TOUGHEST FIRE-FIGHTER TITLE
AWARDED TO THE RNZAF

DEFENCE AUDIT
VERY PLEASING RESULT

EXERCISE TACEX
TACTICAL AIR TRAINING

RNZAF’S GOT TALENT
AIR FORCE ‘STRUTS ITS STUFF’ FOR CHARITY

INTER BASE RUGBY
AND RUGBY REUNION 09
OUR MISSION
To carry out military air operations to advance New Zealand’s security interests with professionalism, integrity and teamwork.

OUR VISION
We will be an Air Force that is the best in all we do. He Tauarangi matou ko te pai rawa atu i to matou mahi katoa.

The official journal and forum of the Royal New Zealand Air Force established for the information, education and enjoyment of its personnel and other people interested in RNZAF and associated matters.

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ISSN 1175-2327
It’s hard to believe it’s nearly Christmas time again. With just a couple of months left this calendar year, it’s worth taking time to reflect on what our priorities are now—and what we’ll continue to focus on in the New Year.

The Royal New Zealand Air Force and the wider New Zealand Defence Force are experiencing an unprecedented amount of change—and this will continue well into the New Year. The focus is very much on Defence Review 09 and the Defence Transformation Programme (DTP), with both programmes of work really starting to take shape and ramp up. While that sounds like a lot in itself, the Air Force also has two other equally important priorities—to deliver our Capability upgrades, but also to keep delivering capabilities today. It’s our job to ensure that we mesh these four priorities together, as all four will determine our success.

A changing environment, such as the one we are currently operating in, brings with it a great deal of uncertainty and even some stress. At the recent Air Force Leadership Forum, it was made clear that people want to know exactly what changes are going to be made within the RNZAF and across the NZDF. To help address this, CAF and I are committed to keeping you all informed of what is happening—as it happens. But the difficulty we face is that we don’t always have all the answers immediately. When a large organisation goes through major change, as we currently are, we have to wait for the detailed design to be developed before we have the real answers. I know this is difficult, as we all want to know exactly what Defence Review and DTP will mean for us, but please bear with us as we work through the design.

Delivering our four priorities requires a major commitment from us. We’re taking this commitment seriously to ensure we build an Air Force that can operate successfully, both today and in the future. Our Capability projects are already resourced appropriately, and we have to make sure the same can be said for the DTP and Defence Review. We’re now starting to release some of our key people to work on these programmes, as have the Navy and Army.

In addition, we are reprioritising some of our plans and putting some of our non-core work into abeyance. Members of the Senior Management Group are currently working out what can stop in the short term. I expect to be able to communicate this to you soon.

So as you can see, there is a lot happening in our organisation. The leadership is aware that everyone is working really hard—and we thank you all for that. As we head into the silly season, take some time to look back on how far we’ve come this year. I know it hasn’t been an easy year, but I am confident we will start to see some of the benefits of this hard work early next year. We are indeed building tomorrow’s Air Force today.

“People want to know exactly what changes are going to be made within the RNZAF and across the NZDF ...”
NZDF MARKS 10 YEARS IN TIMOR

Ten years ago the New Zealand Defence Force assisted with the stabilisation of East Timor. On 17 September 1999, the then Prime Minister Jenny Shipley announced that a tri-Service contingent would be sent to East Timor to provide a stabilising force for the conflict between East and West Timor. It was the NZDF’s largest deployment in 35 years. The NZDF continues to work in this developing country to help create a stable and secure environment so that the Timorese people can address their own political future peacefully and constitutionally. The current situation on the ground is calm but precarious.

SIGNIFICANT 1999 DATES

14 September
Royal New Zealand Navy frigate, HMNZS TE KAHĀ, joins ships from other countries patrolling off the coast of Dili. Two RNZAF C-130 Hercules aircraft are sent to Darwin in preparation for flights into Dili Airfield.

17 September
The then Prime Minister, Jenny Shipley, announces that New Zealand would send an initial force of 265 Navy and Air Force personnel, and 420 soldiers—our biggest deployment in 35 years. More than 1,000 NZDF personnel were sent, including a frigate, a whole infantry battalion, and a helicopter squadron.

26 September
RNZAF Iroquois helicopters from No 3 Squadron fly to East Timor in support of the New Zealand Infantry Battalion.

KEY AIR FORCE PERSONNEL

The following Air Force personnel filled key roles in the early days of the East Timor crisis:

Wing Commander Logan Cudby
Role in Timor: United Nations (UN) Military Liaison Adviser for the Independence Referendum and the transition to the International Force East Timor (INTERFET). He was involved in the evacuation of UN personnel under fire in Maliana and was later based in Liquica and Dili. He was awarded a New Zealand Gallantry Medal for his work in Timor.

Current role in NZDF: Air Adviser to Defence Review 09

Group Captain John Cummings
Role in Timor: Commanding Officer No 40 Squadron (C-130s and B-757) at the time the squadron provided strategic airlift from New Zealand to Dili as we deployed our forces.

Current role in NZDF: Chief Staff Officer, Joint Plans

The Battle of Britain was the air war from 10 July–31 October 1940 fought over Great Britain, between the German Luftwaffe and the Royal Air Force—which also included pilots from Commonwealth countries such as New Zealand—during World War II. There were 127 New Zealand pilots who flew during the Battle of Britain, the third largest contribution behind Poland (145), and Britain (2,341).

The Germans attacked with a total force of 900 fighters (mostly Messerschmitt BF-109’s) and 1,300 bombers who mounted massive daily raids on southern England. On the other side, the RAF and her Allies had much smaller forces—650 Hurricanes and Spitfires. New Zealander Sir Keith Park played an integral role in the battle. In 1947 Air Marshal of the RAF, Lord Tedder said of Park’s leadership, “I do not believe it is realised how much that one man, with his leadership, his calm judgment and his skill, did to save, not only this country, but the world.”

BATTLE OF BRITAIN REMEMBERED

The Royal New Zealand Air Force took part in a series of services and parades recently to commemorate the 69th anniversary of the Battle of Britain.

Sunday 13 September

>> RNZAF personnel paraded at the Blenheim Centotaph.

>> RNZAF representatives attended a special service in remembrance of the beginning of World War II and the Battle of Britain at Christ Church Cathedral, Nelson.

>> RNZAF people also attended services in Waipapakauri and Westport.

Tuesday 15 September

A Commemorative Service was held at the National War Memorial—guests included the Associate Minister of Defence, the Hon Heather Roy; Commander, Air Vice-Marshal, Peter Stockwell; British High Commissioner, George Fergusson; and Veterans’ Affairs representative Minister, the Hon Judith Collins. The Queen’s Colour for the RNZAF was paraded; the Commander of Joint Forces New Zealand, Air Vice-Marshal Peter Stockwell read the scripture lesson; and AVM (Rtd) Peter Adamson, CB, OBE, read the Prologue. Wreaths were laid and at the completion of the service there was a memorial flypast over the National War Memorial by the Deere Vickers Supermarine Spitfire Mk IXC aircraft.
LEADERSHIP FORUM 09

This year’s Air Force Leadership Forum took place in September. Held at Ohakea, the theme for the two days was Leading Through Change.

In the rapidly changing environment we work in, it was timely to get the wider leadership group together to work through change issues. The group was given updates on all the major issues facing the Air Force and the NZDF—such as Defence Review 09, the Defence Transformation Programme, current operations, and the progress of our Capability programmes. As well as the high level updates, the team also heard from a number of our younger people, who gave their views from the ‘engine room’, and presented their ideas on innovation and moving the RNZAF forward.

Chief of Air Force, Air Vice-Marshal Graham Lintott—who led the forum—concluded that bringing everyone together for this two-day programme was useful in many ways. “Given the large volume of work that is currently going on across the Air Force, it was extremely valuable to hear updates and see the many inter-dependencies between all the different programmes of work, together with the progress that has been made,” he said.

“IN THE RAPIDLY CHANGING ENVIRONMENT WE WORK IN, IT WAS VERY TIMELY TO GET THE WIDER LEADERSHIP GROUP TOGETHER TO WORK THROUGH CHANGE ISSUES ...”

SERVICE TO REMEMBER DARK DAYS OF WWII

Courtesy of The Leader

The dark days at the beginning of World War II were recalled in a special service held at Nelson’s Christ Church Cathedral on Sunday 13 September 2009.

The Very Reverend Dean Charles Tyrrell said, “There were civic guests and representatives of the Defence Force, including the Royal New Zealand Air Force Association, as the day was also Battle of Britain Sunday. This was a service to remember some of the hard lessons from that dark time of world history. It was an opportunity to look at what we as a people can learn from World War II, as well as to pray for peace in our world today.”

