P-8A POSEIDONS TO REPLACE P-3K2 ORIONS

NO. 3 SQN TAKE TO THE MOUNTAINS

NH90S BRING OUT THEIR FLARES
P-8A Poseidons

First Word

“P-8A POSEIDON – AN EXEMPLAR OF NZDF AND RNZAF PRIORITIES”

By Deputy Chief of Air Force Air Commodore Mark Brunton

This capability has always served our community, nation and world with the functions it can deliver. It is often the first air asset deployed in any humanitarian effort in support of NZ’s collective effect. As well, a large allocation of the ASRF annual allocation of flying hours is dedicated to protecting the security and sovereignty of New Zealand with border and resource protection. Like many of our capabilities, the ASRF provides an essential service to many agencies outside the NZDF. The capability is also global in its reach with numerous and highly successful missions to areas outside New Zealand.

As we considered the priority for Capability Integration, the Future Air Surveillance Capability was clearly a new project that we needed to prepare for. There has been considerable effort to prepare for the Government announcement and we have the confidence and maturity in the lessons learnt from previous capability replacement programmes. The Ministry of Defence’s Integrated Project Team construct is an example of this with a high level of collaboration between the agencies.

There is no doubt moving the ASRF and some supporting functions to Oahakea will be a significant challenge on many levels. Organisational preparedness for this change will impact us all in some way. The success of the transition will be how well we prepare over the coming months and years and everyone understanding, accepting and implementing their role with the innovation and agility that is our hallmark. We have effectively moved capabilities in the past and have confidence we will be successful again.

We have been encouraged by the uptake and discussion across all ranks, trades and branches of the Air Force as we prioritise the enhancement of our Air Warfighting ethos. The Poseidon is designed to provide high end combat capability in challenging environments. While the delivery of this capability is some years away, it behoves us all to understand the warfighting capability of what will be the new face of the ASRF. The Poseidon is often referred to as a Multi-mission Maritime Aircraft, a high end NZDF asset that will serve your grandchildren.

We are of course delighted with this acquisition announcement and commend all those involved in the project to date. There is much to be done but that’s what we are about and we are up for it.

Keitou Kalawaca Na Wasaliwa (We Span the Ocean – No. 5 SQN Motto)
The coalition Government has agreed to purchase four Boeing P-8A Poseidon maritime patrol aircraft from the United States Government. The four aircraft will replace the aging six P-3K2 Orion maritime patrol aircraft that have been operated by the Air Force since the 1960s. The current Orion fleet will reach the end of their expected operational life in 2025.

"The purchase ensures the Defence Force can continue to deliver the country’s maritime surveillance, resource protection, humanitarian and disaster response around New Zealand and across the South Pacific," Minister of Defence Ron Mark said.

"This decision strengthens the coalition Government’s Pacific Reset by providing a maritime patrol capability with the significant range and endurance needed to assist our partners in the region.

"The purchase enables New Zealand to continue to deploy in a wide range of airborne maritime situations independently and when required, work effectively with partners including Australia, the United Kingdom, and the United States, which all operate, or will operate, the aircraft," he said.

"One example of the requirement for a fully capable maritime patrol aircraft is simply the number of lives that can be saved. In the last seven years of search and rescue operations in our region, Orion maritime patrols have contributed to saving 119 lives."

"Other tasks the Orions have undertaken recently have included participation in international operations to counter piracy and illicit smuggling off the Horn of Africa, surveillance of the volcano in Vanuatu, assessing damage from Cyclones Winston and Gita in the Pacific, surveillance of critical infrastructure after the Kaikoura earthquake, and fisheries monitoring.

"Maintaining a maritime patrol capability is essential for New Zealand’s national security, and for our ability to contribute to global security efforts," Mr Mark said.

"The new P-8As, training systems, infrastructure and introduction into service costs a total $2.346 billion. They will be delivered and begin operations from 2023.

"The capital cost will be spread over a number of financial years out to 2025/26. This is an investment decision that has fallen on this Government to make, but will be spread over the medium term and will deliver for New Zealand for many decades to come. The P-8A was the most cost-effective maritime patrol aircraft option available.

"No.5 Squadron, which currently operates the Orions, will shift from Whenuapai to Ohakea Air Force Base to operate the aircraft.

"The Government will also consider options for a complementary maritime surveillance capability during the forthcoming Defence Capability Plan review, due to be completed 2020.

"The complementary capability will consider smaller manned aircraft, remotely piloted aircraft systems (RPAS) or satellites, for additional maritime surveillance tasks within New Zealand’s Exclusive Economic Zone and near region. This will free up the new P-8A fleet to fly more missions, in the South Pacific and further afield," Mr Mark said.

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The role of maritime patrol aircraft includes:

- supporting maritime surveillance, humanitarian aid and disaster response, and resource protection around New Zealand and in the South Pacific;
- contributing to the international rules based order through participation in global peace and security operations;
- search and rescue in New Zealand’s region, which stretches from the South Pole almost to the Equator and covers 1/11th of the earth’s surface;
- environmental and marine resource monitoring.

Photo: Australian Defence Force
The acquisition of four P-8A Poseidons has been welcomed by the Air Force and seen as a “significant investment” by an expert in military strategy. The aircraft brings advanced capability and is a continuation of acquiring a modern fleet. Securing the P-8s as a major element of the Defence Future Air Surveillance Capability system and the Airborne Surveillance and Response Force (ASRF) is a great outcome, Chief of Air Force Air Vice-Marshal Tony Davies said. “It has long range and endurance, which is important given New Zealand’s large Exclusive Economic Zone and our supporting role in the region. It is also equipped with the latest technology which allows us to operate with, and contribute meaningfully to, multinational coalition operations overseas. I’m confident the P-8 is the best available aircraft for New Zealand’s needs, both now and into the future.”

Moving No. 5 Squadron will be a big effort, but relocating units has successfully been accomplished in the past, when No. 3 and No. 42 Squadrons moved to Ohakea. However, the shift does not mean a reduction in the importance placed on Base Auckland, AVM Davies said.

“If you add the Hercules’ replacement to that… that’s a monumental shift for the squadron. That includes a geographical shift to Ohakea, an adjustment to crew make up and a significant change in operating mentality. For some this is an exciting opportunity to introduce the future, new look, Maritime Patrol Force; an important force for New Zealand capability. For others, it signals the end of a golden era as they say goodbye to an old friend and wait to discover the range of options that will help them adapt and continue contributing to our future Air Force.”

