



Submission 110

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

Name: Mr Trevor Allen



17th July 2008

**SUBMISSION TO THE PARLIAMENTARY INQUIRY
INTO RAAF F-111 DESEAL-RESEAL WORKERS AND THEIR FAMILIES**

I, Trevor George Allen, was a permanent member of the Royal Australian Air Force (RAAF) from August 1967 until March 2001. During this time I was employed as an Airframe Mechanic, Airframe Fitter and an Aircraft Technician. One of the responsibilities of the airframe/aircraft trade was the maintenance and repair of aircraft fuel tanks. During the time I spent working on the F-111 aircraft, the maintenance and repair of the integral fuselage fuel tanks and wing fuel tanks was a significant portion of the airframe/aircraft trade tasks.

I worked on F-111 aircraft at No 482 Squadron, No 1 Squadron and No 6 Squadron, all at RAAF Base Amberley, from June 1973 until January 1980 and at No 3 Aircraft Depot (3AD) RAAF Base Amberley from July 1985 until April 1989. My total time spent working "hands on" F-111 aircraft was in excess of ten years.

F-111 Aircraft Fuel Tank Entry and Repair

F-111 Fuselage Fuel Tank Entry & Fuselage Fuel Tank Sealant "Pick & Patch" Repairs & Wing Fuel Tank Sealant Repairs at No 482SQN, 1SQN & 6SQN from June 1973 until January 1981.

During this period, as my experience, competencies and skills and seniority increased, I was employed as an Airframe Tradesman, Airframe Trade Supervisor and as an Airframe/Aircraft Trade Independent Inspector.

Due to the technology used and the constant deterioration of materials used to seal fuel tanks during the construction of the F-111 aircraft, the fuel tanks were extremely prone to developing fuel leaks. This situation generated the requirement to carry out regular, multiple internal and external fuel tank(s) "Pick and Patch" repairs prior to and after the dedicated fuel tank deseal reseal programs.

During my time at 482SQN I was often required to enter fuel tanks to carry out F-111 fuselage fuel tank sealant "pick & patch" repairs and wing fuel tank sealant repairs. I am not aware of the total number of fuel tank entries and repairs that I performed, however, one fuel tank entry and repair processes per month would be a very conservative estimate. During these fuel tank sealant repair processes I carried out the following tasks:

- a. Fuel tank defueling, opening fuel tanks, de-puddling and purging of fuel tanks;
- b. Fuel tank entries;
- c. Removal of fuel system components and plumbing from within the fuel tanks;
- d. Identification of possible sources of fuel leaks;
- e. Removal of deteriorated sealant, barrier compound and primers;
- f. Cleaning of the affected areas;
- g. Preparation and the application of primers and barrier compound;
- h. Preparation and the mixing of sealants;
- i. Application of sealants;
- j. Installation of fuel system components;
- k. Cleaning of fuel tanks;
- l. Fuel tank FOD Inspections;
- m. Closure of fuel tanks;
- n. Fuel system functional checks e.g. refuel and defuel checks; pressurization checks; fuel transfer and engine fuel feed checks;
- o. Fuel system quantity measuring checks;
- p. Airframe Trade Supervisor checks, including internal fuel tank checks, and
- q. Airframe Trade Independent inspections, including internal fuel tank checks in accordance with Defence, RAAF, Base and Unit regulations, publications and instructions.

No 3AD from July 1985 until the end of April 1989.

During the whole of my time at No 3AD, I was employed in Aircraft Maintenance Flight (AMF) carrying out Trade Supervisor Inspections and Independent Trade Inspections on F-111 aircraft undergoing maintenance. As an Airframe Trade Supervisor and as an Independent Inspector I was required to inspect and certify all F-111 maintenance requiring trade inspections and independent inspections in accordance with the relevant Australian Air Publications (Asps), Unit Maintenance Orders, (UMOs), Base Standing Orders (BSOs) and other relevant Standing Instructions.

F-111 Wing Deseal Reseal at No 3AD

F-111 aircraft Wing Deseal Reseal was carried out and incorporated under the authority of a RAAF F-111 aircraft Modification Order.