During the service there was the blessing of a plaque commemorating RNZAF personnel who lost their lives in WWII in the Pacific.

“There are still elderly members of our community who fought in that theatre of war and certainly there are many whose parents and grandparents have passed on stories of that time,” the Very Reverend Tyrrell said.

“It was fitting that the dedication of the memorial plaque was the focal point of the commemorative service.”

The plaque was fixed below an existing one honouring the sacrifices made by the people of Britain during The War.

The Audit Report found that NZDF has, through a series of projects:

- sustained deployments
- grown people numbers and reduced attrition
- made good progress clearing a backlog of equipment shortages
- centralised and consolidated its corporate services, and
- addressed personnel shortages within its Headquarters.

LT GEN Mateparae said, “Some results are even better than reported—for example, recruitment and retention figures have improved still further since the Audit Report was prepared, and will be highlighted in the NZDF’s Annual Report.”

The Audit Report notes that progress preparing the NZDF for new deployments had been slower than expected because of the high level of activity the NZDF was already undertaking. Expected deployment levels in the Foundations phase were to equate to around 11.7 percent of the Regular Force, while in 2005/06 it was actually 12.4 percent; in 2006/07 it was 15.8 percent; and in 2007/08 it was 17.2 percent.

The Auditor-General writes: “Maintaining deployments at these levels has slowed the NZDF’s progress in restoring military and corporate capability because it needed more of its personnel to manage and sustain deployments … There is an inherent trade-off between deployments and being prepared for potential new deployments or other activities.”

LT GEN Mateparae said, “New Zealanders can rightly be proud of the contribution being made by their Defence Force in a number of theatres across the globe. However, this level of activity does come with a cost. It has meant that though we have made good progress growing and rebuilding the Defence Force, we haven’t always been able to do this as quickly as we had planned. Nonetheless, this Audit Report confirms that overall progress has been real and substantial in most areas.”

The Controller and Auditor-General did not find it necessary to make any formal recommendations in the report.

“Overall, it is a very pleasing result because it confirms that the Defence Force has made excellent progress rebuilding,” said LT GEN Mateparae. “The extra investment in the Defence Force is achieving the desired effect, which is ultimately about keeping New Zealand secure.”

<table>
<thead>
<tr>
<th>NZDF DEPLOYMENT TABLE</th>
<th>Regular Force Personnel deployed</th>
<th>Estimated Regular Force personnel involved in pre-and post-deployment activities</th>
<th>Estimated Regular Force personnel involved in other activities and preparing for new deployments</th>
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<td>2007/08</td>
<td>17.2%</td>
<td>34.4%</td>
<td>48.4%</td>
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NO 6 SQUADRON CELEBRATES 5,000 FLYING HOURS

Lieutenant Commander Jim Tayler, of No 6 Squadron, celebrated a significant aviation and career milestone, when he clocked up 5,000 hours in the air flying helicopters. Considering the relatively short duration of helicopter sorties, this is no insignificant feat. A similar number of hours on long-range transport or maritime aircraft are not unusual but such milestones are rare in air combat, flying training, and rotary wing roles.

“SUCH MILESTONES ARE RARE IN AIR COMBAT, FLYING TRAINING, AND ROTARY WING ROLES”

The occasion was celebrated in the Squadron crew-room with tea and cakes, and a suitably decorated carrot cake—emblazoned with the No 6 Squadron colours—and edible Seasprites. Commanding Officer, Jason Haggitt, presented LT CDR Tayler with a photographic montage of his long and action-packed career, from Artificer Apprentice to Lieutenant Commander.

OHAKEA NOW HOME FOR RESTORED SPITFIRE

The Chief of Air Force, Air Vice-Marshal Graham Lintott, and ITL Aviation’s Brendon Deere—the owner of a restored MK IX Spitfire—signed a Licence Agreement on 4 September that will see the popular and historic aircraft permanently housed at Air Force Base Ohakea.

The aircraft, which has significant historical links to the Royal New Zealand Air Force, has been temporarily based and flown from Base Ohakea since late 2008 and the signing will see a more permanent and formal relationship established between Mr Deere and the RNZAF. Since its arrival, the Spitfire has played a special part in the lives of people on Base. It owes its colour scheme to a dedicated team of personnel at Ohakea’s paint shop, who repainted the aircraft in their own time. The aircraft has also taken part in flypasts over a number of RNZAF graduation parades and other special occasions. One of the aircraft’s regular pilots is Squadron Leader Sean Perrett, a flying instructor with Ohakea’s No 42 Squadron.

Having selected a preferred site for the proposed Visitors’ Centre at Ohakea earlier in the year, the project has continued, with the design brief stage having been completed last month. The next stage includes architectural work and the development of conceptual designs and drawings that should be completed by the end of the year. “The Visitors’ Centre is steadily taking shape and has the potential to become a real asset to the region. Once completed, it will provide the public with the opportunity to see working examples of New Zealand’s aviation history, like Mr Deere’s Spitfire, as well as a link to the past, present, and future of New Zealand’s Air Force,” said Wing Commander Mardon.
By Chaplain, LtCol Lance Lukin

On Monday 17 August, all available Chaplains from the New Zealand Navy, Army, and Air Force; together with 29 Regular Force, Naval Reserve, and Territorial Force Chaplains; were officially welcomed onto the Royal New Zealand Navy Marae at the start of the biennial Tri-Service Chaplains’ Conference.

The theme for the 2009 conference was Chaplaincy—Leadership within the NZDF Context. The focus was on establishing clear measures for standards of excellence in New Zealand Defence Force Chaplaincy over a ten year time-line; 2009–2019. This was largely achieved through the facilitation of Rachael Stott of Winsborough Limited.

Chaplains were asked to consider:

>> where Chaplaincy had come from
>> where Chaplaincy is now, and
>> where Chaplaincy is headed under the Defence Transformation Programme.

Guests at the conference who participated in the discussions and vision casting sessions included: the Principal Army Chaplain from Australia, Brigadier Russell Mutzelburg; NZDF, Brigadier Mark Wheeler; and the Warrant Officer of the NZDF, WO1 John Barclay.

The Very Reverend Frank Nelson—Dean of Wellington Cathedral—was also in attendance, offering daily reflections and leading the gathered Chaplains in worship.

The Conference concluded with a formal dinner where Principal Defence Chaplain, Group Captain John Neil was officially farewelled after 23 years of service as an RNZAF Chaplain.

Xmas Support for Deployed Troops

Festive season decorations may not be up in shops just yet but supporters of New Zealand’s deployed forces are already thinking about Christmas.

New Zealand Defence Force, New Zealand Police, and Royal New Zealand Returned and Services’ Association personnel worked together on 15 September to package 570 Christmas parcels for deployed troops overseas.

The parcels contain:

>> Christmas cakes, cards, badges and caps
>> Wattie’s tomato sauce
>> Maggi noodles
>> Gingernuts
>> Marmite, and
>> many other edible Kiwi classics.

The parcels will make their way to deployed troops in diverse and remote locations such as the Middle East, Papua New Guinea, Antarctica and Afghanistan. The parcels serve as a small token of thanks for those who work during the Christmas season and miss out on festivities back home with family and friends.
Minister for Arts Culture and Heritage, Christopher Finlayson, and Minister of Maori Affairs, Dr Pita Sharples, honoured the veterans of New Zealand’s 28th Maori Battalion for their service during World War II at a function in Wellington on 6 August.

Veterans were invited to the celebration of the 28th Maori Battalion website, a joint project developed by Te Puni Kokiri and the Ministry of Culture and Heritage that draws on the rich collections of the National Library of New Zealand. “The 28th Maori Battalion holds a special place in New Zealand’s culture and history,” Mr Finlayson said.

“There are only 51 remaining veterans from the 3,600 who served overseas during World War II,” said Dr Sharples. “This is their gift to their children, and all New Zealanders, who can now learn the remarkable stories of the heroism of the 28th Maori Battalion through this outstanding website.”

The website tells the stories of the 28th Maori Battalion through pictures, video and audio.

It also features an interactive map that follows the battle trail of the battalion from its departure from New Zealand in 1940 to its return in 1946, a battalion roll, and school resources.

One taonga (treasure) on the website is the written transcripts of the veterans’ memories. Among these is one about Te Rau Aroha—the Battalion’s own mobile canteen. Te Rau Aroha—funded by donations from Maori school children—followed the troops almost everywhere; bringing it fruit, cakes, chocolate, the latest news, cigarettes, and, in Christmas time, the wonder of kaimoana (seafood), mutton birds, shellfish, and other preserved delicacies from home.