For more than 50 years the P-3 had seen many generations of aviators and several culture shifts in the Air Force, he said. “Throughout that time she has proved to be the beacon of hope for numerous stricken yachties and fishermen, the enemy of the poacher, and the keen adversary to stealthy submarines. Fittingly, she is now due a well-deserved retirement.”

Professor of Strategic Studies at Victoria University, Robert Ayson, said the purchase of the P-8s was “the most significant investment decision in capability that has been made by the New Zealand Government since the purchase of the Anzac frigates in the 1980s”. “If you add the Hercules’ replacement to that… that’s a very significant chunk of New Zealand’s capital expenditure on defence.”

The aircraft were a generational investment and a worthy successor to the P-3K2, which had served New Zealand so ably since the ’60s, AIRCDRE Clark said. “As a thoroughly modern rock in the NZDF’s jag for decades to come, the P-8 will allow us to operate better together, and enable us to be better partners for other government agencies and regional friends.”

Commanding Officer of No. 5 Squadron, Wing Commander (WGCDR) Aaron Young said the inevitable retirement of the P-3K2 brought about an exciting and “monumental shift” for the squadron. “That includes a geographical shift to Ohakea, an adjustment to crew make up and a significant change in operating mentality. For some this is an exciting opportunity to introduce the future, new look, Maritime Patrol Force; an important force for New Zealand capability. For others, it signals the end of a golden era as they say goodbye to an old friend and wait to discover the range of options that will help them adapt and continue contributing to our future Air Force.”

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There was consensus, even among those who weren’t so sure about the P-8s, that New Zealand needed maritime patrol and surveillance aircraft. Where there was differences of view was what that should look like, he said. It appeared that, in the maritime surveillance and patrol area, Government wanted combat-capable aircraft, Prof Ayson said.

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P-8A Poseidon
New Zealand’s Future Air Surveillance Capability

Supporting the Community, Nation, and World

- Search and rescue of New Zealand’s coastline, throughout the Pacific and south to Antarctica (Community, World)
- Disaster response in New Zealand and the Pacific (Community, World)
- Protecting our borders from transnational criminal activity, e.g. drug and people smuggling (Nation)
- Protecting fishing resources in New Zealand’s EEZ and in remote places like the Southern Ocean and around Pacific Island countries (Nation, World)
- Helping Pacific Island countries to protect their borders and resources (World)
- Contributing military surveillance activities (including surface and sub-surface operations) to multinational global peace and security initiatives (World)

Four P-8A Poseidon Maritime Patrol Aircraft

Plus Training systems and Mission Support facilities

New Zealand Search and Rescue

NZ’s SAR region in comparison with Europe

P-8A Specifications

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<th>Specification</th>
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<tr>
<td>Wing span</td>
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</tr>
<tr>
<td>Max. Takeoff Gross Weight</td>
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P-8A above a P-3K2

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Original image modified with permission from the Royal Australian Air Force

Images used with permission from US Navy

New Zealand Government
Air Force Supports Avalanche Risk Survey

The Air Force and Department of Conservation (DOC) joined forces recently to survey potential avalanche risks and remove about two tonnes of discarded wooden tracks in Nelson Lakes National Park.

Logistics expertise and heavy-lifting capability for DOC projects that have a direct impact on the safety of the thousands of people who visit the national park each year were provided, Air Component Commander Air Commodore (AIRCDRE) Andrew Clark said.

Information gathered during the survey, last conducted by DOC in 2016, will be provided to the Mountain Safety Council, a national organisation that publishes online advisories on avalanche risks as part of its mandate to encourage safe participation in land-based outdoor activities.

Crew and helicopters from No.3 Squadron carried out the tasks with personnel from the New Zealand Army’s 5 Movements Company.

“This is a great example of how the NZDF supports our community in a tangible way. It also gave our personnel an opportunity to enhance their skills while carrying out real-world tasks,” AIRCDRE Clark said.

DOC Senior Ranger Phil Crawford said two department staff and an avalanche expert flew on an RNZAF A109 helicopter to survey potential avalanche paths in the 101,000 hectare national park.

“The NZDF has been assisting us in conducting similar surveys in other avalanche-prone areas in the country,” Mr Crawford said.

NH90 helicopters also lifted track markers and nine tonnes of gravel that will be used by DOC to create walking tracks in the park. They also delivered five tonnes of firewood to four DOC huts – Blue Lake, Upper Travers, Speargrass and Bushline – which are more than 1000 metres above sea level.

Another NH90 helicopter lifted about two tonnes of waste material from a disused boardwalk in Travers Valley.

“NZDF support has been valuable because it helped us to undertake work that we have been unable to achieve for years,” Mr Crawford said.
THE CHALLENGES OF A MOUNTAIN FLYING EXERCISE

By Rebecca Quilliam

Running a large exercise in an isolated, mountainous region, about an hour and a half south-west of Blenheim, is a pretty big challenge. But when the camp is blanketed in heavy snow and power is knocked out, the teams really get their mettle tested. Air Force News joined No. 3 Squadron on Exercise Blackbird to find out just what it means to train in the extreme environment.

Waking up to snow coating the ground at Dip Flat is a stunning way to start the first day of the exercise. Word around the camp is it was the heaviest fall in 10 years. However, the team is focused on getting power back on, communications up and helicopters thawed out.

Dealing with those types of challenges was the reason the annual mountain-flying exercise took place in the remote location, Detachment Commander Wing Commander (WGCDR) Mike Cannon said.

“IT'S GETTING THAT ESSENTIAL ARCHITECTURE UP, THE COMMS, THE PRACTICES THAT THE AIRCRAFT HAVE TO GO THROUGH TO CONDUCT these activities away from Ohakea where everyone is comfortable – that’s where we get the real value out of it. So this environment is perfect for that.”

The Operations Room was put to the test early in the exercise after communication with one of the helicopters was lost for a while, he said.

“We wouldn’t really get that with Ohakea because there are so many aircraft around and we can talk to various organisations. So the relatively junior Operations team had to think on their feet and figure out how we were going to address the situation.

“It’s mountainous terrain, and that can bring challenges with communication, but they just activated the plan to re-establish communication and we got some really good learning points from that. That’s why we come here.”

Three NH90s and two A109s make up the flying element of the exercise. They practice landings on mountain ridges, pinnacles and in valleys.

“The weather at the top of the range is a brisk -3C, but with doors open the wind chill factor drops the mercury to about -17C. On top of that, when the helicopters land the rotors pick up light snow, which flies into the cabin, coating those inside. It is very, very cold.