During my time at 3AD I performed Airframe Trade Supervisor and Aircraft Trade Independent Inspections on F-111 aircraft wings undergoing the incorporation of the deseal/reseal modification and inspections of F-111 aircraft fuselages during routine maintenance. These Independent Inspections also included inspections for Foreign Object Damage, commonly known as FOD inspections.

The types of tasks that I performed as an Airframe Trade Independent Inspector during F-111 wing deseal reseal at 3AD included:

- a. Independent trade inspections during the desealing/cleaning phase of the wing;
- b. Independent trade inspections during the application of primers, barrier compound and sealants in the wing;
- c. Independent trade inspections during and after the installation of fuel plumbing, fuel pumps, fuel quantity measuring and electrical looms into the wing;
- d. Independent trade inspections during the installation and sealing of the wing top plank (commonly known as the top skin) of the wing;
- e. Independent inspections for FOD as required during all phases of the wing deseal reseal process;
- f. Independent trade inspections during fuel leak checks;
- g. Independent trade inspections during wing refueling and defueling checks;
- h. Independent trade inspections during wing pressurization checks and fuel transfer checks;
- i. Independent trade inspections during and following the installation of primary flight control surfaces and associated hydraulic components e.g. roll and lift spoilers;
- j. Independent trade inspections during and following the installation of secondary flight control surfaces and their associated hydraulic and electrical components e.g. trailing edge flaps and leading edge slats.

F-111 Fuselage Fuel Tank Sealant “Pick & Patch” Repairs at 3AD

I was also required to perform Independent Inspections on F-111 aircraft during and following the completion of F-111 fuselage fuel tank “pick and patch” repairs performed during aircraft Deeper Maintenance (DM) at 3AD.

The types of tasks that I performed during F-111 fuselage fuel tank “pick & patch” repairs included:

- a. Fuel tank entries;
 - b. Independent trade inspections during tank entry and the desealing & cleaning phase of fuselage fuel tanks;
 - c. Independent trade inspections during the application of primers, barrier compound and sealants in fuselage fuel tanks;
 - d. Independent trade inspections during and after the installation of fuel plumbing, pumps, tank pressurization plumbing, fuel quantity measuring and electrical looming into fuselage fuel tanks;
 - e. Independent inspections for FOD as required during all phases of the fuselage fuel tank entry and sealant repair process;
 - f. Independent trade inspections during fuel leak checks;
 - g. Independent trade inspections during fuselage fuel tank refueling and defueling checks, and
 - k. Independent trade inspections during fuselage fuel tank pressurization checks and fuel transfer checks.
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Affidavit for RAAF Board of Inquiry (BOI)

In December 2000 I provided a sworn affidavit as evidence to the RAAF BOI into the F-111 Deseal/Reseal Programs. (Copy of affidavit supplied at Attachment 1).

Participant in the Study of Health Outcomes in Aircraft Maintenance Personnel (SHOAMP)

Further, I was a volunteer participant in the Study of Health Outcomes in Aircraft Maintenance Personnel (SHOAMP). The SHOAMP Phase II - Mortality and Cancer Incidence Study reported that RAAF aircraft maintenance personnel had a higher chance than the general Australian community average of developing some diseases.

Classified Tier 2 Participant

Although I was classified as a "Tier 2 participant" in the F-111 Deseal Reseal classification scheme by the Department of Veterans' Affairs, I was deemed to be not eligible of any recognition or for lump sum payment under the ex gratia payment scheme, even though my employment and work history along with the requested authority to access my medical records had been provided to the F-111 Deseal Reseal Board of Inquiry (BOI) and the Department of Veterans' Affairs (DVA).

DVA Assessment of Claims and Eligibility for Lump Sum ex Gratia Payment

It must be recognized that during the 1970s and the early 1980s periods of F-111 aircraft fuel tank "Pick & Patch" repairs the RAAF requirement to maintain confined space entry and fuel tank entry authorizations, personnel competencies and work task authorizations was very loose and in most cases non-existent.

Consequently, the quality of personnel records and personnel work task authorizations could at best be described as poor. With the passing of time and in the absence of good reliable written records, it has become very difficult for individuals employed on F-111 fuel tank entry and deseal reseal tasks to prove where, when and on what tasks they have been employed.

