut Camp (CHALC) which was later moved to COVID-19 Holding Area at Tutong (CHAT). As of early September, a total of 220 personnel were involved in the COVID-19 CIMIC operation consisting of 8 CIMIC troops of 200 military personnel and 2 teams of 20 RBAirF Askar Wanita. Also, worth mentioning were the men behind the scenes - CIMIC Operations Support Teams consisting of Military Transport (MT), Logistic (Q) and Hygiene team with a total of 22 personnel. The first two officers who pioneered the RBAirF CIMIC troops were 1404 Lt (U) Muhammad Asnawi bin Haji Ismail and 1442 Lt (U) Mohammad Hazwan bin Hasnan.

In early November 2021, things started to de-escalate and as Brunei is slowly moving towards its endemic phase, the number of patients were rapidly dropping. That said, CHAT was placed on standby and at the same time less CIMIC troops were required at CIC PKBN. Aligned with Brunei's national COVID-19 recovery framework, RBAF has slowly started to conduct its courses and fitness trainings. However, despite No. 2 Wing's demanding commitment in CIMIC, a cohesive plan must be implemented to exercise "raise, train and sustain".



Until now, none of RBAirF CIMIC personnel were directly infected with COVID-19 despite their active involvement in the isolation centres. This was undoubtedly a result of practicing proper guidelines, advices and SOPs, as well as their cautiousness and professionalism in handling the tasks given. As a representative from No.2 Wing, I would like to send our highest appreciation to all personnel involved, both directly and indirectly, in making RBAirF CIMIC operation successful and well executed.



**BY THE NUMBERS:**

**45**  
Personnel at the start of the pandemic

**220**  
By mid September 2021

**8**  
Troops active for the rotation



# THOUGHTS AND EXPERIENCES

## 1404 Lt (U) Muhammad Asnawi bin Haji Ismail

"...As military personnel, not only do we need to be prepared for war but also for anything that endangers the sultanate and its people such as natural disasters and now speaking, the COVID-19 pandemic. Most of us here have zero to minimal experience on the issue at hand. This I can confirm being a frontliner myself directly involved working in the red zone at Community Isolation Centre (CIC), PKBN. Day to day routines are generally to support the MOH staffs as well as civilians to perform tasks such as conducting daily vital sign check-up of COVID-19 positive patients.

One of the few major challenges of working in CIC is working with civilians and agencies, especially in an unaccustomed environment. However, despite our unfamiliarity to their ways of work and approaches, we won't let it set us back. Firm and decisive, that is our way. One experience worth mentioning but not really related to CIMIC operation, was when we assisted the Narcotic Control Bureau and Royal Brunei Police Force to detain a suspect currently being held in CIC. I admit it was an alien experience, but I as well all parties involved certainly learned a lot by complementing each other's expertise on the issues at hand

Being well trained and equipped prior to any tasks given, we are able to stay safe despite our active involvements. Although Brunei is slowly de-escalating towards the endemic phase, us frontliners will always be ready for anything the future might hold."

## 1442 Lt (U) Mohammad Hazwan bin Hasnan

"...It was back in mid August where the CIC PKBN was established as a holding area for positive COVID-19 patients. As a young officer in RBAF, it was an honour to be one of the first few officers to pioneer the CIMIC team. Was I anxious? Yes. Was I terrified? Of course! But was I unprepared to accept the challenge? Definitely not. That said, I have gained so much experience and knowledge by simply interacting with other agencies such as Royal Brunei Police Force, Ministry of Health as well as other volunteers in making the right decisions and calls throughout my time at CIC PKBN.

One of my most memorable experiences was working tirelessly on the ground with my troops during the escalation period of positive COVID-19 patients. There we carried hundreds maybe thousands of donations given to CIC PKBN which consisted of electrical goods, dry foods and cartons of water.

Throughout my experience there, one of my toughest challenge yet was maintaining the morale of my subordinates especially during this pandemic period, being away for two weeks from family is definitely the opposite of what we call a peace of mind. Being a troop commander, I would sometimes give them something to ponder upon and reminded them that we are doing this not just for RBAF but for our family and our beloved country, as now our enemy is the COVID-19 and we are at war."