Dr Sharples said, “We pay our respects to all those who served overseas on our behalf. We reflect on their discipline and courage. And our hearts are flooded with sadness for all those who have gone. They lived and died in ways that told us it was an honour to serve. We now honour them by officially launching this website to recognise their outstanding contribution to our nation.”

NEW WEBSITE HONOURS 28TH MAORI BATTALION

BY ALLY CLELLAND
(NZDF EVENTS MANAGER)

The website can be viewed at:
www.teopetaua28.maori.nz
and
www.28maoribattalion.org.nz
HUMAN RESOURCE OFFICER ROLE REALIGNED

BY WGC DR KERRY MCKEE

The function of the Human Resource Officer (HRO) role in the Air Force is about to change—for the better. The aim is to provide HR management with industry standards, and align the role more strategically to the Human Resource (HR) needs of the Royal New Zealand Air Force within the New Zealand Defence Force.

BACKGROUND

Initiated by the Royal New Zealand Air Force this ‘realignment’ is being driven by the recommendations made by the 2008 HRO Realignment Project, and complements the current Defence Transformation Programme (DTP). Informing the HRO Realignment Project were the findings of the RNZAF Strategic HR Capability Review, and stakeholder interviews with senior Defence personnel. The Review identified a need for strategic HR capability and both the Review and stakeholder interviews identified a lack of professional HR capability within the RNZAF and the NZDF. In response to these findings, and in support of Strategic Goal Two (Resource Optimisation) of the RNZAF Strategic Plan, it was decided that the most efficient and logical way to fill the identified capability gap was to leverage off existing capability. Consequently, the solution focuses on the development of the current HRO role and involves a two-pronged approach.

SOLUTION ONE

First, the function of HROs will change. Currently, there are 2–3 HROs on each Base, who are tasked with the command and management of their base’s Administration Squadron and/or Flight (Admin SQN/FLT). Under the new model—pending DTP outcomes—one HRO will fulfil this function, together with the former Officer Commanding Administration Squadron (OCAS), who will continue providing the team with specialist, technical advice. This realignment will result in the other HROs being free to focus on their core function—providing HR advice to command and individuals. To achieve this, an organisational restructure will be made that removes HROs from the command chain of the Admin SQN/FLT. Instead, they will (ultimately) report directly to the Director Air Force Personnel Policy and Administration (DPPA(F)) in Air Staff.

SOLUTION TWO

Second, the strategic approach will change. To support the new model, a development framework will be established that will ensure our HROs develop the competencies to fill future HR appointments within both Air Staff and Headquarters NZDF. This development framework incorporates—but is not limited to—postings, tertiary qualifications (graduate level entry requirements and post-graduate strategic level HR qualifications), and professional development courses. The framework will also leverage off the Human Resource Institute of New Zealand networking and development opportunities.

CHANGES

So what will this mean for you at the coal face? Very little—faces will remain unchanged; it’s only the functions for these faces that will change. Effective from 12 October 2009, the primary focus for HROs will be providing critical support to commanders, at all levels, and to individuals on HR policies and procedures.

BENEFITS

The HROs will enable commanders to do what is right within the RNZAF’s culture, and strategy and policy guidelines—namely, exercising their responsibility for the health, welfare, and morale of personnel within their command. Additionally, the HROs will be more readily accessible to all personnel, and their direct reporting line to the central policy hub will improve their responsiveness and the consistency of advice across the organisation. They will also become instrumental in informing strategic policy development through DPPA(F).

Optimising an existing resource—the realigned HROs—will provide enhanced professional HR capability to the RNZAF and NZDF. They will enable commanders and individuals alike to focus more on their primary outputs, and they will provide a greater contribution to our Air Force in support of its vision of being an Air Force that is the best in all that we do.
HELP US BUILD A GYM AT WHENUAPAI

One of the biggest talking points from our people in Whenuapai is the need for a gymnasium. Since the Hobsonville gym was closed the talk is getting louder, and so it should. Doing circuits around the pool certainly does not do it for me. After attending the Air Force Leadership Forum where Group Captain Poucher spoke about the infrastructure developments happening at Ohakea and Whenuapai, the only mention of a gym was the next iteration of funding required for Whenuapai, which has not even been tabled for Cabinet approval yet.

After hearing the amount required for all the necessary maintenance, my first thoughts were ‘yeah right’. However, never to be defeated by such scepticism, is it time we put our hand up, as opposed to our hand out? Is it time we looked at other innovative and creative ways of getting a gymnasium at Whenuapai? Funding is obviously the main stumbling block. And yes, it should be funded like any other building project on Base. However, the need to re-locate our folk from Hobsonville is the priority. When I also look at the wider picture within Defence, I can now see the ‘yeah right’ becoming a reality as we face some huge fiscal challenges across the New Zealand Defence Force over the next decade.

So what is the answer? How can we get a call to arms from all members of the RNZAF—because it is not purely a Whenuapai issue? For example, should our annual returns from the Armed Forces Canteen Council be put into such a project? Should we build such a complex outside of the Base where it is accessible to the public? This idea would then make it attractive for private partnerships. Do we need to find some corporate/private donor that could help us out? Does someone need to run from Cape Reinga to the Bluff raising money?

“THE MOST CREATIVE AND INNOVATIVE PEOPLE IN OUR AIR FORCE ARE OUR YOUNG FOLK ...”

The most creative and innovative people in our Air Force are our young folk. Have they got the answer that could accelerate such a project? Some of our most caring personnel are our senior folk within the officer and non commissioned ranks. Have they got the passion to manage the ideas and shape them into tangible achievable outcomes? What about our retired folk? I know a lot of you read this magazine. Have you got some thoughts?

What I am trying to promote here is another mechanism for achieving an outcome. On other Defence Force establishments I have seen buildings erected by the people for the people. These buildings have had a huge impact on the welfare and morale of its people.

So what is this all about and why am I highlighting this? The short answer is if we want a gymnasium at Whenuapai within the next three years, we are going to have to build it ourselves—unless the RNZAF wins Lotto, or we partner up with someone. I have heard a lot of discussion from all rank levels; however nothing tangible has come out of this talk. It is time, in my view, to create an action group that has the desire and smarts to get such a project underway. If you are keen and committed, contact me. Like you folk at Whenuapai, I feel the frustration and I work in Air Staff! Quite simply, if no one puts their hands up, circuits around the pool will continue for a very long time to come.
Chief of Air Force, Air Vice-Marshal Graham Lintott, presented Medals and Clasps to New Zealand Defence Force personnel at a presentation held at Defence House on Wednesday 26 August:

**Wing Commander Harold Nicholson**
- Clasp to the New Zealand Armed Forces Award
- (45 year's total service)

**Group Captain (Chaplain) John Neal**
- New Zealand Operational Service Medal
- New Zealand General Service Medal (Solomon Islands)

**Group Captain Grant Crosland**
- Clasp to the New Zealand Armed Forces Award

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**METAL AND MACHINE TRADE GRADUATES**

**BY F/S MARTIN HAIR**

On 12 August 2009 Leading Aircraftsmen Adam Turnbull, Daniel Melling, and Andrew Harwin graduated from the 09/1 Machine Tool Setter and Operator course, and Ricki Corban from his Master Aeronautical Metal working course at Aeronautical Training Squadron, Base Woodbourne. Both trades have similar functions—the repair and manufacture of aeronautical components, and support equipment to ensure mission available aircraft. Both Advanced Trade courses are approximately eight months long, with a strong emphasis on the practical

**“STRONG EMPHASIS ON THE PRACTICAL ABILITY TO PRODUCE AIRCRAFT QUALITY WORK ...”**

ability to produce quality work to very close tolerances. The Machining trade achieves these outputs using lathes, mills, and precision grinding machines, while the Metalworking trade functions are met through sheet metal fabrication and aircraft welding.

For further insight into these trades, I encourage you to pay a visit to your local Machine and Metal shops to see first-hand their full capabilities and how they can assist your unit in meeting its operational outputs.
**Bugle Player Recognised**

Warrant Officer Bob Gillies’ contribution as bugle player of the Central Band of the Royal New Zealand Air Force has been recognised by the Royal New Zealand Returned and Services’ Association (RNZRSA).