Extreme-cold-weather clothing was issued to personnel earlier this year and WGCDR Cannon said it was proving its worth on this exercise.

The secondary part of Blackbird is for the NZDF to establish a forward operating base for the enablers to come out and practise their core skills. No. 230 Squadron personnel establish communications and they are joined by aviation refuellers, fire fighters, force protection, medics and civilian staff.

NH90 pilot Flight Lieutenant James Mackenzie said flying in the mountains was about “energy management”.

“You’ve got wind, power, always looking for the escapes,” he said.

“The best thing is definitely the view from the office – that’s quite nice.”

All the training has search and rescue scenarios that enable us to keep our flying skills up and sharp, so when we do get called out in the middle of the night in six months’ time, we’re still capable and safe,” he said.

“I’ve done quite a few Blackbirds and it’s always different – it always changes each year. This time we saw a chamois – I haven’t seen one of those before in the helicopter. That was really cool.”

Able Medic Steph Roberts is changing her trade and training to become a helicopter loadmaster, working on the SH-2G(I) Seasprites.

The exercise terrain was perfect for search and rescue work, because most rescues happened in those environments, she said.

“The flights were amazing. We went pretty high up, to about 7000 feet and the snow was everywhere. It was awesome. The scenery was absolutely incredible – it’s different seeing it from the top.”

Acting Corporal Steve Kennedy is also training as a helicopter loadmaster.

“The most challenging thing about mountain flying is the scale of it,” he said.

“Every ridgeline you see looks like every other one. It shows how small we are in such a big space. It’s also interesting when you are coming into land – you are getting closer and closer and you think you’re a couple of hundred metres away, but you’re still a kilometre away and a rock that looks a metre high turns out to be 10 metres high, because you can’t tell from far away.

“It’s very different to what we do at Ohakea, but I love it. It’s been a lot of fun.”
RAF Officer Brings Wealth of Experience to RNZAF

By Rebecca Quilliam

A cting Flight Lieutenant (A/FLTLT) Wayne Shead, on exchange from the Royal Air Force (RAF), has been in New Zealand for only a few months, but he has brought valuable knowledge to the team at Base Ohakea. A/FLTLT Shead’s last role before heading back to the RAF was as a Logistics Officer at Exercise Blackbird. He was part of the planning team to bring all the enabling sections and support elements together to ensure a successful exercise. This included coordinating the movement of personnel and equipment to Dip Flat, as well as booking travel, accommodation, catering supplies and camp infrastructure equipment.

“It’s been a really interesting and hugely enjoyable experience. I’ve learnt a lot and I’ll be sad to go,” he said.

While planning the exercise, A/FLTLT Shead introduced his team to processes and tools used in the RAF that improved communication between all enabling sections and support elements involved in an exercise such as Blackbird. “In bringing Blackbird together, you can imagine how many different players are key and by introducing simple planning tools and establishing a regular battle rhythm of planning meetings, getting all parties together in one room, we were able to capture and satisfy all of their requirements.”

The processes were so effective, it earned the 33-year-old a Base Commander Commendation. “It was a huge surprise and I think the Kiwis are - inviting me around for dinner, taking me shopping, lending me their car, or putting me up and giving up their time to show me the sights of your fantastic country over a Bank Holiday weekend.”

He also celebrated his birthday during Blackbird, where he was given a flight on an A109 and an NH90 in the stunning Marlborough ranges. “It’s definitely one of my more memorable birthdays,” he laughed.

Although already established and very successful, I’d like to think I’ve helped to further develop the logistics planning model used by Base Ohakea’s Tactical Operations Centre (TOC).”

“Noting the differences in scale of the RNZAF versus the RAF, the New Zealand-style of operating adopts a more versatile approach with their Logistics Officers routinely training and delivering in both Air Movements and Fuel specialisations. In the RAF however, although there are exceptions, our Logistics Officer’s generally train and specialise in one or the other, either Air Movements or Fuels.”

His four months with the Air Force have given A/FLTLT Shead a number of highlights. “It’s all been amazing. Number one, without sounding too clichéd, is the people. I was amazed at how welcoming, helpful and supportive Kiwis are - inviting me around for dinner, taking me shopping, lending me their car, or putting me up and giving up their time to show me the sights of your fantastic country over a Bank Holiday weekend.”

By the numbers

| 103 | personnel |
| 5 | aircraft |
| 18 | vehicles |
| 200 | sleeping bags |
| 80 | stretchers & roll mats |
| 150 | woollen blankets |

“Working in the background of a large exercise such as Blackbird are dozens of specialists looking after essential services, including catering, communications and medical. The first day of the exercise was made challenging by a camp-wide power cut and plunging temperatures. Heavy snow blanketed the valley, covering tents, vehicles and precious communications equipment. Communications technician Corporal Yvonne Reid was part of the team setting up communications for the camp. All the things you would use in the office, like your computer and phone, we provide in the field, as well as radio support to the aircraft. “Some of the issues we struggle with out here in this environment are the terrain and atmospheric conditions/snow, because some frequency bands are affected by those.”

Chef Sue Huddleston said a huge amount of food was needed to feed the large group for two weeks. Most of the day revolved around preparing, cooking and serving the food, she said. That night the team was serving roast lamb, roast pumpkin, parsnip, potatoes, peas, salad and cheesecake. “There’s normally a lot of stashes as well because they’re out training - and because it’s so cold at the moment we always try to make sure they’ve got soup and something warm to fill them up.”

When a challenge like a power outage hits, the team is still able to serve meals. “We had our gas to work with, so lunch and dinner were changed today because I didn’t know when the power was going to come back on. It’s not really a problem, you just have to be adaptable.”

Medic Corporal Joshua Sherwood said the most likely injury would result from slipping on ice. “We’ve also got to consider the possibility of injuries or illness from the cold, like hypothermia, frostbite, even trench foot if feet get wet and cold. Feet can get ruined pretty quickly. A lot of our job is preventative and educating people on how to look after themselves properly.”

“The snow environment is not something we work in often, but it’s good to do every now and again.” Each day the team in the kitchen provided three meals to about 100 personnel, plus fresh snacks and drinks throughout the day. Chef Sue Huddleston said a huge amount of food was needed to feed the large group for two weeks. Most of the day revolved around preparing, cooking and serving the food, she said. That night the team was serving roast lamb, roast pumpkin, parsnip, potatoes, peas, salad and cheesecake. “There’s normally a lot of stashes as well because they’re out training - and because it’s so cold at the moment we always try to make sure they’ve got soup and something warm to fill them up.”