### TOP

Delivering food to patients

### MIDDLE

Disinfecting of the vehicle after use

### BOTTOM

Getting ready for the next deployment

# CIMIC AIRWOMEN IN ACTION

By Lt (U) Alwani



**LEFT**  
Organising food for patients

**MIDDLE**  
Sorting out patients's belongings

**RIGHT**  
Disposing used PPEs

In support of the Ministry of Health's efforts to combat the COVID-19 pandemic, RBAirF has deployed hundreds of personnel in varying roles. This article features three Airwomen SSgt (U) Suzilahwati binti Abdullah, a Physical Training Instructor from No. 6 Wing as well as, Sld (U) Nurfarahhanah binti Sanif, Sld (U) Nuramira binti Abdullah Idrus and 1 Airmen, Sld (U) Muhammad Syafiq bin Mushin who have recently completed their recruit training last September.

A collaborative approach to the second wave of COVID-19 pandemic by the Ministry of Health and supported by other agencies and other Non-Government Organisations are keeping everyone especially the frontline workers together in this trying time.

*"We feel honoured to serve the nation's requirements and be given a role to save lives."* expressed Sld (U) Nurfarahhanah as she gained valuable knowledge and experiences, albeit the inevitable anxious feeling of working at a red zone area.



All the 3 Airwomen mentioned are working with the rest of their peers at COVID Holding Area Tutong (CHAT) to care for the COVID-19 female and children patients while Sld (U) Muhammad Syafiq works at PKBN, Temburong to care for male patients. Their duties around the clock includes directing the patients to care for their hygiene and cleaning their items.

In addition, the patient's vital signs are also monitored and are also given meals from breakfast, lunch, hi-tea, and dinner every day. They were also assigned to be an usher to accompany patients undergoing swab tests when the patient heals.

*"I am a Physical Training Instructor, so I am used to doing sports. When it came to this situation, I became a Para-Medic. The advantage is I learned a lot of new things such as Hygiene procedures, wearing PPE masks, Blood Pressure checking and many more, which I never expected to obtain throughout my career."* SSgt (U) Suzilahwati uttered as she was appointed to ensure the airwomen were motivated throughout the task.

Sld (U) Nuramira, reminded to 'Never feel afraid, give Tawakkal to Allah SWT that he will give protection and we must always have a sincere niat. We are here to help one another, and if not us as Bruneians, who else will do this job?'

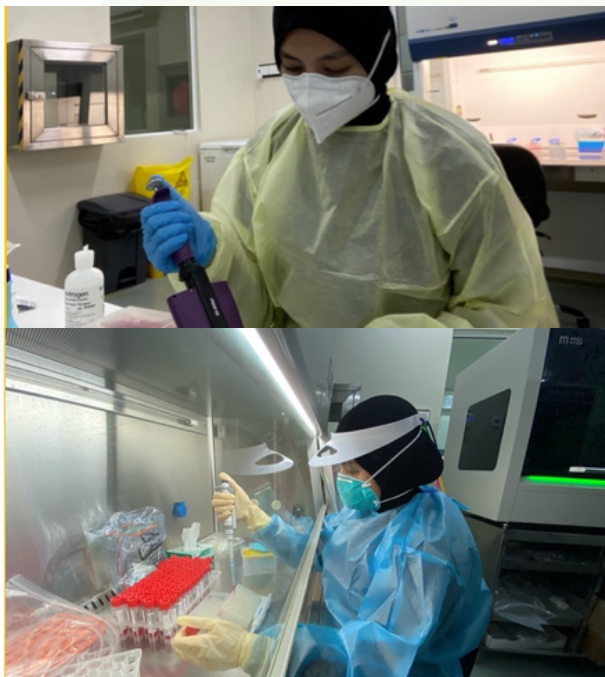
# COVID-19: LAB STAFF

By Lt (U) Qurratu

With the establishment of RBAF Laboratory on 24th March 2020, RBAF has been giving continuous support to the Ministry of Health to rally around a common effort to fend off COVID-19 infection. A group of Military Team has been assigned to RBAF Laboratory and I was one of the support staff attached to both RBAF Laboratory in May 2021 as well as to the National Virology Reference Laboratory amidst the second outbreak of COVID-19.

A daily working schedule in the laboratory entails a handover from the previous shift and then we are assigned our roles for the day.

We may spend the day preparing reagents and mastermix, sorting and organising nasopharyngeal swab samples in a number of batches along with their corresponding paperwork, or extracting samples using manual techniques and robotic equipment. DNA extracted from the samples will be amplified in a PCR machine which takes up to several hours of running time. Working in the laboratory means that exposure to biohazard materials is inevitable and hence, it is important to always adhere to the SOP and uphold a safe working environment by wearing the required PPE. All laboratory personnel are also required to undergo weekly swabbing and Antigen Rapid Testing (ART).