This very important fact appears to have been ignored, or at best trivialized, by DVA when assessing individual claims. Also, DVA appears to have adopted the attitude that "Pick & Patch" type fuel tank repairs did not constitute "F-111 Fuel Tank Reseal/Deseal" type fuel tank entries or activities.

I am at a loss to understand this reasoning, given that the "Pick & Patch" repairs required working in the same confined fuel tanks under the same very difficult and arduous conditions for long periods of time using the exact same chemicals and products that were used during the so called "dedicated F-111 Deseal Reseal Programs".

During my ten plus years of working on F-111 aircraft. I have spent more time working in F-111 aircraft fuel tanks doing "Pick and Patch" repairs than any one person who was involved in any of the dedicated F-111 Deseal Reseal Programs.

The inequity of the lump sum ex gratia payment has always remained a mystery to me. For the purpose of the lump sum ex gratia payment, I have never received a formal explanation as to what criteria was used to differentiate between personnel that carried out fuel tank entries and carried out "Pick & Patch" type repair and maintenance as opposed to personnel who participated in the so called Deseal Reseal Programs. The common "urban myth" is that there was a total budget of \$20,000,000 allocated by the Government of the day to cover all payments and costs associated with administering of the ex gratia payment and if your name happened to be below the cut-off point on the list of names when the money ran out, then you missed out.

My Current Personal and Family Health Situation

Since discharging from the RAAF, my personal health has deteriorated to the point where it is having a negative impact on my quality of life. In the past three years I have had the following major medical events:

- a. Suffered a heart attack, requiring hospitalization;
- b. Had to have a quadruple heart CABG, and
- c. Developed severe arthritis in the LH knee, requiring the use of a stick to assist walking.

Further, my adult daughter, who was conceived and born during my time working on F-111 aircraft at RAAF Base Amberley, has suffered from eczema and severe asthma since childhood. She still suffers badly from adult asthma.

Summary

It was an honour to have served my Nation with the people that I served with. I have the greatest respect for these people.

Hopefully, the current Parliamentary Inquiry will heal some of the wounds and restore some equity and credibility that the previous processes have lacked.

I look forward to the this Parliamentary Inquiries findings and recommendations concerning Compensation, Health Care and ex gratia payments for **all F-111 aircraft Fuel Tank maintenance participants** and their family members, including widows and dependents.

Yours respectfully,



Trevor Allen

ATTACHMENT N° 1 To
SUBMISSION TO PARLIAMENTARY
INQUIRY INTO F-111 DESEAL RESEAL
BY T.G. ALLEN.



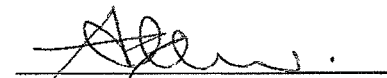
ROYAL AUSTRALIAN AIR FORCE
BOARD OF INQUIRY
INTO F111 DESEAL/RESEAL SPRAY SEAL AND WING SEAL PROGRAMS

AFFIDAVIT OF
TREVOR GEORGE ALLEN (Service Number A224375)

I, TREVOR GEORGE ALLEN, Service Number A224375, ALLMSQN RIPM
RAAF Base, Richmond, in the State of New South Wales, make oath and say:

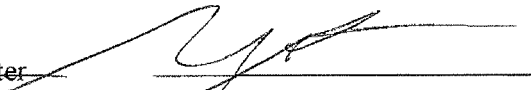
1. I did on the 1st day of DECEMBER 2000 make and sign a statement relating to my involvement in the F111 Deseal/Reseal Spray Seal and Wing Seal Programs a copy of which is annexed hereto and marked "TGA 1".
2. I have read my statement before signing this affidavit and confirm that it is a true and correct to the best of my knowledge and belief and accurately sets out the evidence I would be prepared to give in proceedings before the RAAF Board of Inquiry into the F111 Deseal/Reseal Spray Seal and Wing Seal Programs.
3. I acknowledge having been provided with and read a document headed Rights and Obligations of Witnesses at Boards of Inquiry, being Annex F to Chapter 7 of Australia Defence Force Publication 202, and I understand that it is an offence to wilfully give false evidence to the Board of Inquiry.