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The R2/18 recruits are more than halfway through their course. So far they have tested their physical limits, conquered fears and learned what it means to be part of the military. Air Force News has been following their journey and joins them on a typical day of training to find out how they are going on their road to graduation.

Eight weeks into the 13-week Recruit Course and the group of 58 are now moving as a well-oiled unit. They are marching in unison, their teamwork cohesive and they are embracing military life.

So far, the group has pushed themselves to the limit on Exercise Wero, challenged themselves on the confidence course, qualified on the Mars L rifles at the West Melton range and have been welcomed onto the Tūrangawaewae at Base Ohakea.

They are yet to complete Exercise He Taua – a week at Dip Flat, in the mountainous Marlborough region – where they will be assessed on their Ground Defence skills and survival in the field environment.

Their days begin at 5.30am where they get their barracks ready for inspection. Uniforms must be ironed, bed-spaces must be free of dust and well ordered, and showers clean and inspection ready.

The course is designed to take civilian personnel and make them into professional military service people. The assessment for this involves training in knowledge, skills and the behavioural expectations of “Lead Sefl” as part of the Leadership Development Framework.

Aircraftman (AC) Zoe Sands-Fore said the first couple of weeks on the course were “a blur”.

“I’m really excited about being over the halfway mark and looking forward to graduation. Seeing everyone at graduation compared with how they were on the first day will be really cool.”

West Melton was the best week we’ve had. It was really cool learning about and using the Mars L,” she said.

AC Breton Wheat said the course was made up of a diverse group of people, which sometimes had its challenges.

“We just went to the Tūrangawaewae, which was great – everybody bonded in our shared culture. That was the point where we really became a team.

“I’m looking forward to going to Dip Flat for Exercise He Taua, which is approaching really fast. It’s exciting, but really nerve-wracking too. And graduation – it will also be great to see my family again. I’m excited about performing the waiata and the haka.”

AC Jack Everett said he had become used to the routines and was looking forward to using his training at Dip Flat.

AC Nick Sawyer said the past eight weeks had been “challenging and fun”.

“I’ve just finished a couple of hours of Mars–L drill and I’m off to start my night routine of ironing all my uniform and polishing my boots. We do this so we get really good at the detail and teamwork, then we’re ready for any occasion.”

All the components the recruits are being trained in, will support the Defence Force in its Mission as one Force, to be ready for anything – and ready to react quickly and efficiently.

Each recruit is challenged to fulfil their own potential, rather than just achieve graduation criteria. They are encouraged to push beyond what they perceive as their limits and strive for ‘excellence’ in all they do.
Set against the clear blue skies of Waiouru, snow-covered Mt Ruapehu as the backdrop, the NH90 in the hover with flares being dispensed from the aircraft, was picture perfect. And of course, as luck would have it, we had arranged for the photographer to come along the next day, when it was clouded over and a bit gloomy. But we were in Waiouru after all!

No. 3 Squadron, Directorate of Evaluation Airworthiness (Operating), Defence Technology Agency, No. 230 Squadron, armourers and a number of support trades and sections were involved in the flying activity, between Ohakea and Waiouru.

The purpose of the week was to trial the NH90 Self-Protection System (SPS). It was a good opportunity to develop junior personnel who had never experienced working with the SPS flares before, and to put the system through its paces to test all of the different modes and functionality.

The aircraft Captain, Flight Lieutenant (FLTLT) George McInnes, said the flares formed part of the countermeasures system against missiles – “we clearly want to survive anyone firing missiles at us”.

“They distract the missiles away from the helicopter. What we’ve been doing is validating that the system works. It cements the NH90’s place as a battlefield helicopter and really enhances its warfighting capability.”

FLARES IN FASHION

By Flight Lieutenant Karina Chipman

“Driving with live flares brought challenges for the crew, from danger zones, formation separation distances, and even the considerations about the flares setting fire to the ground, FLTLT McInnes said. “Waiouru is a great place to train because it is so vast and out of the way of the public.”

Drivers travelling along the Desert Road would have experienced first-hand the last evolution of the week, a full jettison from both NH90s; it would have looked quite spectacular – a sudden “fire ball” in the night sky.

The trial was successful and we achieved what we needed from it. At some stage in the future the system can be tested as part of a wider operational test and evaluation programme to ready the squadron for any future deployment.”
Flight Lieutenant (FLTLT) Beer Bains was inspired to join the Royal New Zealand Air Force by his grandfather, a retired officer from the Indian Army.

“My grandfather joined the Army while India was still under British rule so the culture and traditions he spoke of were very similar to those of the New Zealand Defence Force. I grew up on stories of military service, challenges and adventure,” he said.

FLTLT Bains follows the Sikh faith so knew that Sikhs and military service go back centuries.

“Sikhs have always had a close military relationship with the Crown. Our ancestors fought alongside allied forces in both wars, in all three services.”

After attending military boarding school in India for three years, FLTLT Bains moved to New Zealand aged 12. After high school, he studied electrical and electronics engineering at university, which allowed him to join the Air Force as an engineering officer. He also furthered his education by studying for a master's degree in software engineering in York, United Kingdom.

FLTLT Bains' current role is staff officer, Technical Support Aeronautical Software at Base Auckland.

“It's a perfect job which ticks a lot of boxes: technical/engineering, military service, active lifestyle, camaraderie and I get to work with highly motivated and well-trained people. “My relatively short time in uniform has taught me many skills, which serve me well in all aspects of life. Joining the Air Force has been one of the best decisions I have made in my life.”

A search is under way to find the families of two New Zealand Bristol Beaufighter crew killed during World War II when their aircraft crashed, so that a memorial can be erected in their memory.

The site where the Bristol Beaufighter, (serial l No. TFX NE813 from No. 132 (Coastal) Operational Training Unit), came down was discovered during the development of a wind farm in East Lothian, Scotland, by workers from Community Windpower Ltd (CWL).

British military records show the two on board were 21-year-old Flying Officer (FGOFF) Harry Kenneth Lillington Rice and 23-year-old navigator FGOFF Aubrey John Clarke—both Royal New Zealand Air Force.

Their aircraft had taken off from Royal Air Force base East Fortune just before midnight on May 2, 1945, for a navigational exercise over Berwickshire, Scotland.

Three hours later the aircraft was heard calling the base, but when the base responded there was no reply. The Beaufighter had struck high ground rising to about 400m above sea level, about 16km northwest of Abbey St Bathans.

