



KERIS TERBANG

ISSUE 8 | 2021



CONTENTS

04

CSC 11/2021 High Flyers
– Commendation Award



06

CSC 11/2021 High Flyers
– Commandant's Award

08

CSC 2021 – An Overseas
Experience



12

Caring for Our Personnel

16

PromEx Experience – A
Candidate's Perspective



TRAINING

18

Command Post Officers
Course

22

Producing Capable Air
and Base Defenders

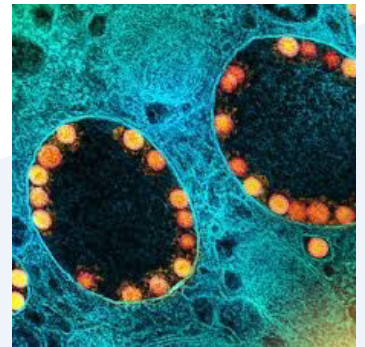
24

The Start of a Sky-high
Career

REGULARS

26

OHS: COVID-19 Variants



28

Flight Safety: Military
Aviation Safety

32

Air Power – The Battle of
Britain



34

Military Technology: Close Air Support



36

Fitness: Restarting Your Fitness Regime

38

Product Review: Smart Watches

FOREMOST



Assalamualaikum.

Welcome to Issue 8 of Keris Terbang.

This will be the final issue of our magazine for 2021. As we look back at the articles throughout the year, it has highlighted the key achievements of our unit and

fellow Airforce personnel. Although the 2nd wave has still not subsided, we continue to persevere.

In this edition of Keris Terbang we have provided a glimpse throughout our final quarter of 2021, which includes our various activities, engagements and many more exciting articles to read through. For this edition, we cover a variety of areas such as the Command Post course, graduation of our abinitio aircrew, experiences of prize winners and many more.

Adapting to changes and being flexible in our approach has been a continuous cycle. Whilst the unit must strive towards achieving its goals and daily battle rhythm, we must never forget the sacrifices made along the way.

My utmost appreciation goes out to all the contributing writers and editorial team who have worked hard on producing Issue 8 of our magazine.

Your story is worth sharing. Please continue to support us with any articles, stories or images you would like to include in future issues.

EDITORIAL TEAM

CHIEF EDITOR

Lt Col (U) Pg Mohd Zulhusmi

DEPUTY CHIEF EDITOR

Maj (U) Alli Farid

EDITORIAL COMMITTEE

Maj (U) Adieb

Maj (U) Ammar

Cpt (U) Hifdzullah

Cpt (U) Hamizan

Cpt (U) Fatin

Cpt (U) Zaki

CONTRIBUTING WRITERS

Maj (U) Alli Farid

Cpt (U) Aliff

Cpt (U) Ruziman

Lt (U) Alauddin

Lt (U) Ammar

Lt (U) Haadi

Lt (U) Hanif

Lt (U) Khairi

Lt (U) Najwan

Lt (U) Dayat

Lt (U) Dzulfadhli

Lt (U) Syarafur

PICTURES AND DISTRIBUTION

A2 RBAirF

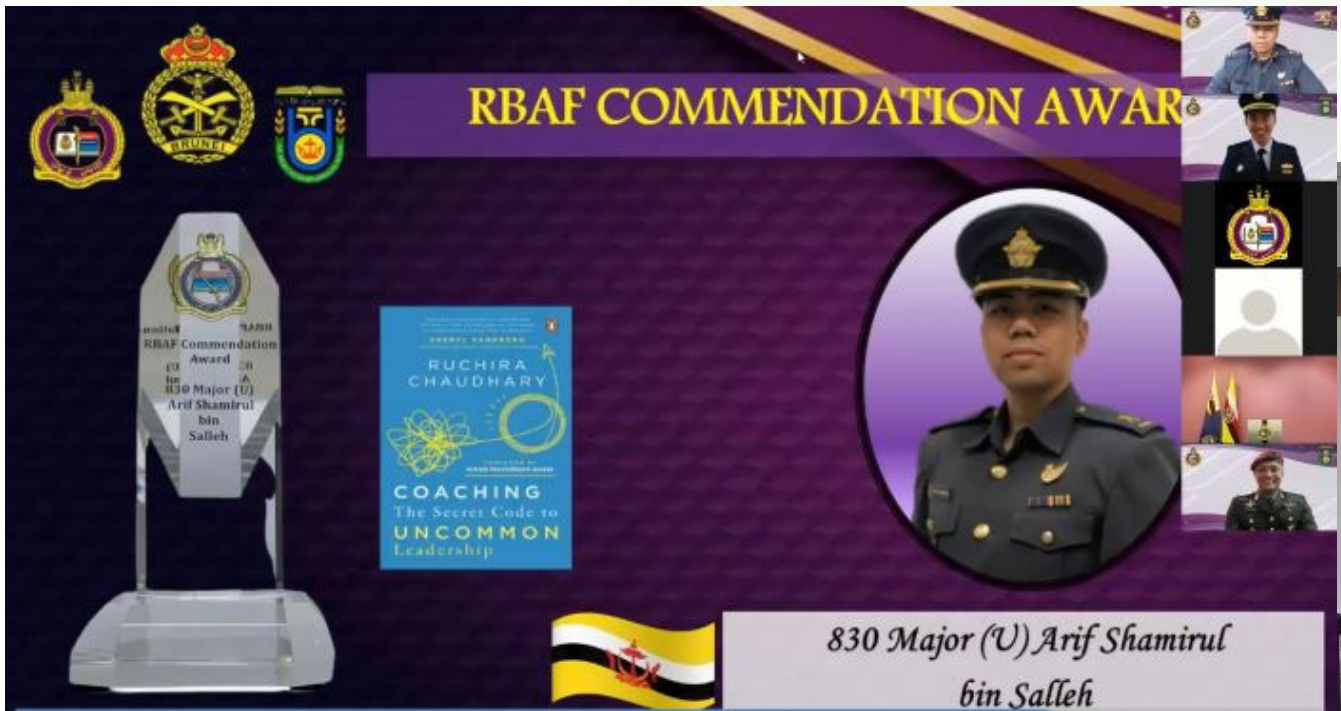
DESIGN AND LAYOUT

Maj (U) Alli Farid

Lt (U) Qawiy

Lt (U) Dzulfadhli

Lt (U) Qawiemah



830 Major (U) Arif Shamirul bin Salleh

CSC 2021 - THE PRESTIGIOUS COMMENDATION AWARD

By Lt (U) Dzulfadhli

KT: COULD YOU PLEASE SHARE SOME OF YOUR EXPERIENCES DURING YOUR COURSE?

The Command and Staff Course for me was very rewarding in terms of the knowledge and insights gained throughout the course in general. It was also quite valuable to have the opportunity to get to know and learn new ideas and cultures from the other course participants, who came from various Services and specialisations including my coursemates from other nations. The coursework were plenty, but we did manage to squeeze in time for sports and various social activities throughout the course which made the course much more memorable and strengthened the bond between the course participants.

KT: WHAT ARE SOME OF THE BIGGEST CHALLENGES THAT YOU HAD TO GO THROUGH? WHICH ONE WAS THE TOUGHEST FOR YOU?

Going through a 10-month course, of course there were many hurdles that one would have to overcome such as learning a new subject, meeting course deadlines, performing course appointments, organising events and activities and many more. However, the biggest challenge for me was in terms of managing my time, which I feel is not uncommon to my other coursemates as well. Specifically, balancing between the course i.e. all the above, and my time for my family. I do not want to go through how I overcome my personal challenges too much but the key is to just plan your days out and prioritise, especially the weekends, in order to find the right balance (somewhat!). Then there was also the second wave of COVID-19, which had also significantly affected our normal way of doing things during the third term, but I am of the opinion that there were many good that came out of it too.

**LEFT**

Maj (U) Arif during the virtual graduation ceremony

MIDDLE

CSC Award Winners

RIGHT

Maj (U) Arif with his wife

KT: ANY TIPS FOR FUTURE CSC CANDIDATES? IF YOU COULD GIVE THEM ONE GOOD ADVICE, WHAT WOULD IT BE?

Well, if I could only give just one advice, then it would be, **“Don’t be afraid to ask for help.”** By that I mean, if you feel that you are stuck in doing your assignment or even in planning a course activity, then discuss it with someone, it could be a member of the Directing Staff, a lecturer, your coursemates and even your spouse. Have someone to throw ideas around with. By doing so, you will not only get to have new ideas or inspiration in how to approach your assignments, but talking about it with someone will also help you to relieve some stress! After all, *misery loves company!*

Whilst we are on the topic of asking for help, also do not be afraid to ask questions during or after lectures to gain more clarity on the lectures. This will help especially in building the foundations to understand the subsequent lectures later on.