Sworn by the said TREVOR GEORGE)
ALLEN, Deponent at Richmond)
this 1st day of DECEMBER 2000)


Deponent

Before me

Justice of the Peace/Solicitor/ Barrister


NEVILLE WILLIAM WYATT
LIEUTENANT, COMMANDER, RAAF

STATEMENT of TREVOR GEORGE ALLEN

I, **TREVOR GEORGE ALLEN**, Service Number A224375 of ALLMSQN RIPM RAAF Base Richmond in the State of New South Wales state the following:

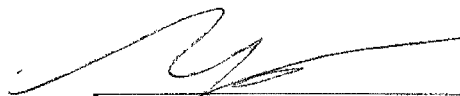
1. I was born on 17 July 1947 and joined the RAAF on 22 August 1967. I am an Aircraft Technician Grade 1 and as such have had ongoing maintenance program involvement with F111s at all levels.
2. Prior to my involvement with F111 aircraft I was posted to 82 Wing RAAF Amberley on 8 May 1972. I was employed on F4 E Phantom aircraft before the arrival of the F111 aircraft.
3. I commenced working on F111 aircraft on 1 June 1973 and was employed on general flight line duties.
4. On 1 February 1974 I was posted to 482 Maintenance Squadron RAAF Amberley and on 1 February 1976 was promoted to Corporal rank.
5. Between the period 1 February 1976 to 21 January 1981 I was authorised and performed Airframe Trade supervisor duties for F111C and RF111C aircraft maintenance, and workshops servicing in accordance with Defence Instruction (Air Force) Tech 25/11.

Duties

6. From 10 September 1973 to 21 January 1981 I was employed on F111 aircraft operational maintenance, flight line maintenance and intermediate level maintenance. My duties included:

- (i) Fuel tank entry in all major tanks;



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- (ii) Fuel tank repairs (fuselage and wing fuel tanks), including desealing and resealing to repair fuel leaks; cockpit wind shield and transparency replacement;
 - (iii) Repair and replacement of form-in-place weather seals and pressure seals and fuselage aerodynamic sealing.
 - (iv) When employed at 3AD between 1985 and early 1989 I was an airframe trade supervisor and full-time independent inspector for the airframe trade. I was also a full-time independent inspector for all trades – engines, electrical, instruments, radio and armament – and a foreign object damage (FOD) inspector.
7. Tasks (i), (ii) and (iii) were carried out using the same chemicals, sealants and primers that were used in the Deseal/Reseal of fuel tanks.
8. I did not have a posting to deseal/reseal unit within 3AD. My involvement with the Deseal/Reseal process came in association with my duties on the flight line and Depot Level Maintenance of F111 aircraft.
9. The tank entries were frequent while I was at 482 Squadron and less frequent while I was at 3AD.
10. The 482 Squadron tank entries were to repair fuel leaks. The work was all done by hand using scrapers, scotchbrite and chemicals such as Mil-Spec. We used different types of sealants as well. Our work in this regard was mainly patching of leaking surfaces and was minuscule compared to what was done at Deseal/Reseal.
11. When I was at 3AD I was more involved in inspection of fuel tanks after others had done their jobs. After the tank repairs had been completed I was involved in the inspection and the re-fitment of tank plumbing and fuel system components.



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Supervisors

12. I was a Trade Supervisor from the rank of Corporal in 1976 and became an independent inspector when I was promoted to Sergeant in 1980.
13. The instructions I had in regard to supervision were very broad. There were critical maintenance operations as specified in UMOs and these were mandatory. These explained what constituted a CMO and the level of supervision required. Any training I had in regards to responsibilities as a supervisor was on the job training.

Instructions and Orders

14. We had Unit Maintenance Orders, but they said nothing about how to do the job. The only instructions were Australian Air Publications, which were American based. These laid down how to do the job. There were precautions listed and detailed. The publications contained nothing about chemical hazards. These publications mainly related to safety of aircraft and personal safety such as eye protection. One particular AAP talked about the fuel system of F111s. That was AAP7214.003-?
15. The publications contained warnings, which related to personnel, and cautions, which related to aircraft.
16. I was made aware of instructions during basic training at Wagga and when you did a specific trade course the instructors would reinforce those instructions.
17. The instructions and orders we knew about were complied with but there was a lot of ignorance about chemicals. The AAPs were followed to the letter of the law. It was up to the Trade Supervisors and independent inspectors to enforce compliance with the AAPs and they were good in this regard.



