



Submission 98

Inquiry into RAAF F-111 Deseal/Reseal Workers and their Families

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From: [REDACTED]
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Submission to the Joint Standing Committee on Foreign Affairs,
Defence and Trade:
Inquiry into RAAF F-111 Deseal Reseal Workers and their Families

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14 Jul 2008

I hereby wish to make a submission before this committee regarding the dates of the **PROGRAMS** as contained in the definitions of a Deseal/Resealer and how many Technicians has slipped through and not got the Lump Sum payment because of the fixed terms.

I would like to know who made the decision when the PROGRAMS started and finished for the personnel doing the tasks.

Also I would like to be informed from someone who wrote the definitions is to how/why Wing Planks outside of the Programs is different to when they were being done officially.

I was first posted into wings when they were in hangar 410 (501 Wing) in 1994. Why, I am giving you this information is just to set the scene to why so much pick and patch at the Squadrons and the wing plank deseal/reseals at Wing Section was carried out by non desealers due to manpower and urgency.

Wing Section were moved after I had been there 12 months (hangar 410) to the old transport hangar (which was never an authorized fuel tank repair hangar in all the time Wings were there), that's probably why the PROGRAM never started up again. Speaking from personal experience the Wing Program finished but we at Wing Section were still doing Deseal/Reseal on the planks. So did they forget to start the PROGRAM again or were we just on our own and it was put under Special Servicings because not every set needed it to be done.

I was posted to Wings Twice either side of a posting to the Squadron. Now at the Squadron and guess what, being small and a LAC at the time you fit quite nicely into Fuel Tanks to do Pick and Patch on many occasion. The only time I saw Deseal at the Squadron was to come and get there gear back when we had done another fuel leak. This is no way a reflection on Deseal but this was common practice as they did not have the manpower or the time to cover the whole base.

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If the Squadron had to wait for the Desealers (no fault of their own) to arrive for fuel leaks most of the aircraft would all be still sat on the tarmac.

I was medically discharged with Hyper Tropic Cardiomyopathy. The Medical Specialist which I was sent to by Veteran Affairs said "it was not beyond the realms of possibility" that it was caused by exposure to chemicals but, not enough research has been done yet. I have also been medically diagnosed with memory loss, medically diagnosed with IBS and more. If that does not ring the alarm bells to exposure what does? Recently I have had an implant inserted to monitor my heart all paid for by SHOAMP Health scheme gratefully.

I am frustrated for myself, my wife and children who now have to work there lives around me. We had to go to IVF to get our children as we had five miscarriages while we were at Amberley. Because no one else has this in my family I have the good fortune that I have now passed it on. God knows what else has been past on to them, they have to be tested every couple of years for the heart defect.

It is very disheartening that myself and all the other personnel who has performed the tasks of Wing Plank Deseal/Reseal and Pick and Patch at the Squadron has been left out because of wording not because they have not done the job.

Shaun Major

14 JUL 2008