KT: COULD YOU GIVE A BRIEF DESCRIPTION OR AN EXPLANATION OF YOUR COURSEWORK? WHAT WAS IT ABOUT? WHAT ARE ITS AIMS?

I am assuming that you are referring to the 7,000-word, Individual Research Paper (IRP). For this coursework, we had to prepare a topic which is related to defence or security studies and write an academic paper on it.

My paper is titled “China’s Use of State Media Apparatus as a Means of Soft Power: A Digital Autoethnography of Watching CGTN.” As you could probably tell, I was exploring the possibility of China using one of its state media, in this case China Global Television Network (CGTN), as a medium to project its soft power. On top of that, I was also exploring the effectiveness of such attempts to project soft power by China. The research that went into writing this paper was intense, and it involved me having to actually watch CGTN programmes and recording my findings in a journal, and then analysing the findings – which is what autoethnography is about, in simple terms. Writing an academic paper and using this sort of methodology were something new that I had to quickly learn and utilise so it was fulfilling for me that the paper turned out okay.



CSC 2021 - THE COMMANDANT'S AWARD, AN OUTSTANDING FEAT

By Lt (U) Syarafur

KT: COULD YOU PLEASE SHARE SOME OF YOUR EXPERIENCES DURING YOUR COURSE?

In short, the Command and Staff Course is a daunting yet enriching experience. It is definitely one of those courses that educated us not only academically and operationally but also taught us the value of friendship, brotherhood and teamwork, especially with having the international students in the cohort.

The sports and social interactions, the mind opening syndicate and class discussions, the inter-syndicate competitions, the Nike run challenge, visits and lectures throughout the 10 months taught us that there should always be a balance between work and recreation and that a healthy mind is just as important as a healthy body.

KT: WHAT ARE SOME OF THE BIGGEST CHALLENGES THAT YOU HAD TO GO THROUGH? WHICH ONE WAS THE TOUGHEST FOR YOU?

Being a husband and a father of 3 young children means that I had to balance my time between the course and spending time with my loved ones. However it did help us appreciate the meaning of spending quality time with the family.

Another challenge that we had was when the 2nd COVID-19 wave hit the country. We had to undergo the operational phase fully using online learning. It was the first time the phase was conducted via VTC and despite some reservations, it was done successfully and proved that the course objectives can still be achieved with the new norm. I do foresee that such engagements would be done more frequently in the future regardless of whether or not COVID persists.

LEFT

Maj (U) Wan Azem at the virtual graduation ceremony

RIGHT

Maj (U) Wan Azem and wife after receiving the certificate

KT: ANY TIPS FOR FUTURE CSC CANDIDATES? IF YOU COULD GIVE THEM ONE GOOD ADVICE, WHAT WOULD IT BE?

I had my own concerns before attending the course. Of course different people would have different experiences and viewed CSC from their own lens, which meant there were a variety of accounts told to us, some intimidating and others were more jovial. I believe the other students in my cohort would also be telling aspiring CSC attendees different versions of the CSC journey.

Hence, my advice would be, yes it is always good to ask officers who have attended CSC on their experiences and how they overcame their challenges, but don't let those influence you to the point of painting CSC with a broad brush before even attending it yourself. Additionally, the most important advice would be to have fun, embrace the challenges with an open mind and enjoy every moment of it.

KT: COULD YOU GIVE A BRIEF DESCRIPTION OR AN EXPLANATION OF YOUR COURSEWORK? WHAT WAS IT ABOUT? WHAT ARE ITS AIM?

My coursework was on the Challenges faced by the US Led Liberal Order. The coursework, or as we call it the Individual Research Paper (IRP), is a seven thousand words research paper that we had to finish within a span of 6 months. We were assigned to a supervisor from UBD who guided us throughout the writing of the paper.



My paper looks at the challenges and dilemma that the current world order is facing. This global liberalism helmed by the US primarily after the Second World War and further strengthened after the fall of the Soviet Union has faced countless challenges and criticisms, primarily with the rise of China in the East and also the rise of populism and nationalism in Europe and the rest of the world. My focus was more towards the more recent developments concerning the order especially with the leadership of President Donald Trump. Based on the recent world events and geo-strategic situation, I applied a number of different international relations theories and conceptual frameworks to analyse the challenges faced by the US-led Liberal Order and what the future holds for it.



OVERSEAS CSC EXPERIENCE

By Lt (U) Dzulfadhli

KT: WHICH COMMAND STAFF COLLEGE DID YOU ATTEND? CAN YOU DESCRIBE THE OVERALL ENVIRONMENT OF THE COLLEGE?

I attended the 52nd Command and Staff Course at the Goh Keng Swee Command and Staff College (GKS CSC), SAFTI Military Institute in the Republic of Singapore. The 10-month course aimed to educate and develop mid-level Military Officers to assume senior command and staff appointments.

When I was informed that I was selected to attend the prestigious course, my initial expectations were that I would embark on a highly competitive and challenging journey with high calibre peers from professional military organisations. Unsurprisingly, I was not wrong, but more than that, I experienced a conducive learning environment that was structured to sharpen your military and leadership skills. The course gave me a better understanding of the range of competencies you need as a leader and gave me more clarity on what it takes to be a good commander. The college definitely lived up to its motto, “World Class College, First Class Experience”.

KT: THE OVERSEAS COURSE ALLOWED YOU TO STUDY AND LEARN WITH MILITARY OFFICERS FROM OTHER COUNTRIES. CAN YOU DESCRIBE THE OVERALL EXPERIENCE?

There were 129 officers in my cohort, which comprised of 109 local officers from the Singapore Armed Forces, one officer from the Singapore Police Force, and 19 International Officers from 11 countries. Thus, there were many opportunities to interact with and learn from so many peers.

The overall experience was terrific. Throughout the course, I acquired new skills and academic and operational knowledge from my coursemates. There were ample opportunities for peer-level learning, and this enabled us to glean insights into how each of us tackled challenges and apply these solutions to our own problems in the future. We all shared our experiences and collectively grew as leaders and learners. Ultimately, this sharing and bonding allowed us to forge lifelong friendships and networks.

**TOP**

Dr Ng Eng Hen, Singapore Minister for Defence presenting the graduation certificate to Maj (U) Ady Hafriz

KT: THERE MUST HAVE BEEN MANY MEMORABLE MOMENTS THROUGHOUT THE 10-MONTH COURSE. WHAT WAS YOUR MOST MEMORABLE?

The time I spent in Singapore was filled with numerous notable and outstanding moments, from our Historical Battle Field Study Visits, to our Malayan Campaign Role Playing assessment during our Evolution of Strategic Thought module to the late night study and planning sessions during our Air Force Warfighting Term's Air Exercise Module.

Although I cannot pinpoint one specific "most memorable" moment, due to sheer number of experiences I went through, one of the key highlights I took away from CSC were the Coaching and Mentoring sessions conducted by my syndicate DS. Ever so often, he would dedicate the time to share valuable personal development lessons including advice and pointers on how to support your subordinates to achieve specific goals through training and guidance. These sessions brought new insight into the profound benefits of coaching and mentoring at an organisational level..

KT: ASIDE FROM THE MEMORABLE MOMENTS, CAN YOU DESCRIBE THE CHALLENGES YOU ENCOUNTERED DURING THE COURSE?

There were constantly new, sometimes unexpected, albeit welcomed challenges throughout my time in Singapore. Aside from the COVID-19 pandemic and its effects on the course, I had to adapt to a new working environment. I also had to acclimatise to a hybrid form of learning that blended online and physical classes while being away from my family.

Reflecting, our Air Force War Fighting Term was wonderfully uncomfortable and challenging at times, especially when it came to Fighter Operations, which was unfamiliar territory to me. Therefore, the learning curve was very steep for me right from the onset. Fortunately, my DS and syndicate mates were more than willing to share their knowledge and expertise

KT: YOU ATTENDED THE COURSE DURING THE HEIGHT OF THE COVID-19 PANDEMIC. WHAT WAS THE SITUATION LIKE IN SINGAPORE? HOW DID IT AFFECT THE COURSE?

When I came to Singapore, the world had collectively gone through one year of the COVID-19 pandemic. Singapore handled the pandemic effectively and efficiently. However, as we all know by now, COVID-19 is very unpredictable. There were times when we thought things were improving, but suddenly, the infection rates would rise.