It is believed the radio equipment had failed and the crew became lost. It is assumed they were descending through cloud to pinpoint their position when the accident occurred.

After a long search in blizzard conditions, the aircraft was eventually found on high ground on the boundary between Middle Monynut and Stottencleugh farms, the location of the proposed new memorial.

FGOFF Rice is buried in St Martins Burial Ground, Haddington, East Lothian, and FGOFF Clarke is buried in Edmonton Cemetery, Enfield, Middlesex, England.

CWL project manager Ben Fielding said they received permission from the United Kingdom’s Ministry of Defence to continue working near the crash site, but they wanted to erect a memorial stone and plaque dedicated to the crew. To do so the company needed agreement from the Air Force and the men’s families.

The United Kingdom Ministry of Defence, the Commonwealth War Graves Commission and RNZAF are supporting CWL's endeavours to place a memorial stone and plaque at the site.

CWL has attempted to find relatives of both men, without success. Air Force Air Staff, with the assistance of the RNZAF Museum of New Zealand, have also sought family members, with the only minor success being information found on the parents of FGOFF Rice, who are listed as Eric John Guthrie and Dorothy Rice. Eric Guthrie died in 1995 and is buried at Mount Eden Cemetery, Auckland. There is no record of Dorothy’s death or listings for mourners and/or obituaries relating to any of the parents.

READERS WHO CAN HELP WITH LOCATING THE FAMILIES OF EITHER FGOFF RICE OR FGOFF CLARKE SHOULD CONTACT

David Wyles-Jones, Assistant Director Corporate Support (Air), at david.jones@nzdf.mil.nz, who can put them in touch with CWL.
Agreeing to sponsor the New Zealand Defence Force Invictus Games team was the quickest decision the Auckland RSA has ever made, president Graham Gibson says.

“It’s a no brainer for us to help them. It’s not about the money. It’s about making them aware that we care and we’re there for them. They’ve all had a hard day in the office,” Christchurch Memorial RSA president Pete Dawson said.

“The RSA is all about veterans’ welfare, so it’s a logical cause for us to support. It’s a way for us to assist the more contemporary veterans on top of what we do traditionally with our older veterans, which could be cataract operations or hearing aids, that sort of thing,” Mr Dawson said.

“The mantra of the brand is ‘Above and Beyond’ and the idea is that we should align with sponsorship properties that also have the attitude of going above and beyond in what they do. “If you think about what Invictus means … it translates perfectly.”

Fulton Hogan is another sponsor that feels its culture is a “huge fit” with that of the NZDF.

Partnership manager Kenny Didham said the team was inspirational for the company’s 3000-odd staff, and the talks team members gave to the company were often an eye-opener. One such talk had resulted in the company offering extra support for staff, after a number identified with the anxiety raised by a speaker.

“To us that is huge. We’ve found four out of 60 who heard the talk but we’ve got 3000 employees – how many do we have with similar issues,” he said.

“So that’s what it does for us. You get the troops out there and it’s just cold, hard, brutal honesty.”

The team is also generously supported by uniform maker Direct Sport.

The Invictus Games Sydney 2018 presented by Jaguar Land Rover will take place from 20–27 October 2018. Competitors from 18 nations will compete in 11 different adaptive sports with events being held across Greater Sydney, including Sydney Olympic Park and on and around the iconic Sydney Harbour.

The team’s journey can be followed here:
- facebook.com/InvictusGamesNZ
- Instagram.com/NZDFInvictusTeam
Bulford Kiwi gets a Facelift

By Rebecca Quilliam

Ninety-nine years ago troops from the Canterbury and Otago Engineers Battalions, waiting for a ship to bring them home after World War I, were kept busy by carving a giant kiwi into the side of an English hill.

The iconic image was carved into the chalky earth on Beacon Hill, which overlooks the military town of Bulford. The Royal Air Force (RAF) recently was part of a New Zealand High Commission and the Defence Infrastructure Organisation-led mission to restore the figure. They were joined by RNZAF Flight Lieutenant (FLTLT) Emily Hall, on exchange with the RAF.

“When I saw all the effort they went to, to do that, I was taken aback – I thought it was really cool.”

About 50 tonnes of chalk were prepared and bagged and a Chinook helicopter ferried the loads up to the kiwi, FLTLT Hall said.

“They had a local squadron there who then got all the bags and raked all the chalk out – along with about 120 volunteers from London. There’s now a massive amount of chalk on the kiwi again and it’s really visible from the sky and the road.”

The mission took most of the day, with the morning taken up with preparing the loads and then a few hours in the afternoon to rake the chalk out, she said.

“It made me feel pretty proud because it showed that the New Zealand military are still important and significant – it made me feel proud to wear the kiwi and then see it on the hill.

“I showed there are people thinking about what we do and what the guys did almost 100 years ago.”

Military Advisor in London, Lieutenant Colonel (LTCOL) Katherine Lee said the volunteers ranged from conservation groups, Defence and Foreign Affairs staff at the New Zealand High Commission staff, British soldiers from 3 Division Signals Regiment, members of the (now disbanded) 249 Signals Squadron who started the restoration efforts in the 1980s, and the U.K. Ministry Of Defence.

“The High Commissioner, Sir Jerry Mateparae greeted the clean-up team and thanked them for their efforts. Of particular note for us was the care and attention the signals units from near-by Bulford Camp gave the kiwi over the years. It’s an annual event where we clean up the kiwi and then share lunch together on the hill.”

This year the kiwi was also rechalked with local chalk.

“The original Kiwi was chalk and from time to time it needs a rechalk to give it life back,” LTCOL Lee said.

Next year is the 100th commemoration of the construction of the Bulford Kiwi and preparations for the event are underway.

VETERAN FIGHTER PILOT TAKES TO THE SKIES AGAIN

A veteran RNZAF fighter pilot who flew in the Pacific during World War II returned to his roots when he took to the skies over South Canterbury last month.

Bryan Cox of Tauranga, flew Kittyhawks and Corsairs during the war, embarking on combat operations against the Japanese at just 19-years-old. He went on to have a long and distinguished career in aviation, amassing an incredible 21,000 hours in the air, and writing several books on his experiences. Earlier this year, Bryan became one of New Zealand’s oldest pilots when he was signed off for his recreational pilot’s licence at the age of 93.

On July 1, he was reunited with an aircraft that he flew 75 years ago – an ex-RNZAF Tiger Moth biplane, now owned by Russell Brodie of Canterbury’s Rangitata Island Aerodrome. Bryan flew the Tiger Moth during his elementary flying training at RNZAF Station Harewood in Christchurch.