#### TOP LEFT

Reagents and mastermix preparation

#### BOTTOM LEFT

Samples extraction in biological safety cabinet

#### RIGHT

Sorting out Covid-19 samples

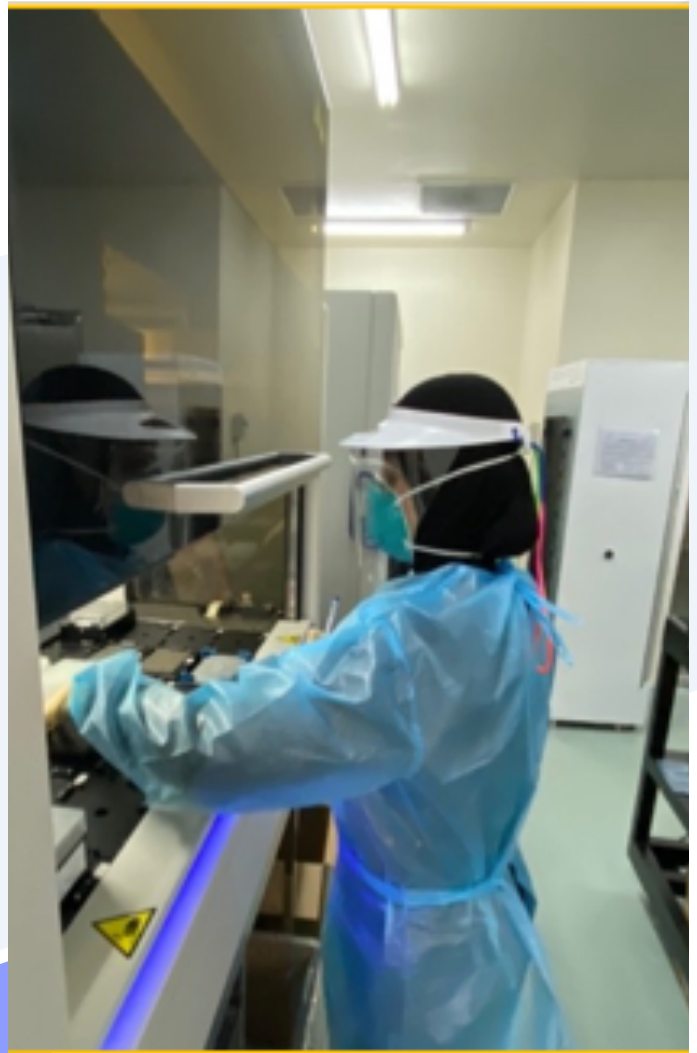
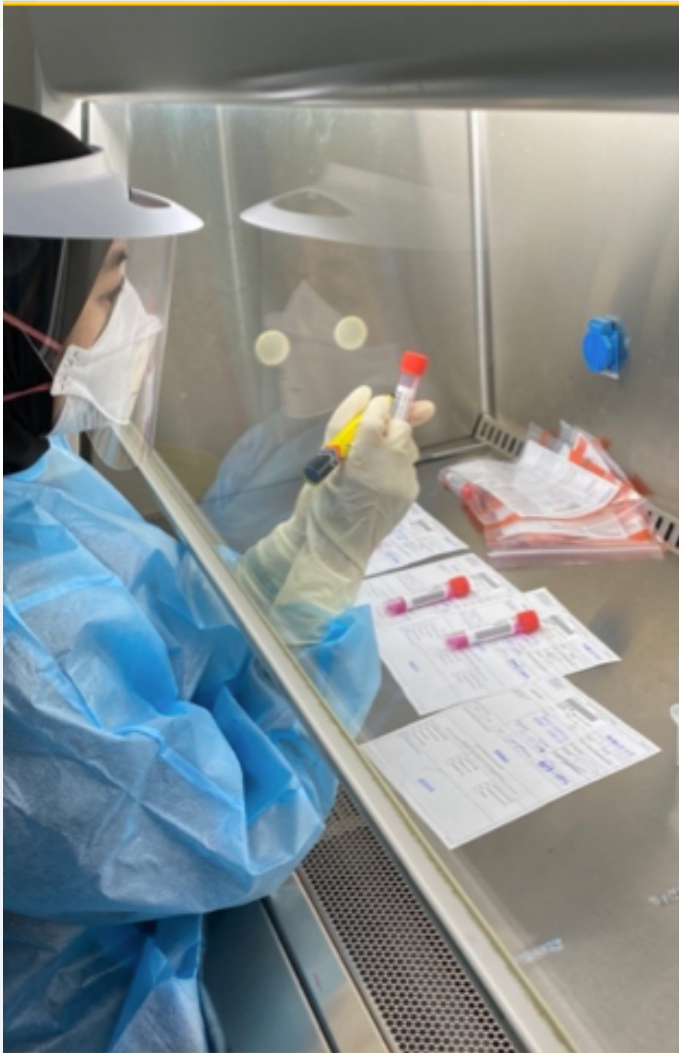
#### FAR RIGHT