By the time we stepped into college, the Directing Staff and administrative faculty had already experienced running a course for one year during the pandemic. The college introduced numerous Safe Management Measures (SMM) to ensure the safety of the students, including segregating all the syndicates into functional groups and utilising video teleconferencing (VTC) during lessons, which meant that all the syndicates stayed in their respective classrooms while the lecturers presented over the VTC system.

These measures, of course, unfortunately, meant that cohesion was lessened. Outside of our syndicates, we could not physically interact with members of other syndicates. The SMM also meant that we could not conduct face to face activities, including sports and get-togethers. Hence, we had to rely on digital solutions for our inter-syndicate interactions, including e-sports and other online exchanges. On the bright side, the experience shed new light on creative ways of teaching and interaction.

STUDY TIPS FOR THOSE STARTING CSC!

These are my tips to tackle the challenges and what you will face during CSC:

Read up on the pre-course reading list. This will get you up to par with the baseline requirements for the course. This will enable you to have ground running, and help you actively participate in discussions right from the start.

Know your learning objectives. A well-planned strategy always begin with defining the learning objectives. Understanding the learning objectives will help you to focus and zone in on the outcomes you need to achieve by the end of the course.

Learn to prioritise. You will not have enough time and read everything so focus on your priorities. This will help you to study effectively and efficiently.

Enjoy the experience. As obvious as it may seem, there will definitely be times when you will encounter stressful situations, especially during deadlines. Remember to stay calm and make the most out of every moment. This is a valuable investment, a wonderful learning and development opportunity so do not waste it.



ING THEIR

d workload one

The reading list
ne knowledge
e you to hit the
participate in

ned course will
ng objectives.
help you focus
achieve by the

ugh time to do
ities. Doing so
y.

y sound, there
unter stressful
ember to enjoy
The CSC is a
and personal



TOP
Participating in the ice breaking session

BOTTOM
A montage of Maj (U) Ady Hafriz's time in Singapore



CARING FOR PERSONNEL AFFECTED BY THE BERAKAS FIRE

By Lt (U) Alauddin



LEFT

The RBAF Fireman trying to control the fire



RIGHT

Handing over of donation to affected personnel

MIDDLE

Quick response included the fast and efficient deployment of the firefighting vehicle

BOTTOM RIGHT

The aftermath of the fire

Incidents can happen anytime, anywhere and to anyone without any prior warning. On Sunday, 24 October 2021, the Bachelor Barracks at the Berakas Garrison which mainly houses the bachelor personnel of No. 2 Wing was ravaged by fire. The incident, which was preliminarily thought to have been caused by faulty wiring, destroyed the majority of the top floor of the living area. As a result, the whole building was deemed to no longer be fit for occupancy, forcing the occupants to move somewhere else as an outcome, in addition to the loss of belongings. Such outcomes have called for the necessary welfare measures in order to minimise and reduce the impacts to the personnel affected.

One of the means to do this was to provide welfare assistance to the personnel affected. This fund, which was obtained from the Royal Brunei Air Force was presented by the Commanding Officer of No. 2 Wing, Maj (U) Amierul Halpi bin Talip.

The main objective is to reduce the impact suffered by the personnel especially with regards to the loss of belongings. Additionally, a study was also initiated with regards to the fire and safety aspects of the buildings including those around the immediate vicinity to ensure such incidents do not happen again.



This incident also provides a learning opportunity as well as stressing on the importance of the Occupational Health and Safety (OHS) role for all members of the RBAirF.

It was also attributed to the quick response of the first responder that casualties and injuries were avoided. Such actions merit recognition and should be encouraged and ingrained in all members of RBAirF.

“It is of grave importance to ensure the serviceability state of equipment especially with regards to fire safety. Without the initial response using the available fire extinguishers, the outcome could have been different”

- Lt (U) Alauddin



REMEMBERING USTADZ SAID

By Cpt (U) Ruziman

Ustadz Said was no stranger to the Royal Brunei Air Force (RBAirF), he was our religious teacher since 06 January 2011, witnessed the development of the RBAirF and has always given blessings with his doa. He was well-known as the passionate Ustadz because he recited well in Malay which was easily understood and whenever he recited the doa he read it with his heart. He was a very kind person and had always been willing to attend RBAirF events to lead doa recital.

One of my fondest memories of him was his willingness to come to the Brunei International Airport just to lead the "Doa Selamat" for my overseas course even at a very short notice. Another memory of him is the time when we were waiting for an event to start, he would voluntarily lead the dzikir and selawat to fill and make the waiting time a beneficial one. The most beautiful memory of him is his dzikir melody/rhythm during Ratib Al-Attas which I can still fondly recall in my mind and probably many others as well. He was a very helpful person, always providing advice and guidance whenever I was organising religious events at the Surau Al-Barakah, Rimba.

In the memory of Ustadz Said, let us all recite Surah Al-Fatihah and pray that his soul will receive blessings from Allah, all sins be forgiven and so that he is placed among the pious servants.

امين امين امين يارب العالمين

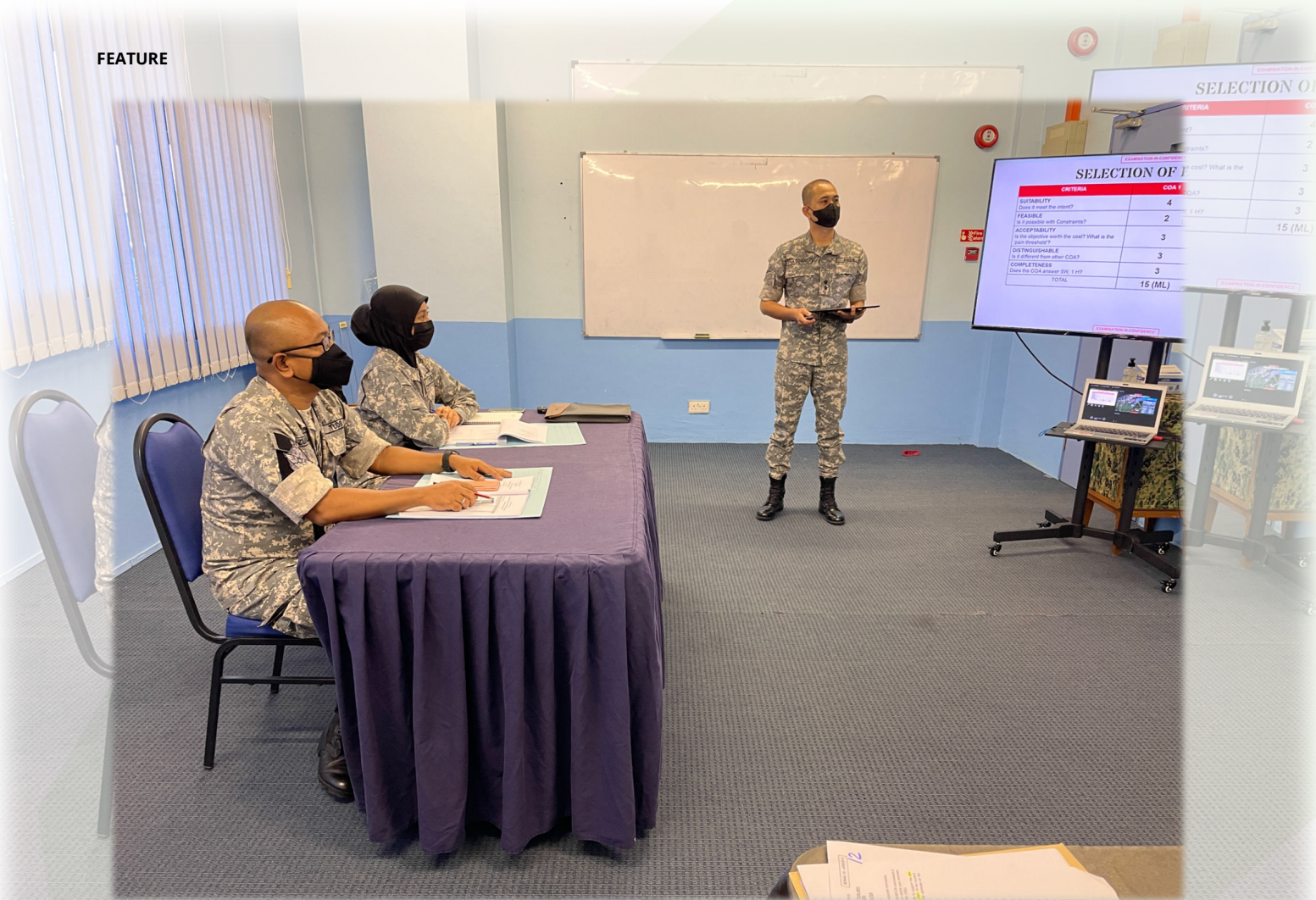
إِنَّا لِلّٰهِ وَإِنَّا إِلَيْهِ رَاجِعُونَ