The award, presented after the recent National Executive Committee meeting, was in appreciation of his musicianship at commemorative events such as Anzac Day, Armistice Day, and Remembrance Day, for the past 43 years. Over this time, W/O Gillies has become renowned for his playing of the ‘Last Post’ and ‘Reveille’ to an impeccable standard and with gravitas. His career highlight was being appointed as the New Zealand Defence Force bugler for the return of the unknown warrior from France in 2004.

Despite his retiring as the band’s main bugle player, W/O Gillies will still be seen front and centre in his roles as the band’s Drum Major—a position he has held since 1973—principal cornetist, and deputy Bandmaster of the Central Band.

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**Ohakea Wins CISEX Trophy—Again**

**By W/O1 Burt Lancaster**

For the third year in a row, the Air Communications and Information Systems (AIRCIS) team at Base Ohakea has won the Gary Thomas CISEX Trophy. The trophy is awarded annually to the CIS unit that obtains the highest rate of success in the Communications Information Systems Exercise (CISEX) programme.

Base Ohakea AIRCIS Team Leader, Flight Lieutenant Jen Ross, was presented with the trophy by Lieutenant Commander Nikki Sinclair, on behalf of Commander Roger Ward of J6 Branch, Headquarters, Joint Forces New Zealand, who runs the CISEX programme.

The CISEX programme involves the practise of communications skills across the various modes of operation within the New Zealand Defence Force. There are two parts of a CISEX that are measured for the annual competition: Planning and Conduct.

- **Planning** involves the unit completing all required messaging within the required time frames.
- **Conduct** is the unit achieving successful communications during a CISEX year.

To ensure that the profile of the CISEX programme is maintained, a trophy, for which CIS units compete within the CISEX framework, was introduced in 2006.

With the permission of the late Warrant Officer Gary Thomas’ family, the J6 Branch has given his name to the trophy.

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**W/O Gary Thomas**

Warrant Officer Gary Thomas joined the New Zealand Defence Force originally as a Signaller in the Army, before transferring to the Air Force as a Telecommunications Operator in the mid-1970s. His final posting was to the Central Network Control Centre, Defence Headquarters. It was there that Gary identified a need for the three single Services to practice their communications skills in the various modes of operation conducted by the NZDF. Prior to his retirement from the RNZAF, Gary was manager for the CISEX programme, ensuring that our communications skills were maintained. Sadly, Gary passed away in 2002.
Our Graduates

Base Auckland—Survival Training
The Pilots’ Course then begins with a two-week survival course. This is followed by a one-week course on the physiological and psychological aspects of flying at Aviation Medicine Unit at RNZAF Base Auckland.

Base Ohakea—Wings Training Course
After Aviation Medicine training, the graduates move to RNZAF Base Ohakea to commence their Wings Course training, initially at Pilot Training Squadron (PTS). There the students undertake five weeks of ground school, where they are taught subjects such as principles of flight, rules of the air, and technical specifics of the 300HP CT-4E Airtrainer aircraft.

A dedicated group of five newly-qualified Royal New Zealand Air Force pilots marked a milestone in their careers when they were presented with their ‘wings’ or brevets at a graduation ceremony on 21 August at Air Force Base Ohakea. The Reviewing Officer for the morning parade was the Minister of Defence the Hon Dr Wayne Mapp. Commanding Officer of Flight Training Wing, Wing Commander Tim Evans said, “The presentation of the pilots’ brevets marks the culmination of a very demanding but rewarding period of training. This symbol of their achievement provides visible recognition of the standards they have reached.”

After receiving their ‘wings’ or brevets the graduates will either remain at No 42 Squadron for further fixed wing training—in anticipation of being posted to larger multi-engine transport or maritime aircraft—or fly helicopters in either the Air Force or Navy.

“THE CULMINATION OF A VERY DEMANDING BUT REWARDING PERIOD OF TRAINING”

New Air Force Pilots Get Their Wings

Pilot graduates (l to r): PLTOFs Alexander Tredrea, Michal-Louise Paget, Mackenzie Murray, Mike Shaw, and Chris Hall.
Flying Practice
During the nine months spent at PTS, the students accumulate approximately 130 hours in flying the Airtrainer, covering navigation, aerobatics, instrument flying, formation, and night flying.

“130 HOURS IN FLYING THE AIRTRAINER”

No 42 Squadron—Extension and Assessment
During their five months at No 42 Squadron, students are further extended by the more complex systems of the King Air aircraft, and are assessed as single pilot captains of the aircraft, having accrued a further 90 hours flying experience.

No 42 Squadron—Extension and Assessment
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Pilot Officer, Michal-Louise Paget is ‘Top Gun’ after graduating from the RNZAF Wings Course with the highest final flying marks. “I wanted to prove that girls are just as capable in a man’s world,” said 21-year-old PLTOFF Paget. During the ceremony, the former Westlake Girls’ High School student received her pilot’s brevet, and the de Lange trophy, which is awarded to the pilot gaining the highest final flying mark upon completion of training. Reflecting on her year of flight training PLTOFF Paget said, “Pilot training is challenging. It takes a lot of hard work and determination and most of all you need the support from family and friends that believe in you. I will never be able to thank those who supported me enough.” Looking ahead, PLTOFF Paget said she is enthusiastic about where her training will take her. “I am looking forward to the travel opportunities on New Zealand Defence Force operations and assisting with humanitarian relief.”

Pilot Officer Alexander Tredrea is ‘top of the class’ after graduating from the RNZAF Wings Course with the highest academic marks. During the ceremony the 21-year-old former student of Nelson College for Boys received his pilot’s brevet, together with the Wigram Trophy, which recognises academic excellence and is awarded to the pilot who graduates with the highest final academic mark.

This is the second time PLTOFF Tredrea has been recognised by the Air Force for his academic ability. He was awarded the No 2 Officers Mess trophy and Chief of Air Force coin for attaining the highest overall assessment in the areas of academics, leadership skills, and personal qualities at the end of his 2007 Initial Officer Training Course.

Reflecting on his year of flight training PLTOFF Tredrea said, “The biggest challenge was studying both the practical and theory elements of the course at the same time. The pace at which you learn new skills—from formation and aerobatics to instrument and low level navigation flying, then converting from a piston aircraft to a turbo propeller—means there are some pretty steep learning curves.”

Looking ahead, PLTOFF Tredrea says he is enthusiastic about the next stage in his training. “Having completed the Wings Course, I am hoping to convert onto No 40 Squadron to fly the C-130 Hercules and to one day be sent on a United Nations posting.”
On Sunday 16 August, contestants and supporters converged on Blenheim Fire Station for the 2009 Marlborough Mitre 10 Mega Toughest Fire-fighter Competition. Fire-fighters from around the province took part and those from RNZAF Base Woodbourne earned themselves a bit of a reputation—for all for the right reasons, of course!

Running, hauling, sledge hammering, and hose or ‘victim’ dragging is not everyone’s idea of relaxing on a Sunday. However, for Woodbourne fire-fighters Corporal Trevor Floyd; Leading Aircraftman John Cameron; and Aircraftmen Dave Miles; James Elder; Josh Abbott; and Kyle Johnston; relaxing was exactly what they didn’t do. With Woodbourne being the only full-time fire brigade in the province, the Air Force team had a challenge on their hands—up against their opposition of volunteer fire-fighters.

The race is split into five stages and is commonly referred to as the toughest two minutes in sport. It incorporates a number of skill factors that fire-fighters use as part of their job—and it’s all done while wearing full uniform and breathing apparatus, which is an additional 15–20 kgs in weight.

>> Stage One: Stage One of the sprint race requires competitors to ascend a three-storey tower to haul aloft a 20 kg hose.

>> Stage Two: Known as ‘the Keiser’, is where the lead is easily lost. Similar to competitive wood chopping, the Keiser requires a combination of strength and technique to force a 72 kg block along a slide track.

>> Stage Three: This stage is a simple run through the slalom course.

>> Stage Four: The fourth stage is the hose drag. Here, a charged delivery (hose) is dragged 25 m and operated to drop a target.

>> Stage Five: The fifth and final stage is pulling an 80 kg ‘victim’, 25 m to the finish line.

Having successfully defeated the competition throughout the day, LAC John Cameron and AC Dave Miles went head-to-head in the Trophy Section for Marlborough’s Toughest Fire Fighter. Both were level when they reached the Keiser, but it was at this point that AC Miles accelerated ahead and never relinquished his lead. He edged out his Woodbourne colleague by only 11 seconds, to win the event. In an interview with the Marlborough Express, a modest AC Miles commented that he was a little surprised to win—“I expected to come second, like last year”.