Extraction using MGI Machine

*“What remains as one of the most positive takeaways from my perspective is that I have the opportunity to work with other government agencies to experience real life operation in combating against this pandemic. It has been a great privilege to be able to contribute to this national effort”*

From 12th April to 17th April 2021, we began our training in DNA Extraction and the use of Reverse Transcription Polymerase Chain Reaction (RT-PCR) technique at RBAF Laboratory, Kg Kilanas. In August 2021, we were trained on DNA automated extraction using robotic equipment called MGI and SEEGENE STARLET at National Virology Reference Laboratory (NVRL), Jalan Sumbiling. The training was conducted by one of the NVRL senior laboratory staff and SEEGENE company from South Korea respectively.

The most challenging aspect of working in the laboratory is the time pressure as mass testing is crucial in our ability to cope with the pandemic. This means that teams must work seamlessly together so that the laboratory is able to process a large number of samples 24/7 in order to meet the government's set quota, which is also supported by COVID-19 AirLab in collaboration with China. Approximately, up to 1000 nasopharyngeal swab samples is tested daily including the analysis of results in an efficient and effective manner allowing faster results to be reported to the relevant authorities.





# FRONTLINER INSIGHT: COVID-19 VACCINATOR

By Cpt (U) Fatin

Knowing COVID-19 was declared as an infectious disease by World Health Organization (WHO), one might have asked how does the frontliners feel putting themselves out there?

In answering what the readers want to know, KT had an interview session on 17th November 2021 with a RBAirF officer who was previously attached as a vaccinator, Lt (U) Siti Nor Aqilah binti Haji Mohd Safri.

### A brief background of the interviewee

1421 Lt (U) Siti Nor Aqilah graduated from Officer Cadet School (OCS) in January 2021. As someone who came from Intake 19 and serving the RBAF for 2 years, she is still quite new to the organisation. Her education background was from Universiti Teknologi Brunei majoring in Bachelor of Business. Currently, she was posted as a student pilot in No. 73 Squadron, No 7. Wing. She recently got married on 1st April 2021 and is currently attached as an Admin Officer of No. 5 Wing.

**"My advice would be, be sincere  
with your work for the country"**

Lt (U) Siti Nor Aqilah

### What do you do before being attached as a vaccinator?

My post is actually a student pilot in No 73 Squadron. However, while still waiting to be gin training, I was first attached to No. 4 Wing. This is an initiative by the RBAirF for student pilots to enhance our administration skills. In No. 4 Wing, I was attached to SCAS from 1st April 2021 to 27th April 2021. Mostly, I was involved in committees for several events that was hosted by the unit.

### What positive impacts or experience that you have gained throughout this attachment?

As a junior officer, it is my first time experience in managing subordinates. Moreover, they came from different ranks and different units. It is such a steep learning curve and a fast way to learn in becoming the leader I want to be. During that period, I had to do the same tasks as them so I know the difficulties or challenges that my vaccinators face.

### Describe what you do as a vaccinator including how long have you been attached as a vaccinator and where were you stationed at?

I was a vaccinator from 28th June 2021 until 15th November 2021. Before being a vaccinator, I had attended the Vaccinators' Course that was held at MRS Bolkiah for 4 days from 28th June until 31st June 2021. The course was hosted by the Ministry of Health in ensuring we started our practical training initially as a trainee. I started to give injections to real-life patients on 1st July 2021 at MRS Bolkiah Vaccine Centre. On 13th July 2021, I was deployed to the Indoor Stadium Vaccination Centre to provide assistance to MOH in ensuring their vaccination programme goes well. Because I was the only officer that was sent to be a vaccinator, they decided to give me the role as the IC Vaccinators for RBAF Tri-Service unit. My role as an IC was to supervise and monitor the vaccinators, especially when I had to deploy my men to Hospital Suri Seri Begawan, Kuala Belait, Rimba Dialysis Centre and Universiti Brunei Darussalam for the vaccination programme. It is a bit of a challenge to oversee all these men that was stationed in different locations.



# ADAPTING WITH THE 'NEW NORM'

By Cpt (U) Hifdzullah

In order to achieve the endemic phase, the government of Brunei Darussalam has decided to pursue the 'Whole-of-Nation' approach with the main effort being getting the community vaccinated. This is in line with the WHO assessment which predicted that the pandemic cannot be removed 100% and we will eventually have to live with it. According to the Prime Minister's Office (PMO) this phase will begin once the population has reached at least 80% of full doses thus allowing socio-economics such as works and businesses to re-open as usual but with some restrictions and these restrictions will become the 'New Norm' for the community. In this Endemic Phase our government has also introduced booster vaccines similar to other flu vaccine whilst maintaining the usage of PPEs.