We surely belong to Allah and to Him we shall return

بِسْمِ اللّٰهِ الرَّحْمٰنِ الرَّحِیْمِ
 الْحَمْدُ لِلّٰهِ رَبِّ الْعَالَمِیْنَ
 الْحَمْدُ لِلّٰهِ الرَّحْمٰنِ الرَّحِیْمِ
 مَا لِكِ یَوْمَ الدِّیْنِ اِیَّاكَ نَعْبُدُ وَاِیَّاكَ
 نَسْتَعِیْنُ اِهْدِنَا الصِّرَاطَ الْمُسْتَقِیْمَ صِرَاطَ
 الَّذِیْنَ اَنْعَمْتَ عَلَیْهِمْ غَیْرِ الْمَغضُوبِ
 عَلَیْهِمْ وَلَا الضَّالِّیْنَ



**Ustadz Said bin Haji Yusof.
Religious Teacher, Royal Brunei Air Force
Passed away on Friday, 22 Rabiulawal 1443 |
29 October 2021**



PROMEX PHASE II EXPERIENCE

By Lt (U) Hanif

After accumulating years of experience into their service and reaching their “zone”, an officer will be presented with an opportunity to advance their career through a promotion exam (PromEx). It is a three-part standard evaluation of an officer to prove themselves ready to take on the next responsibility of their career. The PromEx includes Phase 1 - Basic Qualifying Test (BQT) – a prerequisite for candidate to be eligible to join the Exam, Phase 2 – Estimates & Orders – a military exercise which tests the planning, analysis and presentation, and Phase 3 – Written Test - that assess knowledge and analytical ability on issues related to Royal Brunei Armed Forces (RBAF), Brunei Darussalam and International Security issues. An unfortunate and unforeseen clash with another course resulted the decision for me to be pulled out early from Phase 3 classes and by default, the examination. Fortunately, I was still able to continue with phase 2 examination.

Not all officers’ vocations are created equal, and that remains true for their promotion exams (Phase 2). Each vocation would require an exam paper that would measure their capabilities within their own expertise. The RBAirF has designed a standard promotion examination, that comes with a general narrative, but questions specifically written for different vocations - Pilot, Air Defence, Base Defence, Engineering Officer, Supply Officer and Staff Officer. The candidates would piece together the components from the narrative that pertains to their vocation.

Despite the differences, we knew we had to strengthen our own knowledge and experience that we have gained throughout our services, by reviewing Standard Operating Procedures of Royal Brunei Air Force, preparing visual aids such as - Maps, Board, Exercise Timeline, Display Screen, and conducting group study sessions with Directing Staffs (DS) in order to excel our performances during our PromEx.

All the candidates were first briefed through Video Teleconference (VTC) by Training Officer (TO) and Commanding Officer (CO) of No. 7 Wing, who are responsible to organise the exam. The brief covered administrative requirements, list of Teaching Staffs and DS, crucial dates such as Study Week, Narrative Brief, and actual exam date. This was also an opportunity for the candidates to clarify any inquiries regarding the exam from organiser. The main concern mostly revolved around the second wave of COVID-19 pandemic. Candidates including myself were wondering if we were going to do the exam through VTC? Are there measures that we need to follow if it were to be done physically? How many candidates can be in the same venue if physical classes were to be conducted?

The organiser explained that the exam would be conducted physically with only the two DS and candidate examined allowed in one room, and the room must meet COVID-19 restriction criteria that have been set by Ministry of Health. Meanwhile the classes that were to be conducted were up to the candidates to organize and must meet the same COVID-19 restriction criteria. To level the playing field and prevent any candidates from being left out of the loop, there was a unanimous agreement that the candidates of the same vocation would schedule physical classes using rooms that have large enough spaces to practice social distancing, has enough ventilation and provided sanitizer for Teaching Staffs and candidates to use. VTC was also considered as one of the additional measures if the room chosen would be too crowded to accommodate all the candidates.

The classes played an important role in building up my understanding and confidence towards taking on the exam. The teaching staffs provided syllabus that gives the candidates an insight on the structure of the exam and constructive criticism as guidance on where we needed to improve on our presentational skills. Often times, group discussions over certain questions would lead to a much broader yet unified understanding of the candidates that surely helped them in their exams in some ways.

Asking from colleagues and senior officers that have gone through their PromEx gave me an idea on the expected standard for the room of the exam. I scoured the venues within Rimba Air Base that met the standard and restriction criteria of the exam. The room that I ended up with was the Briefing Room for 12 Squadron - plenty of space, huge wall for map placement, a couple of wall mounted board for operational details - and most important of all, available. Referring to past year papers and aid memoire that were generously provided by the organizer, I carefully planned the placements of the visual aids, location of the DS's table and my standing positions to match the expected flow of the presentation.

On the day of the Narrative Brief, the first set of serial questions containing initial situation of the narrative was distributed to the candidates and the schedule on candidates' examination was revealed, similar to the initial brief, this was done via VTC. The rest of the serial questions that tells the whole picture of the narrative was given on the day of the candidate's exam.

PromEx Phase 2 paper contains 2 modules. The 1st module is Estimate - candidates are given 3 hours to digest and analyse the narrative, and propose multiple plans of action. They are then given 1 hour to present their estimate to the DS, where the DS could choose to pick one of their proposals, mix and match the options or completely write off the plans as unacceptable. If the candidate survives the onslaught, he/she would proceed for the 2nd module - Orders. As the name suggests, this is where the candidate will execute their plan from their Estimate by issuing order to their sub-units.

As I was holding the Staff Officer Grade 3, Intelligence and Security vocation during the exam period, my PromEx was under Staff Officer. I was assigned as Staff Officer Grade 2 A5 (Planning) in the 1st module. My objective was to analyse the intelligence given and derive assessment to assist the commander in decision making. For the 2nd module of the exam, I donned the Assistant Chief of Staff role who briefs to the wing commanders on situation and required tasks for their respective wing to carry out.

Alhamdulillah, despite the hurdles along the way, I managed to complete my Phase 2 PromEx. This exam has imparted me with valuable experience for challenges that lies ahead in my career.

COMMAND POST OFFICER'S COURSE

By Lt (U) Mohd Ammar

The Air Defence Command Post Course was conducted by 77 Squadron, No. 7 Wing, RBAirF. The course lasted for 6 weeks and this year, the course initially started on 02 August 2021 and was supposed to end in 12 September 2021. However, due to 2nd Wave of the COVID-19 affecting Brunei on 07 August 2021, the course had to be stopped immediately and was resumed on 13 December 2021 until 14 January 2022. The course was attended by eight male personnel from No. 2 Wing and one female personnel from No. 7 Wing, consisting of three officers with the ranks of Captain and Lieutenant, and the other five personnel were of the rank of Sergeant.

The Air Defence Command Post Course is one of the career courses in the career development structure to qualify personnel to hold the position of Squadron Operations Officer for those with the rank of officer while for senior rank qualifies them to hold the position of Assistant Squadron Operations Officer. During this course, many lessons were imparted to the course members including Briefing Techniques, Map Marking, Radio Handling, Movement Orders and Training Planning. In this course, the system used was the Very Short Range Air Defence system which is the Mistral.

The course started with theory lessons such as Introduction to Air Defence including its History, Different Types of Air Threat, The Aim of Air Defence, Airspace Control Measures, the Sequence for Air Defence Deployments, Procedures for Reconnaissance, Command Post Concealment, Rolling Resupply, Movement Table, and also Air Defence Estimates. In order to comply with the COVID-19 regulations, the courses were taught according to MOH Guidelines such as social distancing, scanning of QR Codes before entering classes, wearing masks at all times, and also cleaning the classes after usage.

The group was divided into two, with one group doing practical in class and the other group having VTC lessons from home. But as the lessons proceeded to phase 2, where the participants needed to attend the class everyday due to practicals and exercises, the two groups were present in separate classes with different instructors that were assigned to them.