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Occupational Health and Safety (OH&S)

18. There was a dramatic change in OH&S between the pre 1980 period and the post 1980 period. Period 1973 to 1981 there was no awareness of the hazards associated with chemicals used regularly during fuel tank repairs and no awareness of material safety data sheets or where to get them from.
19. From the mid 1970's to the mid 1980's the three big issues in OH&S were eye protection, hearing protection and safety shoes
20. During the repair of fuel tanks on the flight line, entry into fuel tanks was often done following only two to three hours of venting and purging. Purging was accomplished by forcing in conditioned air using an HR-12 airconditioner.
21. In hindsight these shortcuts were largely driven by time constraints to get the job done as soon as possible.
22. Tank entry very often happened with up to four to six inches of fuel still present in the bottom of the fuel tank. On occasions personnel would remove their socks and stand in the residual fuel on the bottom of the tank. Only occasionally were lower explosive levels (LEL) checked before tank entry and LELs were rarely monitored during the time in the fuel tank.
23. Breathing protection was rarely used and gloves and overalls were rarely used. It was common for sealants and adhesives to be applied using bare hands. Similarly it was common practice to wash oil and grease off your hands using AVTUR fuel.
24. The common practice when using PR899 and PR1750 type sealants during aerodynamic smoothing was to spit on your fingers as a lubricant and then use the fingers to smooth the sealant. Another common practice was to clean PR899, PR1750 and RTV type sealants from your hands, body and clothing using Mil-Spec -C-38736 cleaning compound.



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25. Disposal of waste sealant, excess sealant and contaminated rags in a standard garbage bin was common practice.
26. There was very limited information available in the form of documented instructions, procedures and worksheets. The documentation that was available carried no warnings or cautions in relation to chemical hazards. There was also a general lack of awareness and virtually no understanding of the associated hazards, due mainly to a lack of training in these areas. It was true for managers/management, supervisors and trades people alike.
27. Between 1985 and 1989 there was an increasing awareness of chemical hazards in the workplace. Formal training was introduced in relation to fuel tank entry and access to confined spaces. There was increasing use of protective clothing such as gloves and overalls and increasing use of pressure breathing air supplies while in fuel tanks or confined spaces.
28. Formal OH&S training gained some impetus. Both management and supervisors became more aware of chemical hazards and their duty of care. Typically, more information became available in the form of Material Safety Data Sheets (MSDS), local documented procedures and worksheets.
29. Some Defence Instructions (Air Force) and Australian Air Publications (AAP) 's were being amended to reflect chemical hazards. Prior to these updates there was for instance AAP818, which was an Air Force Safety Manual. It referred to asbestos and hearing and eye protection, but made no reference to chemicals.
30. When I was posted back to the 3AD in 1985 there were courses on Tank Entry, but there was nothing like that when I was at Amberley in the period 1973 to 1980.
31. Any training we had in relation to OH&S was on the job training.



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32. In 1985 we had to have training before working in confined spaces. That is, OH&S approvals were required for confined space entry but no approvals were required for handling chemicals and hazardous materials in confined spaces.

33. I don't know who was responsible for monitoring OH&S standards or how often if at all, such monitoring was required.

34. I believe we complied with the OH&S instructions that we knew about.

Personal Protection Equipment (PPE)

35. During 1973 and 1984 we always used hearing protection, eye protection and wore safety shoes/boots and overalls. Gloves of any type were not encouraged and certainly were not compulsory. Even when using Mil-Spec gloves would often not be worn.

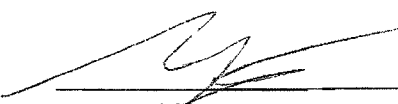
36. Respirators were not encouraged and like gloves were not compulsory. When respirators were worn, no one was aware of the limits placed on exposure times to certain chemicals for respirator filters. For example exposure to Mil-Spec – C38736 required the filters to be changed every two hours. Often we would not change the cartridge all day. Also you could pick up a respirator with old cartridges and wear it without changing the cartridge. We relied upon the Hockhansen units to ventilate the tanks properly.