## Guidelines during Endemic Phase.

We just need to adhere to the PMO's guidelines that has been put in place. In general, everyone is:

1. To use the Antigen Rapid Test (ART) every 2 weeks to get an early identification if needed.
2. To use of the BruHealth application for traceability.
3. To report sick immediately to the nearest medical centre when you have any of the symptoms.
4. To wear minimal PPE: mask at all time, and always keep ourselves and surrounding area sanitized.
5. Stay at home. Go out only when necessary only.

## There are other variants.

Although Brunei has reached the early stage of Endemic Phase, the COVID-19 and the other new variants such as Delta Variant, Alpha Variant and Delta Plus are becoming anew threats to the community especially the younger populations 11 years old and below as they have not been scheduled to get their vaccine yet. It is known that both of these variants inherited from COVID-19 are transmitted in the community more vigorously than the previous COVID-19 variant.

# CHALLENGES IN ADAPTING WITH THE ENDEMIC PHASE

## What are the 3 main challenges relating to the 'New Norm'?

First is the younger generation aged 11 and below who has not been scheduled for vaccination. This means the danger of the community spread is still most likely to happen through the younger generations.

Secondly, the human acceptance on the guidelines that has been put in place. Generally (not all) it will also be a challenge to ensure that the habits required will be adopted by the population.

Lastly, the cost in adhering to the guidelines such as sanitisation liquids including the hand sanitisers and surface cleaning, use of masks, face shield and gloves, use of barrier, thermometer will inevitably present some challenges to the population. We are however very lucky that the government has provided the ART test kits for vaccinated workers.

**'Prevention is better than cure'**

## Moving Forward

Moving forward, we all believe that in order for our country to be pandemic-free, we must start disciplining ourselves first. So by adhering to the guidelines on restriction on movements and practicing the 3 sanitising habits will contribute a lot towards the pandemic-free mission.

**EARLY ENDEMIC PHASE**

- Always sanitise**: Make sanitisation a habit. Always sanitise.
- Keep distancing**: Always keep social and physical distancing. Do it online when you can. Keep distancing. 1.5 m.
- Vaccine**: Encourage everyone to be vaccinated and booster when the time comes. Vaccine.
- ART**: Perform ART every two weeks or as necessary. ART. If ART result +ve go to SWAB centre nearby immediately.
- Essential**: Stay at home. Only go out when necessary such work, exercise & groceries shopping. Essential.
- 75% or less**: Avoid Crowd! If required limit to 75% or less of the capacity. REMOVE 25%! REMOVE 25%!

**YOUR COOPERATION MATTERS**

# ENGAGED SAFETY CULTURE

by Maj (U) Adieb

## LEFT

HRH Major (U) Prince 'Abdul Mateen in a group photo during the safety day

## MIDDLE

Sharing session during the event

## RIGHT

CAF launching the RBAirF Bluebook Volume1



Once a year, on July 20<sup>th</sup>, the RBAirF holds the Annual Flight Safety Day with the aim to serve as a platform for personnel involved in flying operations to share flight safety related topics. It also aims to further elevate awareness on flight safety and improve cohesiveness and teamwork in all aspects and tiers within the RBAirF, as well as enhancing the momentum of flight safety information amongst the aviation community within Brunei Darussalam. This year, the Annual Flight Safety Day's theme was "Engaged Air Safety Culture". The event was graced by His Royal Highness 920 Major (U) Prince 'Abdul Mateen ibni His Majesty Sultan Haji Hassanah Bolkiah Mu'izzaddin Waddaulah.

Engaged Air Safety Culture is a set of enduring values and attitudes regarding Air Safety issue that is shared by personnel at every level of the organisation.

The safety culture also touched on to the extent to which each individual and each group of the organisation is aware of the risks induced by its activities, continually behaving so as to preserve and enhance safety. It also entails as to how willing and adaptable personnel are when facing safety issues as well as their willingness to communicate and evaluate safety issues and safety related behaviors.

In this year's edition of Flight Safety Day, we invited Major Luke Hoare from 7 Flight Army Air Corps to share insights on their operation. Major Luke Hoare presented on how being an authoriser can make a personnel a better aviator. He emphasises on the shared principle of an Engaged Safety Culture as to how the 7 Flight Army Air Corps operate. He highlighted how having such culture allows personnel to have a better knowledge of operations, being able to identify more risks and most importantly it enables personnel to have a deeper human empathy and understanding.