In phase 2, the lessons are more on practical, giving orders and briefing. The practical sessions such as plotting symbols on the Map, creating First Impact Trace, Air Defended Area (ADA), Ground Defended Area (GDA), Very Short Range Air Defence Engagement Zone (VSHORADEZ) and also Low Level Transit Route (LLTR) which are under the subject of Manual Procedure. The following week, both groups were taught to be a Command Post Officer and also becoming Exercise Control personnel. As a Command Post Officer, the personnel were tested to be a Squadron Operations Officer and Assistant Squadron Operations Officer where their confidence were tested by giving orders such as Full Orders, Recce Orders, Movement Orders and also their planning on the deployment of Air Defence assets. While in Exercise Control they have to create a Scenario, Main Events List, Intelligence Summary, and ExCon Brief. All the personnel were able to get a taste of both roles throughout the entire exercise.

Overall, all members of this course have passed with flying colours. It puts the course participants to a better level than before, where the knowledge and skills learned will be able to be applied while performing duties and responsibilities in their respective units later.

TOP LEFT

The CP Board presentation to CO No. 2 Wg

BOTTOM LEFT

One of the assessments during the course

BOTTOM RIGHT

Group presentation to harness confidence and skills







ENHANCING TIES THROUGH CAMPAIGNS

No. 7 Wing personnel during the mosque cleaning campaign as part of the year end activities

PRODUCING CAPABLE AIR AND BASE DEFENDERS

By Maj (U) Alli Farid



LEFT
Conducting ammo and personnel check after room clearing

MIDDLE TOP
Getting ready for building entry

MIDDLE BOTTOM
Preparing for engagement sequence

RIGHT
Training area at FIBUA Village

The Basic Air Defence and Base Defence courses signify the start of the journey of personnel from No. 2 Wg towards a full-fledged, adequately-qualified air and base defenders. Previous batches of the courses were conducted separately with the participants specialising in one specific area.

THE BASIC BASE DEFENCE COURSE

With the ever changing global security climate, coupled with the dynamic threats of non-conventional nature, it is important for personnel to be flexible in terms of performing their roles. Hence, the introduction of the combined course is not only beneficial for the personnel as it allows cross postings, but also flexibility for higher level planners to play around with the human assets when required.

The Basic Base Defence course consist of a number of modules. They include operations in urban areas, conducting vehicle checkpoints, anti-riot operations as well as many others. This is in line with their role as the first responders with regards towards security within the base or any deployed asset. The Base Defence personnel also work closely with the Regimental Police of RBAirF, hence the module on what are their roles during the joint operations with RP was particularly beneficial.

The final exercise was conducted in the FIBUA Village in Penanjong where all the participants had fun in learning something new, despite the exhausting experience.

THE BASIC AIR DEFENCE COURSE

The other part of the course was focused towards preparing the participants to become the gunner and the sentry during Air Defence deployments. Although they sound very simple, the implications of not performing these tasks properly cannot be downplayed.

Being the gunner, they must be able to follow the firing sequence with the detachment commanders. They must always maintain clear communication and ensure that none of the steps in the sequence are missed. On top of that, it takes a lot of courage to actually pull the trigger and fire the Mistral missile.

Additionally, when becoming a sentry, the participants must also achieve a certain standard. This includes the setup of their post, the challenging procedure and also not to forget the camouflaging of their post.

During the Air Defence final exercise, the participants were paired with the Command Post Course participants. The participants learned a few things with regards to their role in the overall Air Defence picture. They were reminded to never take their role lightly as every component in the system is very important.



THE START OF A SKY-HIGH JOURNEY

By Lt (U) Muhd Khairi Zulfitri bin Zulkalpi



Aircrew composition in a helicopter consist of pilots and crewmen. Both have their own significant roles and responsibilities in order to carry out missions and task successfully and most importantly, conducted safely. Prior to being airborne, the rear crew has the responsibility to ensure the aircraft is fitted for the role of the mission, secure any incoming passengers and determine proper placement of cargo in the cabin. In the air, they are the extra sets of eyes whilst in the sky, working closely with the pilots, they will assist in navigating towards the selected Landing Point (LP) or target. Their critical role comes in the approach towards the LP, their patter is critical to ensure the safety of the aircraft so that it is safe from obstacles that could not be seen by the pilots within the surrounding of the LP and subsequently landing the aircraft.

Four junior personnel have enrolled into the 33rd Ab Initio Crewman Course. What a journey it has been for them! They had to undergo the selection process and training requirement in order to be one. The Ab Initio Crewman Course is designed to train regular personnel and convert them towards becoming a qualified aircrew.

TOP

The 33rd Ab Initio Intake

TOP RIGHT

Map planning lesson conducted by 73 Sqn

MIDDLE RIGHT

Performing CPR during the first aid lesson

BOTTOM RIGHT

The aircrew during their first flying session

MAIN PICTURE

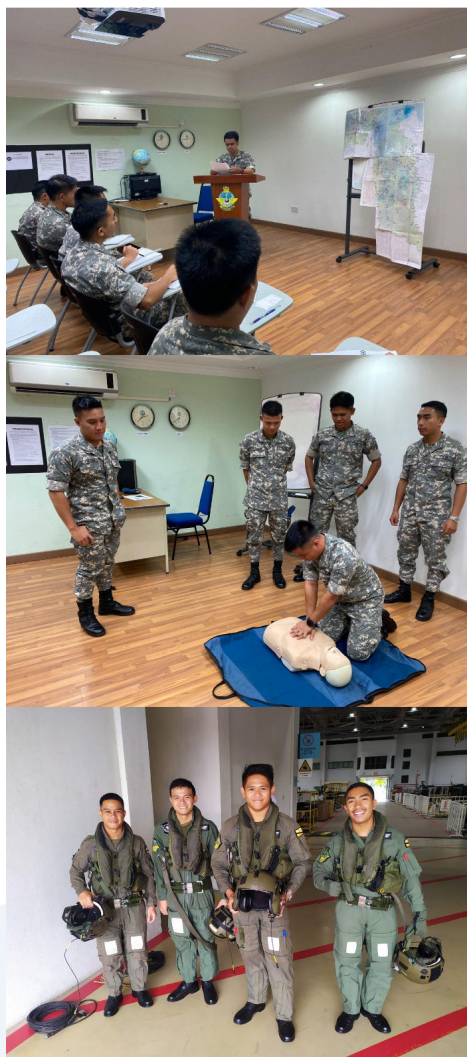
The new aircrew during the badge presentation ceremony with CAF



The course consists of ground and flying training conducted at 73 Sqn, No. 7 Wing and 14 Sqn, No. 1 Wing with the support of other units within RBAirF. The intake started their course in August 2019 and successfully completed it in December 2021.

At 73 Sqn the participants were taught the basics in order to create the required foundation as an aircrew. This includes lessons from the Flight Line Mechanics (FLM), Jungle Survival Training, map planning as well as Basic First Aid course. The course participants or ab initio crewmen were introduced to basic flying and patten on the Bell 206B III Jet Ranger encompassing sortie profiles ranging from basic circuits towards navigation. The ab initios continued their flying development at 14 Sqn to convert to the Blackhawk S70i platform where lessons were more specified role training involving winching procedures, spot navigation and confined area operations. Their knowledge were further enhanced on the aircraft technical profile and its operating limitations.

In summary, the journey to be an operational crewman has not been an easy journey or simple task to undertake. It requires personnel who are committed and enthusiastic to be able to sacrifice their time and effort, shedding sweat and tears into completing all of the demanding requirements of the course itself. It was emphasised upon themselves that the most important thing to have was the cooperation between one another in order to strive towards achieving success especially in this career path that they have chosen. On the 30th December 2021, these ab initios crewmen have proudly achieved their success and had the honour to be presented with their flying wing and course certificates by the Commander of the RBAirF and now have begun their new journey in the operational aviation world.



THE COVID-19 VARIANTS

By Lt (U) Syarafur

In this edition we are going to examine the variants of the currently active COVID-19 affecting people worldwide. SARS-CoV-2, the virus causing COVID-19 is just like other viruses in such a way that it mutates constantly over time. Most of these changes however have very little to no impact at all on the properties of the virus.

In some instances, these changes will only affect the rate of transmissibility, associated severity, related vaccine performances and even health and social measures. The development of the virus is currently being monitored closely by the World Health Organisation (WHO), along with its partners, national authorities, institutions and researchers ever since the discovery of the virus. The emergence of variants with greater impact to the human health in late 2020 have also prompted the WHO to characterize specific variants of the virus, classifying them into Variants of Interest (VOI) and Variants of Concern (VOC). This is aimed at helping researchers to prioritise which variant to research and look closely into.

Systems have also been established to detect signals of potential new VOIs and VOCs and the associated risk it poses to the community. Another crucial measure of curbing and controlling the virus is to ensure that the transmissibility rate can be reduced and that control measures are in place to prevent the virus from spreading to animals.