THE TROPHY SECTION

AC David Miles working the hose.
THE OPEN SECTION
LAC Cameron—representing Blenheim Fire Station, as he is also a volunteer at the Blenheim Brigade—had the pace on right from the start and didn’t leave any room for AC Miles to get in. The speed and accuracy of LAC Cameron’s pace left nothing to chance and he placed first, leaving AC Miles to take second place.

TWO-MAN EVENT
LAC Cameron, and Jeremy Simpson—representing the Blenheim Fire Brigade—took the lead. Together they took out the two-man event and proved too hard a challenge for the Renwick Fire Brigade, and the Woodbourne team—CPL Floyd and AC Miles—who had to settle for second and third place, respectively.

FOUR-MAN EVENT
This category was decided by heats with the fastest time taking the title. This division also sees the race split among the four members, rather than each fire-fighter completing all five stages. The Woodbourne team took on the Renwick Fire Brigade in another close race. Woodbourne fell behind after Stage Two and looked convincingly beaten until the final stage. At this point the opposition fell over while dragging their ‘victim’. Running the anchor leg was AC Miles, who managed to catch his opponent when he fell over a second time. This would prove to be a lucky break for Woodbourne, and it led to them winning the four-man title.

SUCCESS
It turned out to be a rewarding day for the Woodbourne fire-fighters who claimed five placings from the four events they entered. Well done to all competitors!

2009 RESULTS

<table>
<thead>
<tr>
<th>Category</th>
<th>Winner</th>
<th>Runner-up</th>
<th>Time</th>
</tr>
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<tr>
<td>Marlborough’s Toughest Fire-fighter</td>
<td>AC Dave Miles</td>
<td>LAC John Cameron</td>
<td>1.18.19 mins</td>
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<td>Open Section (up to 39-years-old)</td>
<td>LAC John Cameron</td>
<td>AC Dave Miles</td>
<td>1.29.63 mins</td>
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<td>2-Man Team</td>
<td>LAC John Cameron and Jeremy Simpson</td>
<td>Blenheim</td>
<td>Not available</td>
</tr>
<tr>
<td>4-Man Team</td>
<td>CPL Trevor Floyd and AC Dave Miles</td>
<td>Woodbourne</td>
<td>1.30.56 min</td>
</tr>
</tbody>
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A Picton volunteer fire-fighter keeping his eye on the target.

The Marlborough Fire Brigade in action.

LAC John Cameron pulling a ‘dummy victim’.

LAC John Cameron taking charge.
Royal New Zealand Air Force C-130 Hercules’ swooped through the skies of the North Island over the period 3–14 August, as part of No 40 Squadron’s bi-annual tactical conversion training—Exercise TACEX. The Exercise is an opportunity for crews to practice their low-level flying techniques to deliver cargo or troops into a simulated threat environment via tactical, airland or airdrop into hot drop zones (DZ), and subsequently return to base with minimal exposure to the ‘enemy forces’. It includes formation flying, live airdrop operations—involving heavy equipment and container delivery systems—combat off-load procedures, and parachuting operations.

Flying Officer Matthew Rieper was there ...

Number 40 Squadron deployed two C-130s and 50 personnel to picturesque Ohakea for the first week of Exercise TACEX. Ohakea presented a great staging post for TACEX, conveniently surrounded by a diverse variety of topography for the crews to practice their tactical flying. The rolling country to the north provided an opportunity for terrain masking—both direct and indirect—where the aircraft relies on its ‘ghostly grey’ paint scheme to blend into the backdrop. The Ruahine ranges to the east offered some spectacular valley flying, while the plains running down the east coast offered a chance to practice battle formation techniques.

The tactical flying took place at altitudes of 250–500 feet at speeds of up to 300 knots, reducing to 130 knots for air drops. The rush of tactical, low-level navigation at times distracted from the overall objective of the mission—getting the cargo out, on target, and on time. In the final few minutes leading up to the DZ, the tempo of the crew lifted as loads are unsecured and checked, communications established with the Mobile Air Operations Team (MAOT) on the DZ, and the margins for any errors in navigation diminished.

Running into the DZ is a perfect time for any geographically challenged co-pilot to pass the navigation responsibility—“NAV, your map!” Taking into account variables including wind speed, parachute type and what was for lunch, Navigators employ a wide variety of techniques to put the aircraft over the calculated release point. Some pictured rugby fields to judge distance, others lay down on the flight deck to align approved windshield markings, but all used the mark-one eyeball and a small prayer—“Green on!” The Mighty Herc has the ability to airdrop supplies ranging in weight from a box of mail to a D4 bulldozer. Recently crews have been fortunate enough to employ these highly specialised skills in re-supplying Department of Conservation workers stationed on Raoul Island, some 600 nautical miles away.

The second week of TACEX saw the No 40 Squadron personnel redeploy to the warmth and comfort of Whenuapai. The focus changed
slightly from cargo dropping to personnel dropping, where the Herc has the ability to parachute-infiltrate troops via a variety of methods including high altitude, high opening; static-line (auto-opening); and freefall.

Exercise TACEX provides valuable training for No 40 Squadron aircrew, as low level tactical flying is one of our core outputs. Crews are put under pressure and are required to think on their feet as weather and simulated ground threats tend to spoil even the best laid plan.

Being built neither for speed nor comfort, the C-130 often has to rely on being ‘sneaky’ to fulfil its mission—flat, anticipated turns are the key to avoiding wing flashes that ‘give away’ the aircraft’s position. However, when it all comes together, tactical flying in the C-130 is highly rewarding. As co-pilot FLTLT Brendon Quinn remarked, “There’s nothing more fulfilling than delivering the perfect load!”

“THE OVERALL OBJECTIVE OF THE MISSION—GETTING THE CARGO OUT, ON TARGET, AND ON TIME”

Pacific Wings’ correspondent Ruud van der Zwaal—an experienced military pilot before his distinguished airline career—accompanied Squadron Leader Andy Scott and his crew in a C-130 during Exercise TACEX.

“Despite the fact that the No 40 Squadron’s crews have modern, highly accurate navigational equipment available to them, they deliberately use ‘old fashioned’, traditional topographical charts and visual references during this Exercise. I was impressed by the high degree of accuracy attained by the crew and the way they worked together throughout a demanding flight. In addition to their accurate navigation, the crew consistently arrived over drop zones exactly on time, and delivered their practice loads directly onto their targets,” said Ruud van der Zwaal.
‘Guten tag’ from Heeresfliegerwaffenschule!

Yes, Heeresfliegerwaffenschule—it’s the really long name for the aviation flight training school for the German Armed Forces. I’ve been working here for the past six months on exchange and hold the honour of being the first Kiwi on exchange at the school.

My job is to teach German and Swedish (and any other nationality that turns up) students to fly helicopters. And with a name like Heeresfliegerwaffenschule—they seem to really like making long names for things here—it’s lucky that I get to teach in English!

I work as one of the instructors at the international part of the school where all flight training is conducted in English. This is only a small part of the school, and the bulk part of student training is conducted in German. I am also here to gain experience in instructing on light twin-engine helicopters and simulators to help the RNZAF when we introduce our new helicopters and begin training on them.

The part of the aviation school that I work in is located on a base near a small town called Bückeburg in the northern central part of Germany. The base itself is an army helicopter base and has the EC135 (the helicopter type I fly), the CH-53, and the new NH90 helicopters. All helicopters are used for the training of new flight crew, including Air Force and Naval pilots, so the base is basically one big flying training school. The entire helicopter aviation school is spread over three separate bases and contains 99 helicopters, and over 2,000 people. Given that Germany has a population of around 84 million, and over 200,000 professional soldiers, you can imagine that everything is done on a much larger scale here.

Being the first Kiwi here, I get asked a lot of questions—particularly about hobbits. So far I have found that most Germans know a lot about New Zealand, and nearly all have a great desire to visit. I, on the other hand, have so much to learn about Germany. The German summer climate is quite similar to New Zealand’s but the winter is considerably colder with lots of snow. The biggest difference I have found so far is how incredibly flat the northern part of Germany is. In some places there is literally not a hill in sight. I continue to learn the language, although rather slowly. For those of you who learned German at school, I now understand the difficulty you went through!

All the best for the NZ summer—I’m going to miss the backyard cricket and the barbeques.
POSTCARD FROM THE PACIFIC

BY F/S MIKE COCKER (MEDICAL)

Recently I returned from a three-month humanitarian deployment in the Pacific Islands. Together with fellow Kiwis, Warrant Officer Two, Bradley Fairbairn (Engineering); and Petty Officer Marine Technology, Electrical, Richard Boyd (Engineering), we joined personnel from other nations around the Pacific in the 2009 Pacific Partnership (PP09) programme. The mission was in response to the Tsunami of 2004, with the main focus being on medical and engineering tasks, and the interoperability of the various Pacific Nations.