The Republic of Singapore Air Force (RSAF) Heli Detachment were also invited to give a talk on “How does being a QHI/QCI make a better aviator?”. The RSAF highlighted several key safety aspects as to how being an instructor allows further knowledge exchange between personnel. This exchange of knowledge and fundamentals provides an avenue for more learning and translates to a better behavior when it comes to flight safety.

It was also with great honor to be able to hold the Annual Flight Safety Day with the inclusion of a retired RBAirF senior officer Col (R) Haji Zainal bin Haji Harun in the panel discussion where he was able to share his past experiences as a pilot. He recounted the stories of an accident he was involved in underlining various safety aspects to which can be used as learning for current air operations. He highlighted, to which all of RBAirF's personnel can agree, which is to have more sharing sessions by retired personnel in order to be able to learn from their experience on handling incidents in any flying related accidents.

The Annual Flight Safety Day concluded with the launching of the Royal Brunei Air Force Blue Book Volume 1 in which it is a testament of the RBAirF's continued drive to promote an Engaged Air Safety Culture. The aim is to capture and archive incidents and experiences in the air or on ground and enable lessons learnt to be shared by airmen and airwomen in RBAirF.

Being able to organise this year's Annual Flight Safety Day is something that I can be happy of as the event itself promotes positivity and knowledge transfer in action which undoubtedly contributes to the betterment of a safe operational environment of RBAirF.

**ROYAL BRUNEI AIR FORCE**

# **FLIGHT SAFETY POSTER COMPETITION**

**HOW MUCH DO YOU CARE ABOUT  
SAFETY?**

**SUBMISSION DEADLINE  
18TH MARCH 2022**

## **HOW TO ENTER:**

- **Produce a Poster to illustrate any flight safety related matter and of any theme**
- **Poster must be in ENGLISH**
- **Entries must be submitted in PDF format**
- **A3 Printable**
- **No limit for submission per person**
- **Open to RBAirF personnel**



**PRIZES TO  
BE WON!**

**SUBMIT POSTER TO:**

**[RBAIRF.FLIGHTSAFETY@GMAIL.COM](mailto:RBAIRF.FLIGHTSAFETY@GMAIL.COM)**

**FOR FURTHER INQUIRIES, CONTACT  
CPT (U) QAMARUL AT 7230130**

# 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:

[abdqawiy.yakub@mindef.gov.bn](mailto:abdqawiy.yakub@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.



# SERVING THE COMMUNITY

A Royal Brunei Air Force personnel ensuring patrons scan their QR codes before entering the local mosque.



# AIR POWER AND HADR

by Cpt (U) Alli Farid



## THE ATTRIBUTES

When talking about Air Power, the first thing that comes to mind will definitely be the three attributes. These three traits form the basis for Air Power doctrines for air forces all over the world, including RBAirF. Height, speed and reach, combined together provides air power with a superior edge compared to other forms of military power. Throughout history, countries having better equipment and platforms of air power have considerable advantages over others, even being the deciding factor in certain battles or wars.

Historically, one great case study of the attributes of air power and its application towards HADR is during the Berlin Blockade. In summary, during post world war period, Germany was dividing among the allies and the Soviet, each having their own areas of responsibility.

The reconstruction and monetary reform of Germany causes tension between the Allied States and the Soviet Union, which resulted in Soviet Union imposing land and river blockades between West Berlin and Germany. The population was left lacking in basic necessities, food supplies and medication.

This paved the way for one of the most impressive air supply operations in the history of Air Power.

## BY THE NUMBERS:

**2.34 Million**

Tons of food, coal and vital supplies delivered

**2.2 Million**

Population sustained

**277,700**

Flights performed

**LEFT**

Aircraft delivery aid during the Berlin Blockade

**TOP RIGHT**

RBAirF involvement during Operasi Badai Berlalu

**BOTTOM RIGHT**

Indian Air Force performing evacuation missions



In terms of definition, height can be defined as the ability to exploit the vertical dimension. Speed on the other hand is the ability to exploit the time dimension and lastly reach is the ability to be able to be anywhere without being bounded by the physical restrictions experienced by other forms of military power.

This is why these attributes make air power the most suitable, and in some cases the only viable method to deliver aid to countries needing them. An example is during the Tsunami in Aceh which occurred in 2004. Aircraft were used for a variety of functions from delivering aid, transporting injured people, right up to performing search and rescue missions. All these were done in such a short notice thus making air power a viable tool for HADR missions.