To date, the measures recommended by the WHO has helped countries to combat each variant resulting in significantly less deaths and hospitalisations. It is however important to note that the battle with the virus will not be ending anytime soon, regardless of the high vaccination rates and the community must not let their guard down.

A VOC is defined as a variant that meets the criteria of a VOI but has been deemed to be having a higher degree of public health significance. The effects may include higher transmissibility, increase in clinical disease presentation and even decrease in the effectiveness of health and social control measures. Currently there are a number of variants present including the Alpha, Beta, Gamma, Delta and the increasingly rampant Omicron virus.

A VOI on the other hand are genetic changes which have been predicted or known to be causing potential changes to the virus characteristics. These may provide the signal to an emerging risk to the global population.



VARIANTS OF CONCERN

Increase in transmissibility or virulence

VARIANTS OF INTEREST

Can cause community transmission or multiple clusters, or detected in multiple countries

Source: World Health Organization

GREEK LETTERS FOR COVID-19 VARIANTS

The UN health agency uses letters of the Greek alphabet to avoid stigmatising nations where they were first detected



| | | | |
|--------------------------------|------------------------------|------------------------|---------------------------|
| α | β | γ | δ |
| ALPHA B.1.1.7 | BETA B.1.351 | GAMMA P.1 | DELTA B.1.617.2 |
| United Kingdom Dec 18, 2020 | South Africa Dec 18, 2020 | Brazil Jan 11, 2021 | India May 11, 2021 |

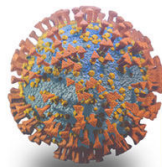
| | | | | | |
|---------------------------------------|--------------------------|--------------------------------------|-------------------------------|---------------------------------|---------------------------|
| ε | ζ | η | θ | ι | κ |
| EPSILON B.1.427/ B.1.429 | ZETA P.2 | ETA B.1.525 | THETA P.3 | IOTA B.1.526 | KAPPA B.1.617.1 |
| United States March 5, 2021 | Brazil March 17, 2021 | Multiple countries March 17, 2021 | Philippines March 24, 2021 | United States March 24, 2021 | India April 4, 2021 |

VOA Graphics

TOP
All the currently identified VOCs and VOIs

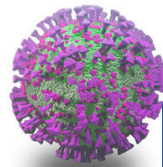
RIGHT
The origins of the VOCs

4 Covid-19 Variants of Concern that Worry the World



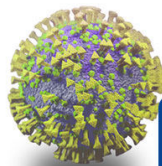
GB – Alpha 
First detected: United Kingdom

Severity:
This variant spreads easier than the initial variant.



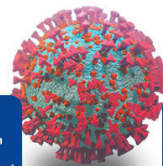
ZA – Beta 
First detected: South Africa

Severity:
This variant has higher possibility of causing severe illness or death compared to the initial strain of the virus.



IN – Delta 
First detected: India

Severity:
This variant spreads more rapidly than the original variant and it is currently found as the dominant strain in Thailand.



BR – Gamma 
First detected: Brazil

Severity:
The strain is more contagious than other variants. The effectiveness of vaccine protection against Gamma variant is low.

Experts around the world and the World Health Organization are still studying and researching to find ways to combat all types of variants.

MILITARY AVIATION SAFETY

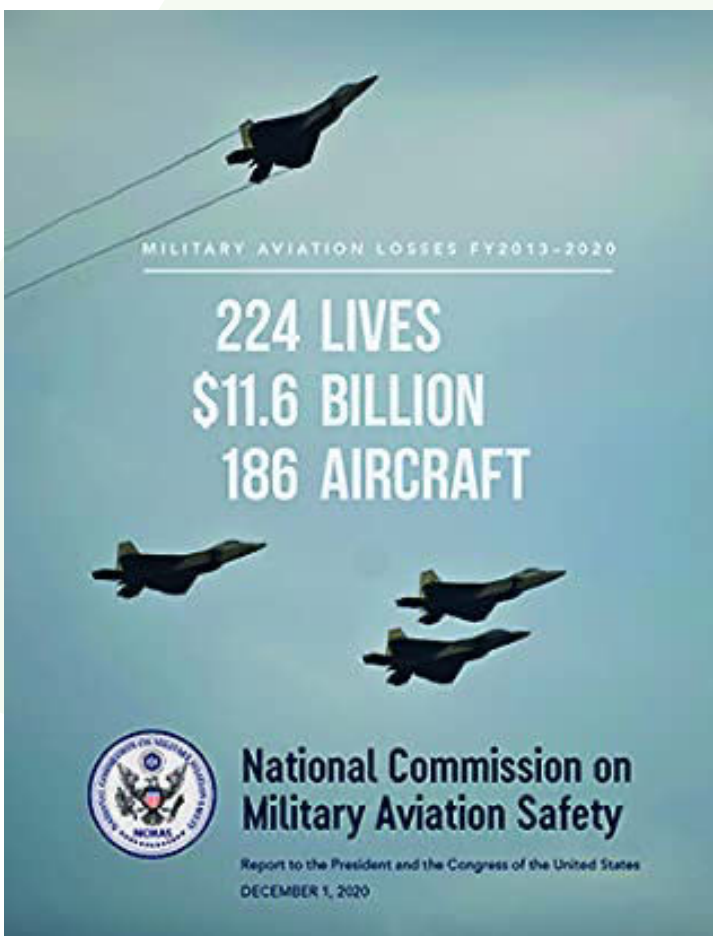
By Maj (U) Alli Farid

Military aviation, just like its civilian counterpart is exposed to the same dangers of accidents based on a number of factors. Amongst the most common causes for these accidents or crashes are lack of training and fatigue. In the United States, for example as a case study, according to the congressionally commissioned report, more than 6,000 military aviation accidents have occurred, killing 224 pilots or aircrew, resulting in the loss of 186 aircraft at values of roughly USD\$11.6 billion since 2013.

The report, which was produced by the bipartisan National Commission on Military Aviation Safety established by Congress in 2018 was aimed at examining the past mishaps as well as to make recommendations to the senior officials. This is to ensure that the number of crashes and accidents can be reduced effectively.

The report involved the interview of more than thousands of military pilots, aircrew, ground crew and maintainers. One of the findings stipulated within it is the apparent chronic fatigue amongst these personnel. Most of the mishaps were also not due to combat and occurred largely during training or routine operations.

Another prominent finding from the report is that most of the personnel interviewed also believed that the main cause of mishaps is insufficient flying hours, reducing skill levels, inadequate and rushed training programs, excessive administration duties as well as risky maintenance practices and packed working schedules. These were very clear especially in 2017 where the military experienced a number of high-profile crashes thus undermining the state of military aviation safety.



LEFT

The report findings from the National Commission of Military Aviation Safety

TOP RIGHT

Wreckage of a KC-130 tanker aircraft

BOTTOM RIGHT

The search for a UH-60 Blackhawk

An example of the mishap was the KC-130 tanker operated by the Marine Corps. The plane came apart during its flight killing 15 marines and a Navy corpsman. The other accident involved the crash of Army UH-60 Blackhawk helicopter into the ocean during a night exercise located on the coast of Hawaii killing all the five personnel onboard. These were just a few of the high profile crashes affecting the United States.

One major factor uncovered during the study was that the cutbacks to training led to these crashes and is continuing to threaten future pilots. The study found that there were a large number of student pilots who were rushed to complete initial training by insufficiently trained instructors and these student pilots eventually became instructors themselves thus extending the cycle. This is in addition to the fact that actual flight hours are being replaced by simulator hours, with in most cases outdated simulators.

On the other hand, maintainers have also reported that they were frequently overloaded with additional duties not relating to aviation. These included assignments to become drill instructors and these tours usually take years thus stagnating their maintenance career experience progress. The training is also more and more reliant on simulators with very little hands-on training. This was further compounded by the exhausting commitments required to ensure operational aircraft are always available thus limiting the time available for training.



ROYAL BRUNEI AIR FORCE
**FLIGHT SAFETY
POSTER COMPETITION**

**SUBMISSION
DEADLINE
18 JUNE 2022**

SUBMIT POSTER TO:

RBAIRF.FLIGHTSAFETY@GMAIL.COM

FOR FURTHER INQUIRIES, CONTACT
CPT (U) HIFDZULLAH AT 8751022

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!**

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



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 along with a simple declaration in the email that you are the sole creator and copyright owner of the submitted photograph/s.