Conditions couldn’t have been more perfect when he took to the skies with pilot Andrew Love, who handed over the controls to Bryan after take-off, allowing him to truly reconnect with the aircraft that he last flew in 1943.

Performing a series of aerobatic manoeuvres against a stunning backdrop of the Southern Alps, memories came flooding back, and Bryan told attending media afterwards that it was “quite the nostalgic experience.”

“This historic flight was initiated when Russell enlisted the help of air force historian and founder of the Wings Over New Zealand Show, Dave Homewood, to identify any surviving veterans who had flown his Tiger Moth during World War II.

A veteran RNZAF fighter pilot who flew in the Pacific during World War II returned to his roots when he took to the skies over South Canterbury last month.

Bryan Cox with Tiger Moth NZ1443 before his flight on 1 July. Image courtesy of Dave Homewood

Bryan Cox standing in front of a Tiger Moth at RNZAF Station Harewood, 1943. Image courtesy of Dave Homewood

Veteran Fighter Pilot...
Supporting Our Warfighting Assets

The Technical Support Cells (Tech Cells), based at Ohakea and Whenuapai, support the day-to-day technical airworthiness of all Air Force aircraft and aeronautical equipment. While not always in the limelight, these cells are pivotal in through-life maintenance and development of current and future capabilities.

TECHNICAL SUPPORT ARMAMENT (TS ARM)

TS ARM is responsible for obvious equipment such as Mk82 bombs and Mk46 torpedoes, but also includes the less-obvious armament systems, such as hand-held fire extinguishers, rescue hoists and laser aiming devices. It also looks after the AGM-119 Penguin air-to-surface anti-shipping missile for the SH-2G(II) Seasprite helicopter. With the Seasprite embarked, this missile provides the Navy frigates with a significant capability in the anti-shipping role.

Other recent examples of work carried out to support our Force Elements include introduction to service of the MAGS8M machine gun and Self Defence Gun Mount on the NH90, which was delivered in time for the high-profile exercise Southern Katipo 17. TS ARM is also responsible for non-lethal types of equipment and recently completed the introduction to service of the NH90 External Auxiliary Fuel Tank, which increases the range of the NH90s.

Obsolescence is an ongoing challenge and this came to the fore last year, when something as mundane as the hand-held fire extinguishers on the P-3K2 Orion and C-130 could no longer be supported. This led to a project involving a wide range of stakeholders working together to bring the replacement extinguisher and newly designed support bracket into service.

It is the cell's responsibility to ensure all equipment in the air and ground domain is fit for purpose and safe to use, while remaining cost effective. This can range from individually led projects to complex modifications where multiple stakeholders are involved. In most cases, it includes assessing data from a wide range of sources to assure Command that the equipment and aircraft are safe for use.

TS ARMAMENT POLICY AND REGULATION (TS ARM & R)

TS ARM & R has the responsibility to ensure Air force armament policies and procedures comply with New Zealand legislation, Defence Force Orders and international best practice. Some of the more visible work covered by TS ARM & R are explosive storage licensing, ground and air weapon range monitoring and licencing, explosive facility inspections and audit and the oversight of small arms.

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Three Air Force aircraft mechanics recently put their trade skills to the test by competing at the WorldSkills NZ Aircraft Maintenance National Selection competition hosted by Base Woodbourne.

It is a challenging trade skills competition where tradespeople pit their skills against other high performing aircraft maintenance engineers at national and international events.

WorldSkills is like the Olympics for young tradespeople. The international competition can feature over 1200 competitors from 79 nations competing in 50 plus skills. Over 250,000 visitors attend the international competitions. ACs Harry Jewitt, Alex Hill and Hayden Cleminson lined up with seven Air New Zealand apprentices to compete for a place at the Aircraft Maintenance National Competition in October to select New Zealand’s best young Aircraft Maintenance Engineer.

The pace was intense as each competitor was out to prove themselves as the best over the one day competition. After a fierce day of competition the judges marked the tests and confirmed the results.

The results showed a high standard of workmanship and tightly bunched marks across all competitors. In first place was AC Cleminson, with AC Hill fourth and AC Jewett ninth.

Wing Commander Paul Cokerton, Director of Aeronautical Engineering said he, Chief Engineer Group Captain Peter Johnson, and WO DETA Warrant Officer Mark Harwood wanted to congratulate the team for their participation and excellent work at the WorldSkills Competition.

“You all represented the RNZAF with distinction against our civilian peers showing once again that you, your training and your skills are a match for any that are provided by external organisations.” By stepping up, you have all displayed our core values of courage, commitment and comradeship and you should be proud of yourselves just as we take pride in your achievements.”

The National competition is to be held at the Air Force Museum of New Zealand at Wigram in October. The pressure will be turned up at the Nationals with four tests over two days but with added complexity and tighter timeframes to really challenge the contestants. From the National competition, a single competitor will be selected to represent New Zealand on the world stage at the WorldSkills International competition in Kazan, Russia in 2019 to compete against the best of the best.

Running this competition would not have been possible without the support of Base Woodbourne, Logistics Training Squadron and organisations such as NMIT, Air New Zealand, Airbus and LTS that provided judges and ESS Woodbourne who generously supplied our lunches. Thank you all for your assistance.

The National competition tests include:

• an aircraft daily inspections that tests the contestants’ ability to find faults hidden on the plane,
• a borescope inspection of the internals of an engine,
• a component change on a Seasprite engine, and
• a sheet metal component fabrication task that tests their ability to manufacture an aircraft structure component.
**Air Power – can we define it?**

The military application of flight began about 200 BC, when Chinese General Han Hsin used a kite to calculate the distance to enemy forces so he could dig a tunnel underneath to surprise them from behind.

The next significant advance was in 1794, when the French Aerostatic Corps used the aerostat *l’Entreprenant* (“The enterprising one”), a balloon, for aerial observation during the Battle of Fleurus. The advantage of height was exploited to observe the battleground and provide instant communication, using semaphore flags, back to the Commander.

The balloon used buoyancy to rise, but even though engines were later added to provide forward travel (the airship), the full potential of aviation could still not be realised. In 1903 the Wright Brothers managed a short flight in a powered aeroplane, which brought about an explosion of interest and invention in flying machines. Military forces were keen to exploit the emerging technology, leading to the Italian Army dropping the first aircraft-delivered bomb in Libya during 1911.