The RBAirF was also involved during the Aceh Tsunami by sending aid using the CN235 which was performed by a crew of 35 military personnel.

More recently, air platforms have also been used to conduct evacuation flights from areas affected by Covid-19. An example would be the evacuation of 58 Indian nationals stuck in Iran during the outbreak. The evolution of missions involving air power can also be seen from the increasing spectrum of tasks performed by the Indian Air Force, including Operation Castor where they provided help to Maldives and also another operation involving the rescue of Bangladeshis during Cyclone Mora.

# FLYING TRAINING DURING THE PANDEMIC

By Lt (U) Hijazi

## WHAT IS THE STATUS OF COVID-19 IN AUSTRALIA?

When we first arrived, Australia was still safe. We underwent a two week quarantine at a hotel in Victoria, Melbourne, and another two weeks in Sydney for home isolation, so we could not go out for non-essential reasons during that period. Our Ground School started on the first week in Sydney, therefore since work is considered essential, we did go out only for the classes. During our isolation period, there was a positive case for COVID-19 in the state of New South Wales, so Sydney city was cautious. But in our second week of Ground School, first case of COVID-19 was detected in Sydney and it rapidly spread gaining new clusters from 200 to 1000 clusters per day. The lockdown started from June to October 2021, and we had to follow the COVID-19 Standard Operating Procedure (SOP), mask to be worn at all times, social distancing applies in class and we were not allowed to conduct any after work activities, even between ourselves the student pilots.

## WHAT IS THE AIRCRAFT USED FOR THE FIXED WING COURSE? DESCRIBE YOUR FIRST FEW HOURS OF FLYING THE AIRCRAFT.

The aircraft that we flew was CT/4E and it has a 300-horsepower engine. If we want to power up or power down, it will instantaneously do so and the aircraft is rudder hungry. We started flying after our Ground School ended, which was still during the lockdown. We learned the effects of control, straight and level, climbing and descending, turning, stalling and we moved on to circuits. The most important thing is the rule of primacy, when you learn something new in the first 20 hours of a lesson, it is what you will hold onto, therefore it is the most crucial part. If something fails, you will go back to that first 20 hours. Hence it was really important to get that part right.



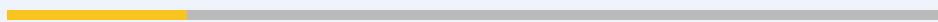


### GROUND SCHOOL LESSONS IN BRUNEI VS AUSTRALIA?

Due to the lack of Ground School Instructor during our time in Brunei, what we learned was mostly general understanding and overview of flying. We learned more in detail in Australia for example the calculation of the centre of gravity, for different aircrafts there will be different calculations and learning meteorology in depth. We did 6 weeks of ground school lessons and we had tests at the end of every week of the ground school.

### WHAT ARE CHALLENGES OF USING THE AIRCRAFT?

It depends on the sortie, for example the formation sortie, as a wingman we had to constantly look at the leader. Since the aircraft is in the side-by-side configuration, the instructor may sometimes obstruct our view and we would have to move forward just to align ourself with the reference to give the correct spacing.



## WHAT WAS YOUR FAVORITE MOMENT SO FAR DURING THE FIXED WING COURSE?

I would say aerobatics, because it was the first time that we felt the G-Force, the loops and dogfights. During the dogfight, we understand that these maneuvers can change the tide from a disadvantage position into an advantage for us.

## DOES THE WEATHER IN AUSTRALIA AFFECT THE TRAINING?

The weather is very unpredictable, especially this year. In a day, we can experience all sorts of conditions, it can be cloudy in the morning, and then it becomes sunny and rains in the afternoon.

## CHALLENGES DURING THE PANDEMIC?

Due to the lockdown, our solo aerobatics were moved forward. We were supposed to do solo aerobatics in an area, but this area was not accessible by our instructors who had to travel by car, as it was out of their travel perimeter. Another challenge I would say is that there are not a lot of flights at our airport during the lockdown, so we are less exposed to a busy airport, but it can be an advantage because we had the airport to ourselves.

## HOW WAS YOUR FIRST SOLO EXPERIENCE?

It was a 15 mins experience of mixed feelings. Prior of our first solo, we were assessed by our instructor in the pre-solo assessment, where we did circuits, and when the instructor felt that we are ready, then they will give us the greenlight to fly our solo. After my pre-solo assessment, the instructor contacted Camden tower (tower where we conducted our training) for permission to park at the run-up bay, and when he signaled that, I knew that I will be doing my solo. He asked me "How are you feeling?" and I said "I am ready, Sir". At that moment I felt excited and also nervous. The instructor stated "Just do what you did in the last three circuits. You're ready. Just do what you have been doing and just relax". He fists bump me and he got out of the aircraft and we tested our radio communication. I started the engine and asked permission from the Camden tower to taxi at the holding point. At the holding point, I asked for clearance from Camden Tower. As soon as I was in the air, I did not feel nervous at all, and I did the circuits. My first landing was not smooth but the next landing was better. I thought to myself maybe it was just the mixed feeling that I had earlier. In the end, I felt very happy that I have done it!