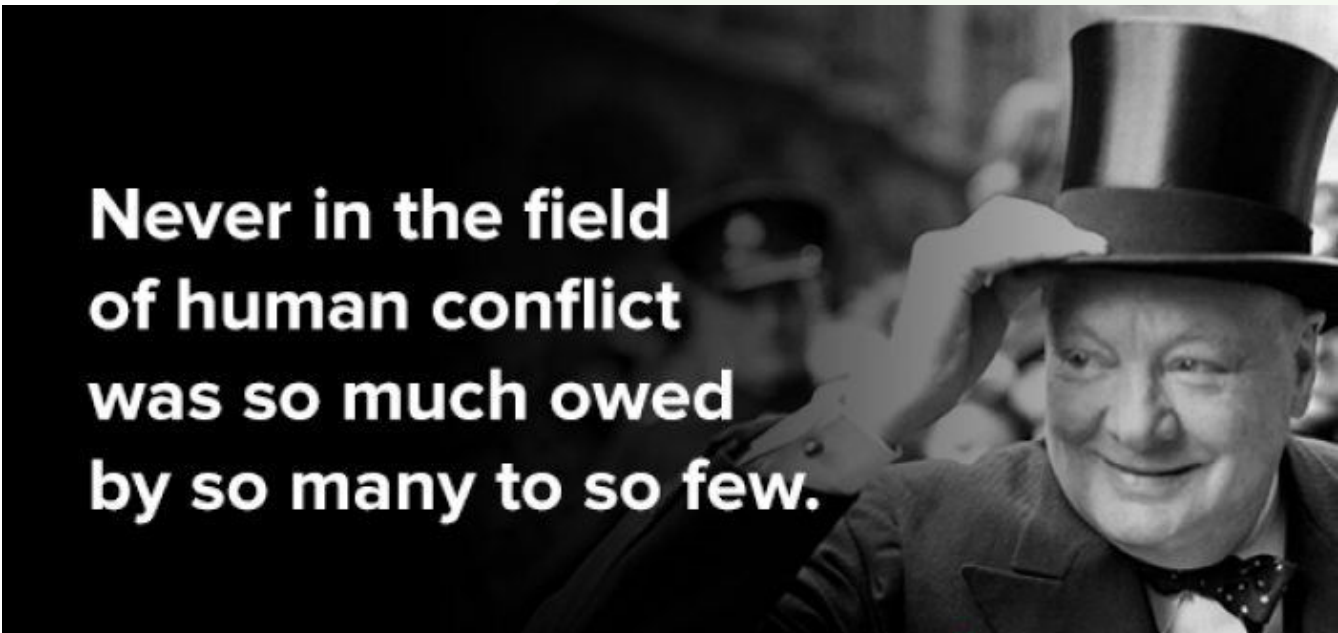
You may submit up to 3 photographs. In order to be judged by the editorial committee without being stretched or distorted, each photograph must be submitted in .jpeg, or .jpg format and no larger than 10 MB.

Who may enter: ?

All RBAirF personnel, TEMD and Civilian 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.

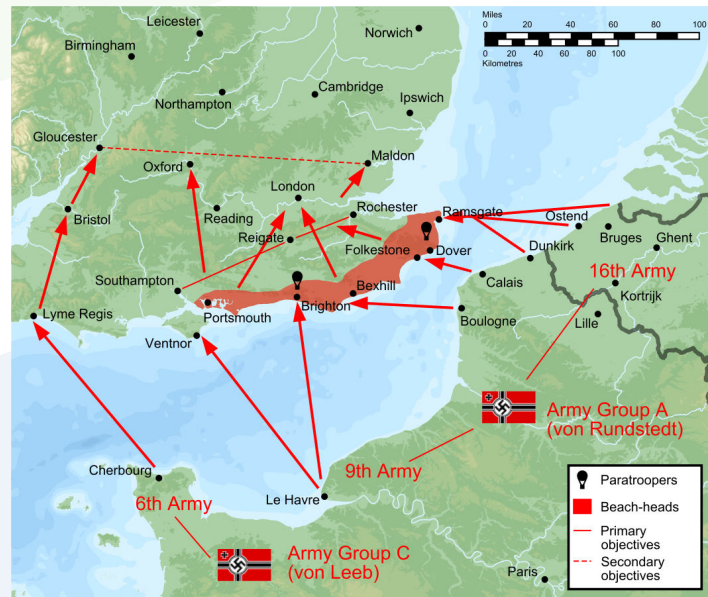


THE BATTLE OF BRITAIN

by Maj (U) Alli Farid

The Battle of Britain is probably the most well known battle iconic to the airmen of every air force around the world. Even in the RBAirF, officers who have had the privilege to attend the cadet course in Cranwell, Royal Air Force, United Kingdom shared their fond memories of learning and discussing about this battle during their lectures. The Battle of Britain is so iconic in a way that it is the first time that different assets of the air force are integrated into one fighting mechanism consisting of multiple elements, not only the flying part in World War 2.

At the height of World War 2, Germany was expanding swiftly and occupying territories far beyond its borders. After the fall of France on 22 June 1940, Adolf Hitler decided that the Germans should expand further by invading Britain through air, naval and land operations. The operation, codenamed Operation Sea Lion was concentrated on defeating the RAF first in order to accomplish the identified centre of gravity which is air superiority over Britain. This was to be followed by the beach landings to prepare for the ground forces to enter and seize Britain.



TOP LEFT

The iconic quote by Sir Winston Churchill

BOTTOM LEFT

The blueprint for Operation Sea Lion

TOP RIGHT

German soldiers in France

MIDDLE RIGHT

German ground forces marching

BOTTOM RIGHT

The Germans waving their flag



The prominent aircraft used during the operation were the Supermarine Spitfire from the RAF and the slightly better Messerschmitt BF 109 from the Luftwaffe. These were the pride of each air force at the time. Each had their own unique advantages over one another, for example, the Supermarine Spitfire had better turning capabilities and a higher maximum speed, while the Messerschmitt had a more powerful engine with anti-stalling system and also a better height exploitation potential. Victories between these dogfights were usually solely determined by the skills of the pilot.

The main reason for the victory achieved by the RAF was through the use introduction of the Dowding System. The system basically consist of three main components, the fighters, the radars and the ground defence. These components all operate like a well-oiled machine in preventing the Germans from achieving their mission. Through the radars, the RAF were able to know the location of hostile aircraft, hence removing the element of surprise. These were then targeted by the fighters who were able to defeat the Luftwaffe aircraft. If any of the aircraft managed to get through the first line of defence, they were then greeted by the Anti-Aircraft Artillery.

All of these components are controlled and coordinated through operation centres throughout the country. The integration of the components undoubtedly gave victory to the RAF resulting in the failure of the Germans to invade Britain.

BY THE NUMBERS:**640**

The number of RAF aircraft compared to 2,600 of the Luftwaffe

2,926

The number of RAF pilots, also referred to as 'The Few'

20

The average age of the RAF pilots

CLOSE AIR SUPPORT

By Cpt (U) Aliff bin Zulkifli

CAS is the act of providing air support, mainly air strikes towards hostile forces in close proximity of friendly forces. The role is mainly to support the ground forces in either advancing, maneuvering and in some cases, assisting them in getting out of undesired situations, for example, pinned down in an ambush and this can be achieved by neutralising or subduing enemy forces with fire support from the air. Weapons used for CAS ranges from rockets, cannons to machine guns, meanwhile, aircraft that can be utilised for CAS includes fixed wing aircrafts, unmanned aerial vehicles (UAV) and helicopters. CAS aircraft are attached to ground forces and reaction time depends on each specific mission.

RBAIRF CAS CAPABILITY

The RBAirF has been providing close air support to the Royal Brunei Land Force since the purchase of the Bolkow 105 (BO105) along with the SURA 81mm rockets in 1981. Currently, the RBAirF is utilising the FZ rocket system (Forges De Zeebrugge Sa Rocket) ever since replacing the SURA 81mm rockets in 2002. The role of providing CAS in the RBAirF falls solely under the BO105 platform, where the FZ rocket system is installed.

The BO105 is able to carry 24 rockets in one run (12 on each side) and has the option of either 'single' or 'ripple' fire. 'Single' mode launches 1 up to a maximum of 3 rockets each side per fire, while the 'Ripple' option would release all 24 rockets. Both options provide 2 different effects, the former would provide the ground forces with more 'time' since firing 'single' shots save up rockets (thus providing them with more runs), while the latter would give a much larger and devastating effect in a single run.