37. The normal practice was to enter fuel tanks wearing only shorts and socks as shoes were removed to reduce the possibility of introducing foreign object damage (FOD) into the fuel tanks. Overalls were worn instead of shorts during the cold or cooler months.

38. 1985 – 1989 was a period of increasing awareness of the hazards of chemicals. There was introduction of formal training and procedures for fuel tank entry and during access to confined spaces. Supervisors were more aware of chemical



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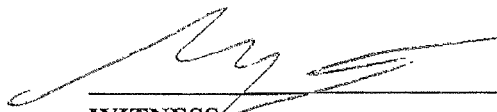
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hazards at this time. LEL monitoring was also introduced at around this time and readings were taken each day before anyone was allowed into the tanks.

39. We had to wear three pair of gloves when we were using Mil-Spec as no single glove could withstand it. The gloves we were issued with were pink washing up type gloves, blue/green Nitril gloves and heavy duty black Butyl gloves. The pink gloves dissolved very rapidly on exposure to Mil-Spec and were basically useless.
40. I believe the respirators and earmuffs we used were manufactured by Protector. At least that was the brand name. The inner gloves were made by Ansell. The identity of the suppliers of PPE was not known to me.
41. Prior to 1980 PPE was not used at all times and when it was used it was not always the most appropriate item.
42. PPE was more generally available after 1985, but there was still nothing like the awareness there is now. People did put it on but didn't always know what for until they did courses. Pressure breathing masks began to be used. Fresh air was pumped into the mask from outside the immediate work environment in order to avoid the ingress of vapours to the mask.
43. There was always a person outside the tanks to raise the alarm if there was a problem. This person was known as the "cockatoo". Lifelines in the form of a rope were attached to people working inside the tanks. By tugging on the line the person inside the tank could raise the alarm if he got into difficulties.
44. The non-use of PPE before 1980 had nothing to do with lack of supervision. It was just a general lack of awareness of the need for PPE.
45. All our training with the exception of tank entry courses, which came later, took the form of informal on the job training and instruction.



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46. The culture in regards to PPE before 1980 was blasé. It then improved considerably.


Chemicals

47. The following chemicals, sealants and primers were used while completing various tasks:

- (i) Mil-Spec -C-38736 cleaning compound, which was used for all cleaning tasks. This was a solvent cleaner used extensively for cleaning fuel tank surfaces and dissolving reverted fuel tank sealant in F111 aircraft. It was also used to remove old SR51 from the fuel tanks. This chemical comprised 50% aromatic naphtha, which is a suspected carcinogenic of the liver and kidney. It also contained 20% ethylacetate, 20% MEK and 10% isoproytl alcohol.
- (ii) Products Research Corporations (USA) PR-899A and PR899B Sealant used in the fuselage fuel tank prior to the first Deseal/Reseal program.
- (iii) PR1750A and PR1750B sealants, which were used in fuselage fuel tanks during the first Deseal/Reseal program.
- (iv) PR148 Primer, which was used to prime fuel tank, surfaces as an adhesion promoter before the application of the PR series of sealant.
- (v) Scotchweld Barrier, a 3M (Minnesota Mining and Manufacturing) product, used to create a physical barrier between the obsolete PR899 sealant and the replacement PR1750 sealant.
- (vi) Room temperature vulcanising (RTV1800?), another Minnesota Mining and Manufacturing (3M) product. This was a sealant thick and sticky and bright orange/red in colour. It was used only in wing fuel tanks because of its ability to withstand the wing's higher skin temperatures.



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(vii) SR51 sealant remover and SR51A additive. These products were rarely used in the operational environment. However, personnel who entered fuel tanks could have been exposed to these chemicals if residual traces of the chemical remained behind after the early Deseal/Reseal process. Also the SR51 family of chemicals was occasionally used for some spot Deseal work. The rotten egg smell of this chemical was always present in a fuel tank following Deseal/Reseal.

48. Any airframe trade person who worked with F111s for 12 months or so would have used or come into contact with the above chemicals, the only exception possibly being SR51 which was unique to the first Deseal/Reseal and second Deseal/Reseal program.