As the senior subject matter expert for training, I was assigned to the medical component, which involved Basic Life Support (BLS), Advanced Life Support (ALS), and general First Aid (FA). The first few days saw the medical team carrying out clinics in Lolomanu, which was situated two hours from Apia. I assisted with triage and administration duties.

Over the next week I conducted BLS, ALS, and FA, for a wide range of local emergency care personnel, including trainee doctors from the Oceania University of Medicine. I also trained the PP09 personnel assigned to assist me, the Samoan Red Cross, nursing staff from the local hospital, fire personnel, and the police. In total I trained approximately 130 students in Samoa.

Following Samoa we set sail to Tonga and anchored a mile off the port of Lifuka Island, Ha’apai Group. Awaiting our arrival were two Australian heavy landing craft to assist in the transfer of equipment and supplies, and to transport medical personal to remote sites.

“The First Few Days Saw the Medical Team Carrying Out Clinics in Lolomanu …”

The training, conducted over a two-week period, followed a similar pattern to Samoa but with two exceptions—first the numbers requiring training and secondly, the added groups of high school students.

I was informed on my arrival that my first group—one of the four high schools—had about 25 students to be taught BLS and FA. I soon learnt that 25 were in fact 115. It was a bit of a shock to my Singaporean medic and US nurse but to me it was ‘let’s just do this good thing’. Obviously, there was a miscommunication between the American liaison officer and the locals!

This trend continued over the two weeks, and participant numbers changed—usually to more than had been advised. Apart from the numbers, I was thrown another curve ball—could I present a lesson to 125 students on alcohol and drug abuse, in an hour’s time! Apparently the assigned psychologist had to leave earlier than expected. Luckily, she had left a CD with the lesson for me, so once I got over the shock, I went for it. That group was the largest I trained, and the American PP09 members were impressed.

The total number trained in Tonga, over 11 training days, came out at 720 and included High School students and teachers, nurses, doctors, Red Cross youth, Fire and Police members, local harbour employees, and electrical workers.

Predictably this had a follow-on effect to my down time, which was taken up printing out certificates of attendance! However, it was all worth it. The response from the local populace was the same on both Islands—unbelievable gratitude, which left me feeling rather humble.
Earlier this year, I attended a Preventive Medicine Course at Fort Sam Houston Army Post, San Antonio, Texas. With 25 different instructors, the breadth and depth of knowledge was vast, relevant, and deployment focused.

The 15-week course was fast-paced, and covered a wide range of Force Health Protection topics including:

- community health
- medical threats
- field sanitation
- industrial hygiene
- food
- water
- entomology, and
- environmental sampling.

There were 35 different countries represented on various medical courses during the period of my stay—from Australia to Yemen. This provided a great opportunity to learn about different cultures and militaries, including other commonwealth countries such as: Barbados, Ghana, Lesotho, Suriname, Canada, and South Africa. The ANZAC spirit was alive and well with the Australians there, and activities together included laying a wreath at the Alamo on Anzac Day morning, and also enjoying barbeques—lamb of course! With over 600 Preventive Medicine Specialists—similar to what we would call an Environmental Health Technician (EHT)—the US Army has the critical mass to provide training that would not be feasible or practical in New Zealand.

It is hoped that future Royal New Zealand Air Force EHTs will have the opportunity to complete this course as an effective means to gaining a comprehensive grounding in preventative medicine.

Warrant Officer Steve Hunn has since completed the Officers’ Preventive Medicine Course—a more advanced course at the same school, which he similarly found to be a valuable learning experience.
Our People

By F/s Tony Fry

I joined the Royal New Zealand Air Force in 1989 and haven’t looked back. Beginning my career at Woodbourne as a fresh recruit, I was quickly introduced into the ‘military way of life’. From there, it’s been a jam-packed 20 years that has flown by.

Everyone starts off on a recruit course—trained in how to survive in the bush and use a rifle. I then went on to train in the basics of being an Avionics Mechanic on the Avionics Mechanics Course—or ‘Mechs’ course as it is known—before heading to No 14 Squadron for my first real chance to get my hands dirty working on a real aircraft.

My next stop was the year-long Avionics Technicians (‘Techs’) course—where you really get into the hard-out, in-depth training on all of the aircraft systems within the RNZAF. Together with shorter, specific ‘type’ courses, this level of training provided me with the ability to work on any aircraft. The course also came with this amazing comradeship that you are unlikely to get outside of the Air Force. I never knew school could be so much fun!

Passing both the Mechs and Techs courses was the beginning of an adventure-filled career. I started out with No 40 Squadron and began practicing what I’d learned. While there, I also visited Australia and several of the Pacific Islands.

Armed with a good basic knowledge of electronics, I was then off to No 5 Squadron, which is packed full of Avionics—aka ‘Greenie’—kit. Once again, I deployed on exercises around the globe. These exercises are a great learning experience as you have to deal with carrying out the usual tasks in far from ideal conditions and at strange locations.

I went on search and rescue missions, fishing patrols and even multi-country Submarine Hunting Exercises in Singapore and Canada.

“AMAZING COMRADESIP THAT YOU ARE UNLIKELY TO GET OUTSIDE OF THE AIR FORCE ...”

My fourth post was with the Communications Squadron, providing the Communications Trade personnel and teams deployed to the front line with forward communications and technical support. A posting to No 3 Squadron followed, and among loads of deployed exercises around New Zealand, I deployed to Timor-Leste, spending six-months working alongside the Australians.

On my return, I was posted back to No 40 Squadron—the trucking end of the business, where Defence uses the Boeings or Hercules to get equipment or personnel to where they are needed. As a technician, I travelled in support of the aircraft and got used to packing my bags for lots of very unique destinations including Europe, America, Antarctica, and Afghanistan. I was also lucky enough to be picked for the team to uplift the new B-757s from Ireland and, a few years later, lived for three years in Mobile Alabama to help turn a Civilian passenger jet into a multi-role military platform.

I’ve been in the Air Force for a while now, and I still love it. There’s still stuff I haven’t managed to do yet, and with all the new technologies coming in to service, I have the chance to learn loads more. It’s also rewarding to see the new personnel embark on their career, training up on this new kit and embarking on those trips overseas. The Air Force is really moving ahead and it’s an exciting place to work. I could retire now, but I think I’ll stick around for a little longer and enjoy the ride some more!

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THE RNZAF’S GOT TALENT
AIR FORCE ‘STRUTS ITS STUFF’ FOR CHARITY
Along with the increased talent there were a few extra special guests present, including Miss Manawatu—Ms Trudy Leslie, who helped me host the night. The performances were judged by:

- Paul Ellis, judge from New Zealand’s Got Talent show
- Alison Mau from TVNZ’s News and Breakfast shows, and
- Chief of Air Force, Air Vice-Marshal Graham Lintott.

The night was kicked off by Ohakea’s Physical Training Instructors, who performed the ‘World’s Greatest Ever Magic Show’. There wasn’t a lot of pulling bunnies out of hats, sawing people in half, or escape acts, but the fact they managed to remove the guest judge’s underwear was something you had to see to believe—and yes, he still had his trousers on!

Over the three hours there were a number of other great acts including:

- a fantastic solo rendition of Jewel’s single, Foolish Games by Pilot Officer Juliet Urlich
- stand up comedy from Air Craftsman Ben Tilson
- the ‘Jet Pilots’ Comeback Tour’ (aka Flight Lieutenant Tim Costley), and
- a return appearance from ‘The Hemis’ (aka Corporals Darren Pullen and Samuel Bishara; and Leading Air Craftsmen Hayden Low and Anaru Tepania), who were out to defend their title.

However, everyone was out done this year by a winning bunch of student pilots, from 091 Wings Course, in pink tights, women’s togs and swimming caps, who performed synchronised ‘swimming’ to the Baywatch theme song; and Beyoncé’s current hit, Single Ladies. This surprisingly well-choreographed performance had most of the crowd laughing and cheering the boys on—the whole act quite easily convincing the judges that they did in fact have some sort of talent.

Along with showing that the RNZAF does in fact have talent, the night doubled as a fundraiser for this year’s chosen charity, the Child Cancer Foundation. A whopping $5,100 was raised for this worthy cause.

It was a fantastic night with the contestants, judges, and those who came to watch and cheer their mates on, having a great time. Special thanks to everyone who made the night happen and to our guest judges who took the time out of their busy schedules to come down and participate. See you next year!