# FITNESS EXPERIENCE DURING COVID-19

By Lt (U) Azim

Last year I became a dad and its harder than I thought it would be, not that I'm complaining – I've levelled up quite a bit in life after all and I've embraced my dadbod! Halfway through this year I was able to maintain a good fitness level (pass all military tests as required), Then the second wave hit which cause a hiatus on fitness regime which was just mostly going to the gym after work. We all know that its important to get in good shape particularly when in the military and with the Covid-19 pandemic going on limiting sport activities that are allowed to be done without breaking the MOH guidelines.

Getting back on track and achieving the a set of fitness goal is easier said than done. For me it was the food that I was able to consume after a good workout, drives me even more knowing as long as put in the work I can eat anything I want. Then.. I did a lot more consuming then working out which was at that point started my road back to fitness redemption.

However, as I slowly moved back to my regime of maintaining fitness, it suddenly occurred to me that it wasn't as hard as I initially thought it was. If you can dedicate some time, for example 30 minutes per day to just do some physical exercise be it running or going to the gym, the whole thing becomes more bearable when it starts to become a habit.

Setting a goal and having a plan for it. It may be difficult at first, and you may not be able to stick to the plan but persevere and power through it and eventually, things will get easier and you will see improvements in yourself. Move on to tackle more challenging goals like increasing your running time, or even exploring other sports activities which could be done such as Tabata or Yoga.

***"All you need to do is to delegate some time, maybe 30 mins each day just to do some physical activities, be it running, going to the gym or even simply walking for a start"***

# PRODUCT REVIEW: RUNNING TECHNOLOGY

By Lt (U) Nizam



Running does not only mean sprinting on a track but also doing distant run outdoors. Running is an appealing exercise because it doesn't cost a lot to do it, you can run at any time that suits you and it is easy to do be it alone or with a group of friends. Additionally, it also provides many health benefits such as strengthening muscle, decreased risk of hypertension, hypercholesterolemia, and diabetes. I have been actively joining running events since 2012 from joining 'Fun Run' events up to 30km running events and also Virtual Run. Nowadays it has become increasingly one of the most popular sports here in Brunei as there have been numerous events being held ever since. With the technological advancement around the world, some of the leading companies associated with running products conduct research and produce products that may enhance, maximise efficiency and reduce injuries to the runner whilst trying to break their own personal best. Personally, the top two products that I look into would be Running Shoes and Fitness Smart Watch.

To begin, running shoes are the most important piece of running equipment. Injuries caused by improper footwear can derail your fitness or weight loss efforts unnecessarily. Investing in a high-quality shoe can help you avoid foot and ankle injuries while also making your workout more enjoyable and comfortable. However, the most significant design components of a running shoe are those that support normal stride and help you absorb some of the impacts with the ground, which eventually leads to joint overuse and injury. There are varieties of choices for running shoes and my top two choices would be Nike Pegasus and Mizuno Wave Rider, although not all will have the same preferences as others might prefer using Hokka, Adidas or Asics.

Improper workout footwear can cause several injuries. Aside from the more obvious injuries, such as ankle strains and fractures, bunions and corns, some less obvious injuries are common. Metatarsalgia, a condition that presents as pain in the ball of the foot, can be worsened by poorly fitting footwear.



With that, top-shelf running shoes start around BND150+ which might seem a little expensive for others but they are indeed better than the cheaper alternatives, being lighter in weight and using premium materials that last longer and protect you better and not to forget the wonderful crafted design.

There are so many running shoes available in the market, with their own technology and purpose. Some shoes have high soles for increased cushioning, for example the Nike Alphafly which cost a whopping BND450.00, while others have minimum cushioning for short distances but requiring faster speeds. It all depends on preference. For me, I personally prefer the Nike Air Zoom Pegasus series which I have used during so many fitness tests.

All in all, with technological advancement, investing yourself in top quality running products will not only protect your feet in the long run but it also pushes us to become stronger and faster in order to break your own personal best and also make things more interesting by running together as a group.





# WITH UTMOST COMMITMENT

Royal Brunei Air Force personnel  
delivering food to patients as  
part of their daily tasks



**KERIS TERBANG**