49. The SR51 was manufactured by Eldorado Chemical Company in the USA and I believe was used by the RAAF from 1978 to 1985/6 to dissolve the internal fuel tank sealant compound.

50. I have also used and come into contact with aviation fuel (AVTUR). During refuelling, defueling, fuel draining, fuel tank purging and fuel tank entry operations contact and contamination of the skin and clothing and the breathing of vapours from aircraft AVTUR fuel was unavoidable. It was a regular work practice to wash oil and grease off ones hands using AVTUR.

51. A component of the AVTUR was a chemical called HITEC which was added at the Base. The HITEC was a high technology lubricant added to the fuel to lubricate engine fuel components.

Documents

52. Commonly used technical publications and documents used during F111 maintenance were:



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- (i) DI(AF)AAP818RAAF safety manual commonly referred to as the bible when discussing safety issues.
- (ii) DI(AF)AAP7214 Series of Technical Publications which were F111 aircraft unique.
- (iii) RAAF EE500 Series of Technical Documentation.
- (iv) RAAF EE400 Series of Technical Documentation.
- (v) Locally produced Unit Worksheets that were raised and controlled by the Unit Maintenance Control Section, MCS.

53. Documents in relation to Deseal/Reseal program, chemicals generally and disposal of waste SR51 sealant could be contained at the (old) Materials Research Laboratories at Maryborough Melbourne, which was part of the Government Defence Scientific Technological Organisation, (DSTO). The resident experts during the late 1980s and early 1990s was a Mr, possibly Doctor, **Lindsay Wake** and a Mr **John Barber**. Both were very familiar with the RAAF and USA F111 Deseal/Reseal processes, the chemicals involved, technical problems and waste disposal.

54. Other documentation include the following:

- (i) AMRL Report Number R-655 evaluation of treatment and disposal procedures for waste desealant solution from the F111C Deseal/Reseal program, dated late 1979 early 1980.
- (ii) Headquarter Support Command File AIR1/4380/7214/003-292, which related to F111 aircraft modification during the Deseal/Reseal program. Possible location is at the Department of Defence archives in Collingwood Victoria.



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- (iii) There was also a Headquarter Support Command File SPT2/4540/3/47/1, title unknown related to the late 1980s. This could also be stored at the Department of Defence Archives in Collingwood in Victoria.

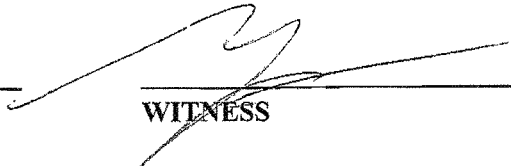
Health

55. To date and to my knowledge, I have had no health problems that may have been related to my time in F111 fuel tank maintenance, nor have I sought any treatment at this stage.





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56. There was no health monitoring for personnel involved in flight line maintenance other than the normal medicals. Personnel on the Deseal/Reseal Program itself had, I believe, regular checks on their kidney functions.

Compensation

57. I have not lodged any claims for compensation either with DVA or Comcare.

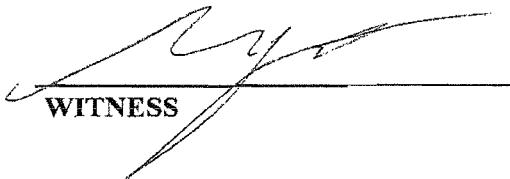
General

58. Finally, there was a lot of concern about chemicals even in the late 1970s. I know of a significant number of people who have died and who have illnesses who have worked around F111s and around chemicals.



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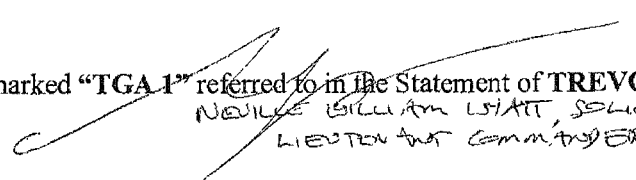
Dated this *First* day of *December* 2000



WITNESS

Dated this *1st* day of *DECEMBER* 2000

This is the annexure marked "TGA 1" referred to in the Statement of **TREVOR GEORGE ALLEN.**


**NEVILLE WILLIAM WATT, SOLICITOR
WRESTON AND COMMANDER, RAAF**