Runner-up—PLTOFF Juliet Urlich—is related to the famous New Zealand singer, of when ‘The Cat’s Away’ fame, Margaret Urlich. Apparently she’s one of her mother’s, father’s, great grandfather’s cousin’s descendents—it’s true!

The ‘RNZAF’s Got Talent 2009’ show was held on Friday 4 September at the Royal New Zealand Air Force, Base Ohakea. After the success of last year’s inaugural ‘Ohakea’s Got Talent’ show, the inclusion of the rest of the air force into the talent pool was bound to make this year’s event, a great night—and it was.

By FGOFF Lachie Johnston

Celebrities (L to R): Alison Mau, John Fescher (Child Cancer Foundation), and Paul Ellis.

‘Broadway Boys’ (L to R): SGT Warren Mant, CPL Dan Humdell, and CPL Chris Turkington.

Hosts: FGOFF Lachie Johnston and Miss Manawatu—Ms Trudy Leslie.

Winners

PLTOFFs:
James Cole
Tom Corkery
James Davidson
Matt Lemmens
Tim Leslie
Toby Mercer, and
Andrew Stewart

Runner-Up
PLTOFF Juliet Urlich

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BY FGOFF LACHIE JOHNSTON
MUSEUM ACHIEVES A FIRST IN NZ!

BY DAVE CLEARWATER
(MUSEUM COMMUNICATION MANAGER)

The Air Force Museum of New Zealand is now leading the way as both the first and only museum in New Zealand—and the only key visitor attraction in Christchurch—to have received Qualmark’s Enviro-Silver rating.

Qualmark—New Zealand tourism’s official mark of quality—assesses businesses on their performance in the areas of energy and water efficiency, waste management, and participation in local conservation and community development programmes.

We had many responsible tourism initiatives already in place, but there is always more to be done. This year we are focusing on waste and water with further audits and we are also incorporating sustainability into our supply chain. All of these initiatives—recycling, reusing, helping others—they’re not only good for the environment and for our community, but they also make good business sense.

Since the introduction of free admission in February we are more aware than ever of reducing costs so that we can continue to offer the local community and international visitors free admission to our museum. The Air Force Museum’s green initiatives also fit within the wider framework of sustainability adopted by Defence—the New Zealand Defence Force has also been actively addressing energy and water efficiency and reducing waste across the armed services. Since the launch of the Qualmark Green programme one year ago, over 1,600 tourism businesses have been assessed against Qualmark’s enhanced responsible tourism criteria.

As the first museum in New Zealand to earn a Qualmark Green enviro-rating, the Air Force Museum of New Zealand is now proud to display the Enviro-Silver logo alongside its Qualmark quality endorsement.

“NEW ZEALAND TOURISM’S OFFICIAL MARK OF QUALITY”

Quality endorsements such as the Qualmark Green enviro-ratings are essential as part of ensuring both locals and visitors that our tourism industry is sustainable now and into the future and to follow through on our promise of “100 percent pure New Zealand”. While it has been a lot of hard work getting to this point, the Museum is “going for gold” in the next annual Qualmark assessment.

MUSEUM BOOK RECOGNISED

The Air Force Museum of New Zealand has been recognised by leading aviation writer Larry R. Hill, in his soon-to-be published book, An Aviation Bibliography for New Zealand. Mr Hill said, “Air Force Museum of New Zealand—Our Story is a beautifully presented book that is very worthy of inclusion in my list of New Zealand related aviation books.”

“AN UBEAUTIFLY PRESENTED BOOK THAT IS VERY WORTHY OF INCLUSION IN MY LIST OF NEW ZEALAND RELATED AVIATION BOOKS”

WIGRAM ‘SET’ FOR THE MOVIES

The Control Tower building at Wigram, and the Air Force Museum of New Zealand, were two locations recently used by Japanese film company Fuji Television Incorporated and its local production partner, NZ Networks Limited.

The movie Wastelands is being made for a TV series and was shot at various locations in Christchurch including the Air Force Museum, and the Control Tower building at Wigram.

The story line is about a Japanese military officer who, after surviving a Russian POW Camp (Gulag) at the end of World War II, is endeavouring to put his life back together. After the war he wants to see Japan rebuilt without its previous militaristic worldview. Unfortunately his employer wants to utilize his previous military contacts as the company expands its aerospace capabilities including being involved in Japan’s acquisition of new jet fighter aircraft.

Retired Royal New Zealand Air Force Flight Lieutenant, Barrie Malloch, who acted as the movie’s aviation liaison person said, “My 10 years of experience with the RNZAF as an Air Traffic Controller placed me in a perfect position to provide aviation expertise for the movie.”

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BRITISH COMMONWEALTH MEMORIAL GATES REDEDICATED

BY COL COLIN RICHARDSON, NZDA OTTAWA

The weekend of 4–5 July 2009 saw Wing Commander Frank Dyer attend the rededication ceremony for the Memorial Gates of the British Commonwealth Air Training Plan (BCATP) as the Royal New Zealand Air Force’s official representative. He was joined by the New Zealand Defence Advisor to Canada, Colonel Colin Richardson, together with a crowd of over 5,000 and six squadrons on parade.

The BCATP was established in 1940 under a consolidated plan to meet the need for an increased number of air crew in the war against Nazi Germany. The Canadian Government agreed to assume administration of the plan and created 58 schools across the country to train personnel from Britain, Canada, Australia, and New Zealand.

In a few short years the scheme was so successful that by 1942 it had already exceeded its original target. The BCATP officially terminated on 31 March 1945. By then, 130,000 Commonwealth Aircrew had been trained, including some 7,000 New Zealanders.

As a memorial to the scheme and those trained under it; New Zealand, the United Kingdom, and Australia chose a set of wrought iron gates. These represented the gates of freedom that the BCATP graduates defended. They were placed at Royal Canadian Air Force Station Trenton because it was the hub of the BCATP. The gates were presented on 30 September 1949 and subsequently received Royal dedication by Princess Elizabeth during a Royal tour of Canada in October 1951.

The Memorial Gates bear the crests of the four BCATP countries overlooking Canadian Force Base Trenton’s parade square where the plan’s first graduates received their wings. The gates have four portals and four locks. Princess Elizabeth was presented with four keys, one for each country involved in the BCATP, during the Royal dedication.

As part of the refurbishment for this 60th anniversary rededication, the original locks were replaced. However, each was itself refurbished and during the ceremony the Air representatives from the three Allied countries received one each in a presentation case from their Canadian hosts. The lock will be returned to New Zealand for display at the RNZAF Museum.

During his address, Canadian Wing Commander, Colonel Mike Hood said, “60 years ago, our great Allies gave us this fitting monument for the great group of men and women who built the Air Forces that freed Europe. These are our great friends who can all be found flying in various places in the world together.”

“The wrought iron gates represented the gates of freedom the BCATP graduates defended.”
By SQNLDR TUA ATKINSON

The Walker Lounge building at RNZAF Base Whenuapai was officially opened on 8 July 2009 by Chief of Air Force, Air Vice-Marshal Graham Lintott, and Honorary Wing Commander, Craig Walker. The ‘cutting of the ribbon’ completed what has been a long awaited dream, since the late 1990s, to provide a first class sporting facility at Base Whenuapai.

WGCDR Walker gifted the building in 2008 and The Walker Lounge Committee, Facilities Management, and contractors, have worked hard to produce an outstanding facility.

The Walker Lounge will provide a focal point for all sports activities on the sports field and also gives us a much needed changing facility for sports teams. The facility will also provide an excellent place for all ranks functions, birthday parties, Squadron gatherings, and other such events. It is already a well used venue—as headquarters for the recent 24-Hour Relay in support of Telethon 2009, an inter-base training camp, and a conference.

WGCDR Walker’s involvement with the RNZAF started much earlier than the Walker Lounge. Craig is the son of the late GPCAPT Mick Walker who was a previous Base Commander at RNZAF Base Hobsonville. In addition to the donation of the Walker Lounge, Craig has moved buildings for the Scout Den at No 30 Squadron Air Training Corps, and the Aviation Sports Hangar—to name a few.

In recognition of his outstanding services and support to the RNZAF, Craig Walker was made an Honorary Wing Commander in 2008 and has since commented that receiving the commission was the highlight of his year.

The entire Bases’ gratitude goes out to WGCDR Walker for his continued generosity and strong relationship with the RNZAF.
Base Ohakea’s annual Physical Education and Recreational Training 10 km Forest Fun Run was held on 19 August, with near perfect conditions at Raumai Range Forest. Participants turned out in big numbers for this event, with over 95 enthusiastic base personnel taking part.