The FZ rocket is manually guided, meaning that the pilot manually aims the rockets to the target through the aiming sight in the aircraft. The effective range is around 700-1000m, with the indirect range of 10,000m. The blast radius of the warhead is about 1000m², which is really effective against enemy strongholds or groups of enemy forces. However, the FZ rocket is only intended against soft targets, as the FZ rocket is not 'armour piercing' which means it would not be as effective against enemy armoured vehicles.

THE FUTURE

Although the FZ rocket is effective in the intended task and fulfilling such role, there are few considerations that would certainly enhance the CAS capability for the RBAF in the future. Firstly, the addition of armour piercing missiles that could penetrate armoured vehicles; this would add tanks and other armoured vehicles as possible targets.

Secondly, precision-guided munitions, for example laser guided missiles, would enhance accuracy and minimise collateral damage. As mentioned previously, the current FZ rockets are manually guided, even though the FZ has a good success hit rate, slight misses do occur. Conversely, with the procurement of laser or GPS guided missiles, hits on targets would almost be a guarantee.



TOP

Lt Col (R) Johar piloting the BO-105 equipped with Sura 81mm Rockets

TOP RIGHT

The BO-105 in the FFA



This also means that the target could be hit from a much further distance and at a higher height, thus eliminating threats from small arms fire as well as staying away from range of shoulder fired missiles. The increase in accuracy also decreases the chances of error and collateral damage; thus, friendly fire will be significantly minimised.

Finally, cannons and machine guns are a secondary option other than rockets. As of today, the immediate addition to the CAS capability for the RBAirF will be the procurement of the M134 Minigun, which is going to be utilised by the Blackhawk S70i. This would give the RBAF more options in its inventory with regards to CAS capability, as well as providing different tactical effects other than what the FZ rockets has to offer.

With the BO105 approaching the end of service and replacement process is currently being made, possibly with a light utility helicopter similar to the BO105. The new platform will be able to continue to provide the CAS role for many years to come. However, with the complex and ever changing nature of conflicts, demand for CAS might also evolve than what it is today. Most of today's conflict provides low threats to most of the CAS assets, taking account of the conflict in the Middle East against terrorist groups, armed only with small arms and at most, with hand held rocket launchers. Flying high out of range from the threat, they posed low to no threat towards the CAS aircrafts, so the selection for helicopters or small turboprop aircraft instead of fighter jets for CAS makes complete sense.

RESTARTING YOUR FITNESS REGIME

By Lt (U) Najwan



The military is often associated with loads of fitness activities whether it be free runs, pack runs or strength workouts. Maintaining fitness requires a consistent schedule and a dedicated mindset. The COVID-19 outbreak resulted in the banning of group workouts and with the lockdown, the timeframe for exercise was reduced. These factors massively affect two types of people: people who love group workouts and those with long working hours.

Military personnel fall in both categories and therefore the restrictions will definitely influence the norm in the military fitness setting. Though I believe fitness can be maintained even during challenging times to reduce the "activation energy" needed in the endemic phase. I will first discuss on how to use the Business Continuity Plan (BCP) to our advantage, how to begin fitness practice one step at a time and lastly, set up the mood with your workout of choice.

Firstly, make use of the BCP to maximise the time during the day. When BCP was first introduced, the mindset was the opportunity to wake up late and continue do house chores unless called upon for a meeting. If we properly plan the day, time is actually on our side with the reduction in time taken to travel to and from office as well as running errands. I went for static workouts and ran around my home before actually starting Work From Home (WFH). I felt blessed with the spare time during the BCP period. One who is able to plan out his to do list during BCP can achieve more than during normal working days. BCP was an opportunity to maintain fitness level more efficiently.

"Success isn't always about greatness; it's about consistency. Consistent hard work gains success. Greatness will come" - Dwayne "The Rock" Johnson



Secondly, always start fitness habit gradually to prevent burnouts or worse, injuries. More often than not we feel rushed and pressured to achieve a certain standard. Take an appropriate amount of time to build up confidence and to activate muscles. A steady workout plan by strictly follow a schedule allows the mind to be more disciplined and the body to grow muscles healthily. Never be afraid to take a day or two to recover from hard workouts. Aim for a longer development plan instead of a risky short plan. Even professional marathon runners start six months prior to a race to properly push their limits. A grinding workout such as a ten kilometer run twice a day will lead to fatigue, which is not any better than a progressively increasing workout intensity. I have always regretted injuries from being too eager to reach a timing or repetition. Shin splints, cramps, back pain, stiff neck, sprained ankle and runner's knee are some of the injuries that have hindered me from resuming my workout programme. In short, be patient with fitness development as being too enthusiastic may do more harm rather than good.

Thirdly, start with a favourite workout. Cycling has always been my go to exercise as I enjoy high speed and riding. What works for me may not work for you. Find an exercise you take pleasure in doing, a workout you do not mind spending hours in it. The aim is to first stimulate muscles to be accustomed in doing rigorous activities and then mix it up with military exercises in the later stage. Using this method, one is able to continuously maintain fitness by doing a hobby.

In conclusion, the outbreak should have not totally halted your fitness activities but instead keep the momentum rolling to prevent a significant drop in fitness level. We have already reviewed about BCP providing ample time for exercise, slowly increasing workout intensity is beneficial and enjoying your favourite exercise to continuously maintain fitness. These will help you in restarting your fitness regime to excel in military fitness tests.

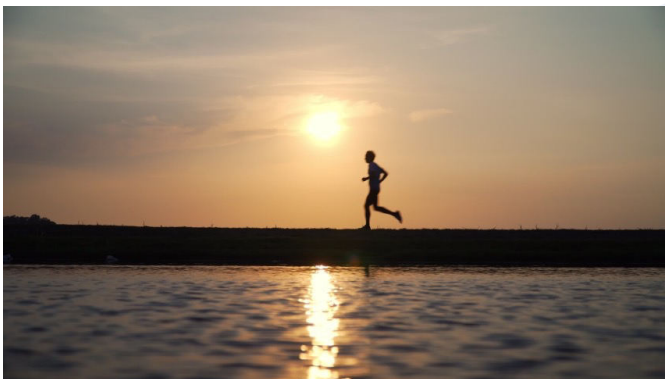


THE RISE OF SMART WATCHES

by Lt (U) Hidayatullah

Gone were the days where watches are solely used to tell us the date and time of the day. Watches nowadays have evolved into smartwatches where it can be used for tracking fitness levels with impressive smart features in addition to tracking calories, rest periods and even tracking sleep. The features are so technologically advanced and we can most certainly agree that in the future these watches can even replace the use of cellphones with certain watches already having the capability to make calls.

We are already amazed by how much a normal sized smartphone can do and what is more amazing is that a smaller, much more convenient device can do just as much if not the same when it comes to tracking your fitness. It can also make you look more fashionable since its visible on your wrist. I used to wear the common digital watch, my go to Casio watch which I have used since I was a cadet, with its basic but efficient stopwatch feature because I never thought smartwatches are worth spending your fortune on. The price difference was too big then.



**TOP**

The function-packed Apple IWatch and the Samsung Galaxy Watch series

LEFT

The rugged and tough Garmin smartwatch

In general, it is hard to decide whether you need one or not as there are pros and cons of a smartwatch. Some of the pros are it is easy to access your messages, it can track your fitness, monitor your heart rate, and you become a little less reliant on your phone. For the cons, it would be battery life, the cost of the smartwatch and dependency on updates and support. However, in the end it comes down to what you really need from a watch.

I started becoming interested in these smartwatches because a colleague of mine often showed me all the statistics that were collected whenever we ran together. Heart rate, elevation, distance, pace and so much more. My interest developed when I needed to train for running to reach a certain goal. It helped me plan out my workouts, what distance to cover or what pace to maintain. It helped me changed my mentality on fitness, from it being a chore, to being a lifestyle. It also brings out your competitiveness every time you run. It was fun to see the improvements made and overcoming plateaus throughout your fitness journey.

There are generally two categories of smartwatches, those that are packed with digital features such as activities tracking, playing music, reading messages and even sorting out your daily routines. A great example would be the Apple IWatch and the Samsung Galaxy Watch series.

The other category of the smartwatch are those focused on fitness. These brands are tough, rugged and durable and is even safe for swimming and diving. These smartwatches can also be used for other activities or sports such as hiking, diving, physical exercises, cycling and golf. For some of the smartwatches, it can even help navigate your way. I would say one of the popular choice of brand for this category is Garmin. If you want to opt for a cheaper version, then the go to brand would be Fitbit. It might not have the same capabilities but it would suffice. If you ever plan on diving deeper into the fitness world, I would advise to invest on a smartwatch as it will be a ton of help.



KERIS TERBANG