The term “air power” made its debut in H.G. Wells’ 1908 novel *The War in the Air*, used as an expression of aerial strength. Since then, many attempts have been made to quantify and describe the concept of air power, none of which have been universally accepted. Even Winston Churchill, a leading exploiter of air power, could say only that “Air power is the most difficult of all forms of military force to measure, or even express in precise terms”. This is because of two reasons. The first is that air power evolves continually. For example, from the first observation flights of the First World War came the need to pursue and shoot down those planes. Long-range aircraft were required to hit the enemy’s vital centres in their own country, and attack enemy ships at sea. Troops and equipment needed to be transported rapidly to crisis areas. Sensors and communication equipment were required to photograph and relay quickly battlefield progress to commanders. Air power has rarely remained static.

The second reason is that any definition of it is usually related directly to the character of the state that defines it and the nature in which it is intended to be used. For example, Australia, our closest defence partner, defines air power as “The ability of a nation to assert its will by projecting military power in, through and from the air domain”. This definition does not necessarily reflect New Zealand’s defence requirements and national character, whereas a definition such as “using air capabilities to influence the course of events” does.

While there is no universal agreement as to what this thing called air power is, there is common understanding as to what it does, and what it can do for a nation. Air power has evolved into four fundamental roles, each having its own specialised function, and these are now universally accepted as how military power is projected through the air domain. They are briefly described as follows:

- **Control of the air** is the ability to conduct operations in the air, land and maritime domains with minimal interference from adversary air power and air defence capabilities. It provides a degree of dominance over an adversary so that land, sea and air forces can operate with minimal disruption at a given time and place.

- **Strike** is the ability to attack with the intention of damaging, neutralising, or destroying a target. It is a physical action to achieve an effect. However, strike may be non-lethal, such as undertaking a leaflet drop as a warning to people, or overflying insurgents as a show of force, which may influence them to not attack.

- **Air mobility** is the ability to move personnel, materiel or forces using airborne platforms. Inter-theatre airlift is used to move troops and materiel into/out of a theatre of operations, and intra-theatre airlift is used to move troops and materiel within a theatre of conflict. Air mobility also includes tasks such as medical evacuation and air-to-air refuelling.

- **Intelligence, surveillance and reconnaissance (ISR)** synchronises and integrates the operation of sensors, assets, processing, and dissemination systems in direct support of operations. Surveillance is conducted over a wide area and long time span to look for patterns and irregularities. Reconnaissance is a single mission to look at a defined target. Intelligence brings together observations and processes it into a useful format to help commanders make decisions.

In the next article, we will explore the idea of controlling the air.

This article is part of an occasional series produced by the Air Power Development Centre to help demystify the concepts of air power, so we can all understand how air forces use air capabilities to influence the course of events.
Before a new research project is given approval to get underway, it will need to be reviewed and endorsed by the new NZDF Research Ethics Committee.

In the last century, there have been a number of cases both internationally and in New Zealand of research being harmful to participants, and this has resulted in basic ethical principles being developed to protect participants. If NZDF personnel or civilian members of staff are asked to participate in research but aren’t sure whether it has been through the approval process, they can get in touch with the OrgResearch team.

All research is voluntary, so no one has to participate if they don’t want to. All NZDF members have a right to be informed about any research prior to giving consent to participate. NZDF members may not be ordered to participate in any research activity, and may not be punished for withdrawing or refusing to participate.

If you have any questions, or want to get research approved contact OrgResearch@nzdf.mil.nz.

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The New Zealand Defence Force has new rules in place around all research related to people. The Defence Force Order covering research has been expanded to include all human-related research.

**HUMAN RELATED RESEARCH:**
- that uses members of the NZDF as participants
- conducted by NZDF members in the course of their professional duties
- commissioned/spONSored by NZDF

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**Research in NZDF is changing**

The New Zealand Defence Force has new rules in place around all research related to people. The Defence Force Order covering research has been expanded to include all human-related research.

**ARE YOU INTERESTED IN JOINING THE FEMALE ENGAGEMENT TEAM?**

Female Engagement Team (FET) assessment testing will be in November 2018, with selected applicants conducting training in 2019, or 2020 depending on career requirements.

**HOW TO APPLY:**
Nominations open 6 August.
For more information visit: [http://org.nzsof/LP/Recruiting.aspx](http://org.nzsof/LP/Recruiting.aspx)

Applicants are required to be:
- Rank LCPL – SSgt (E), 2LT – Capt (E) (or equivalent RNZN, RNZAF).
- Physically fit - RFL within six months.
- Agile, Determined, Resilient, Adaptable, Ready for a challenge!

Entry testing is a critical screening process for those women within the NZDF who want to be employed within the FET. Approval of successful applications will be based upon their psychological, mental and physical capabilities which predict their chance of success on SOF training. It also allows career manager’s certainty in the posting cycle, prior to successful applicants beginning FET training the following year.

**Commanders and Career Managers:**

The FET is a new and exciting opportunity that upon successful selection and assessment completion means individuals will be given an offer of service to serve as a FET member in NZSAS Regt, likely for a three year post. This isn’t the end of their trade or Corps career. FET members will be released to attend their Corps/trade course and service promotion course requirements. After their FET posting, members will return to trade and bring back their new skills and experiences. Certain individuals will be offered a second (back-to-back) post to enable continuity and skill enhancement.

The second game was against the Navy, who were an equally tough team. Even though we lost that game, we did manage to score a try.

After the second game of the tournament we attended our final function, along with the men’s team. This was a great opportunity to meet sponsors and socialise with our Australian counterparts.

The whole experience will be hard to forget. The RAAF management and coaching staff gave excellent support to the Kiwi contingent. Highlights of the trip included a visit to a C-17, having kangaroos interrupt trainings and making friends for life.

This was a great start to reinvigorating RNZAF Women’s rugby. I look forward to the day when we can send a full RNZAF team over to compete against the RAAF. If you would like to join the RNZAF Women’s rugby community, contact PLTOFF H. Shaw. Even if you have never played before, like me, join up, give it a go and you could be heading to Australia for your first game.
One of the main reasons I joined the Air Force was because I had heard of the cool trips away and opportunities to play sport as part of a job. When the prospect arose to play rugby against the Royal Australian Air Force (RAAF) in Australia, it was an opportunity I wanted to grab with both hands.

Not only did it mean I could spend the next week on training camp with a great group of people, it also meant we would be able to experience what Australia had to offer and meet some of our close friends from over the ditch.

Our aim going to Australia was to retain the prestigious Burn-Merz Shield. This was never going to be an “all work, no play” affair. A fine balance between training and building comradery with the Australians was established in order to prepare us for the game but also to keep morale high. Training was challenging in the heat but coach Louie Nicholas was not going to let this get in the way of good preparation.

By the time game day came around the team was fizzing, ready to play. Our hosts put up quite the fight but after storming runs led to two tries from man of the match, Aircraftman Dennis Tommy, we were able to win 17-7 to retain the shield and of course bragging rights.

After the game both teams came together to celebrate rugby and comradery before we headed back to Aotearoa, exhausted but with heads held high. This contest is something special - it commemorates and strengthens the special bond that exists between our two nations. It shows how sport in the NZDF can be an excellent networking tool and is indeed a special part of our culture. An opportunity like this to represent the Air Force and New Zealand is something that I will cherish and would recommend for anyone to strive towards.

Lastly, I must thank our sponsors CAE, BECA, SG Fleet, Mitre 10 Westgate & Henderson, Heathcote Appliances, Panasonic and MAROPs. Without their support we would never have been able to field a strong team capable of taking New Zealand/Aussie bragging rights.

July 30, 1915, marks the day when Lieutenant (LT) William Burn (NZ Army aviator), and LT George Merz (Australian Flying Corps) were killed in action near Abu Salibiq, Iraq (then part of Mesopotamia). They were the first New Zealand and Australian aviators to be killed in action, and their names are memorialised in the Burn-Merz Shield, an annual match between the RNZAF and RAAF rugby teams.

On February 8, 1915, the Australian Government received a message from the Indian Government requesting aircraft and airmen to support Indian Flying Corps operations against the Turks in Mesopotamia. Australia responded by sending four pilots, including Merz, and some mechanics. New Zealand also answered the call by seconding LT Burn to the Royal Flying Corps, who arrived in Basra in May 1915.

On May 31 the army advanced up the Tigris River to attack the Turks at Kurna. Once the Turks were routed from Kurna, a landing ground was formed on an island as a forward air strip. LT Burn flew reconnaissance flights of the marsh lands of the Euphrates River until Nasiriyeh was captured on July 24, after a decisive attack. Two Caudron aircraft were to be flown back to Basra on July 30, with Captain Hugh Reilly (a New Zealander flying for the Indian Flying Corps), and a mechanic flying in one aircraft, and Merz and Burn in the other. Engine trouble forced Reilly to land near a village, but he managed to get airborne after repairs. Merz and Burn carried on, but were forced to land in the desert, where they were set upon by 15 hostile Arabs. They had revolvers for protection, and fought while they retreated for about five miles, managing to kill one Arab and wounding others. However, witnesses said one of the aviators became wounded and the other defended him until they were over-run and killed.

Search parties were dispatched to find the missing airmen. Reilly found the aircraft hacked to pieces a few days later, but the airmen’s bodies were never found.

In 2003 the Chief of the Royal Australian Air Force, Air Marshal Angus Houston, and the Chief of the Royal New Zealand Air Force, Air Vice-Marshal John Hamilton, agreed to an annual rugby contest between their two air forces in memory of lieutenant Burn and lieutenant Merz. The Burn-Merz Shield recognises the deep historical, cultural and operational bond shared by the Royal Australian Air Force and the Royal New Zealand Air Force, forged over a century and across the world.

By Aircraftman Joel Ahrens
Air Force News

Air Power Development Centre Quiz

Q1: According to the new US National Defence Strategy, what has replaced terrorism as the primary security concern?
Q2: The NZDF is a partner in what satellite programme?
Q3: What support role did the RNZAF NH90 helicopters provide during Exercise Tropic Major 2018?
Q4: What was the purpose of using defoliants during the Vietnam War?
Q5: What are some roles carried out by the A109 helicopter?
Q6: What is the designation of the USAF’s new aerial refuelling aircraft?
Q7: What is a ‘host nation’?
Q8: What is the motto of No. 6 Squadron RNZAF?
Q9: To the nearest 10, how many Corsair aircraft did the RNZAF operate in WWII?
Q10: In round numbers, how far away is Fiji from Auckland?

Think you can stump our readers?
Email quiz questions to APDC via ohapdc@nzdf.mil.nz

SAFETY AND SURFACE TRADE REUNION 2018

Calling for registrations of interest for the Safety & Surface Trade reunion
Open to all past & present S&S trade members, partners & family.
Register your interest at: RNZAF.S&S.REUNION@nzdf.mil.nz
Or Post to: Safety & Surface Trade Reunion, Maintenance Support Squadron, RNZAF Base Ohakea.

AIRWOMEN’S REUNION WAAF, WRNZAF, RNZAF

A Reunion for all of the above is to be held at Papakura, South Auckland, NZ during the weekend of Friday 16th, Saturday 17th and Sunday 18th November 2018
If you are interested in attending please contact
Wikitoria Ward-Holmes-Murcott
Email: wikitoriaw@adhb.govt.nz
Or m.w.adamson@xtra.co.nz
Mara Kidd Email: murraykidd@xtra.co.nz
Or phone Mana on 09-2995986 for further info.

Photo Of The Month

Taking this photo was great in theory but what I didn’t think about was the massive force of the rotor downwash I would be dealing with in the process! So, hanging onto two packs and my camera I managed to hit the deck and turn around to face the guys coming out and start composing a shot. The whole thing was over before I knew it, and because of the light, smoke, wind and debris flying around – I really didn’t even know if I had captured the shot until I had a look a couple of hours later!
Photographer, CPL Sean Spivey

Notices

RNZAF JOURNAL, VOL 4, 2018

The Air Power Development Centre (APDC) is pleased to release the RNZAF Journal, Volume 4, 2018.
It features a paper by the Principle Scientist of DTA, Dr John Kay, on space systems and the NZDF, a paper on remotely piloted aerial systems, a paper on surveillance of New Zealand’s Exclusive Economic Zone, amongst others. The RNZAF Journal can be accessed via the APDC page on the RNZAF Website, or via this link: www.airforce.mil.nz/about-us/who-we-are/apdc

SAFETY AnD SURFACE tRADE REunION 2018

Calling for registrations of interest for the Safety & Surface Trade reunion
Open to all past & present S&S trade members, partners & family.
Register your interest at: RNZAF.S&S.REUNION@nzdf.mil.nz
Or Post to: Safety & Surface Trade Reunion, Maintenance Support Squadron, RNZAF Base Ohakea.
WE WANT YOUR COMPOSURE
SEE ROLES NOW AT MYPURPOSE.MIL.NZ