Competitors completed two 5 km laps along the undulating terrain of the forest floor. In the male’s category, Corporal Matt Ericksen set a blistering pace securing the win—one minute faster than his winning time last year. Air Craftsman Tom Poole and Lieutenant George Hahn were in close contention for second after the first 5 km. However, AC Tom Poole dug deep, which saw him to claim the silver, leaving LT George Hahn to take the bronze.

The only entrant in the women’s individual category—Air Craftsman Amy Rainford—completed the 10 km forest track in good time.

In the team category, Leading Air Craftsmen Nick Johnston and Chad Warner took No 3 Squadron to victory—despite their tight fluro singlets and short shorts! Silver went to Sergeant Mark Soper and Corporal Carl Williams, with the bronze being awarded to Leading Air Craftsman Hamish Park, and Air Craftsman Dave Willetts.

Overall, the afternoon was a huge success with smiles on everybody’s faces. A huge thank you goes out to all those who helped with the running of the event.

### FINAL RESULTS

#### MALES CATEGORY

<table>
<thead>
<tr>
<th>Place</th>
<th>Name</th>
<th>Section</th>
<th>Time (mins)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>CPL Matt Ericksen</td>
<td>Supply</td>
<td>38.57</td>
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<tr>
<td>2nd</td>
<td>AC Tom Poole</td>
<td>Rotary</td>
<td>40.17</td>
</tr>
<tr>
<td>3rd</td>
<td>LT George Hahn</td>
<td>Pilot Training School</td>
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#### FEMALES CATEGORY

<table>
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<tbody>
<tr>
<td>1st</td>
<td>AC Amy Rainford</td>
<td>Administration</td>
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#### TEAMS CATEGORY

<table>
<thead>
<tr>
<th>Place</th>
<th>Name</th>
<th>Section</th>
<th>Time (mins)</th>
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</thead>
<tbody>
<tr>
<td>1st</td>
<td>LAC Nick Johnston</td>
<td>No 3 Squadron</td>
<td>39.33</td>
</tr>
<tr>
<td></td>
<td>LAC Chad Warner</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2nd</td>
<td>SGT Mark Soper</td>
<td>Armourments</td>
<td>42.18</td>
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<tr>
<td></td>
<td>CPL Carl Williams</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3rd</td>
<td>LAC Hamish</td>
<td>Avionics</td>
<td>42.42</td>
</tr>
<tr>
<td></td>
<td>AC Dave Willetts</td>
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</table>
MEN’S TOURNAMENT

GAME ONE

The first game for the inter-base competition was between defending champions, the Woodbourne Ligers and Ohakea. Ohakea came out all guns blazing and shocked the Woodbourne team. Ohakea was on hard attack for the first 15–20 minutes and was very unlucky not to cross the line. After the missed opportunity for Ohakea, Woodbourne finally woke up and started to play a more structured game.

Throughout the game line outs were not pretty affairs, with both sides struggling to gain any ascendancy. However, despite the line out problems the game flowed reasonably well, with the crowd being privy to watching some good, solid rugby. Ohakea’s loose forwards were solid performers, with a good work rate between them. The Ligers forwards provided some good quality ball for their backs and first five, Corporal Scotty Robinson, controlled play well. Eventually the Woodbourne Ligers came out on top with a 32–8 victory.

GAME TWO

The second game of the tournament was between Auckland and Ohakea. Auckland seemed to have the stronger team on paper, especially considering the injuries that Ohakea had sustained during their game against the Ligers. However Ohakea showed strength of character and well and truly matched Auckland for a large part of the game. There was a period of play where Ohakea was camped inside the Auckland 22 for about 20 minutes. Auckland’s defence stood strong and repelled Ohakea’s spirited attack, and started to gain the upper hand in the game. The Auckland attack proved too strong for Ohakea with the final score being 27–0.

FINAL

With both Auckland and Woodbourne managing to beat Ohakea, the final match was set. Both teams were confident that they could win and an 80 minute battle ensued. The final was dominated by forward play and big defensive efforts by both teams. Woodbourne managed to score first, with a penalty converted by CPL Robinson.

Woodbourne responded by breaking the Auckland defence with a quick penalty tap, allowing Flight Lieutenant ‘Charger’ Mockford to cross the line for 5 points. CPL Robinson, again, did the honours and converted the try. Woodbourne led into the half-time break.
10–0. It was a buffer, but certainly not a comfortable one considering the firepower that Auckland held.

The second half, again, was a torrid affair, with forward play and solid defence lines being the order of the day. Auckland managed to sneak back into the game with a penalty conversion by Adam Wilson, but needed to win or draw to secure the tournament. The team worked hard for a 7 pointer to ruin the Ligers’ day, but it was not to be—the Woodbourne Ligers managed to hold on and win the game 10–3.

“OHAKEA SHOWED THEIR STRENGTH OF CHARACTER AND WELL AND TRULY MATCHED AUCKLAND FOR A LARGE PART OF THE GAME ...”

WOMEN’S TOURNAMENT

GAME ONE

Woodbourne and Auckland took the field to produce an interesting and full-on seven-aside tournament. Some big hits got the crowd going along with some amazing runs by both teams that resulted in one knock out, one dislocated shoulder, and a ring-in try to an Ohakea player, playing for the Woodbourne Team. There were many stand-out players in the Woodbourne team but Auckland just had a little bit more experience on game day and produced a winning score of 29–5.

GAME TWO

Game two was a completely different story. The Woodbourne ladies came out with all guns blazing, having realised that the Auckland women were not as scary as they had presumed. Woodbourne put in the hard yards to make everyone on the field work. Some more stand-out hits were made, to the crowd’s approval—many of whom who had not viewed many games of women’s rugby before. For the first time, the score difference came down to one conversion—something many would have not predicted. However, Auckland prevailed and cleared the post to win 14–12. A final group cheer went up for women’s rugby and wrapped up the excellent weekend.

“GREAT RUGBY PLAYED BY ALL.”

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<table>
<thead>
<tr>
<th>TROPHY WINNERS</th>
<th>Personnel</th>
<th>Base</th>
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<tbody>
<tr>
<td>Isitt Cup (Inter-base Winners)</td>
<td></td>
<td>Woodbourne</td>
</tr>
<tr>
<td>Dinger Bell Trophy (Inter-base Runner-up)</td>
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<td>Auckland</td>
</tr>
<tr>
<td>Trevor Harris Trophy (Sportsmanship)</td>
<td></td>
<td>Auckland</td>
</tr>
<tr>
<td>Women’s Inter-base Winners</td>
<td></td>
<td>Auckland</td>
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<tr>
<td>Men’s Inter-base Winners</td>
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<td>Woodbourne</td>
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<tr>
<td>Joe Burns Shield (Player of the Tournament)</td>
<td>SGT Perry Frecklington</td>
<td>Woodbourne</td>
</tr>
<tr>
<td>Bear Walker Trophy (Back of the Tournament)</td>
<td>CPL Scott Robinson</td>
<td>Woodbourne</td>
</tr>
<tr>
<td>Herb Tremain Trophy (Celt of the Tournament)</td>
<td>FGOFF Jimmy Peters</td>
<td>Ohakea</td>
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<tr>
<td>Women’s Inter-base Player of the Tournament</td>
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<td>Auckland</td>
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<tr>
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<tr>
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<tr>
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<tr>
<td>Award</td>
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<tr>
<td>Overall Player of the Day</td>
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<tr>
<td>Auckland Player of the Day</td>
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<tr>
<td>Ohakea Player of the Day</td>
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<tr>
<td>SATURDAY—Final—Woodbourne 10—Auckland 3</td>
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<tr>
<td>Award</td>
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<tr>
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<td>Woodbourne Player of the Day</td>
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<td>SATURDAY—Auckland 14—Woodbourne 12</td>
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<tr>
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| FINAL RESULTS                                                                 |
|-------------------------------------------------------------------------------|-------------------|------------------|
| Award                                                                      | Personnel | Base |
| TROPHY WINNERS                                                             |           |       |
| Isitt Cup (Inter-base Winners)                                             |           |       |
| Dinger Bell Trophy (Inter-base Runner-up)                                 |           |       |
| Trevor Harris Trophy (Sportsmanship)                                       |           |       |
| Women’s Inter-base Winners                                                 |           |       |
| Men’s Inter-base Winners                                                   |           |       |
| Joe Burns Shield (Player of the Tournament)                               |           |       |
| Bear Walker Trophy (Back of the Tournament)                               |           |       |
| Herb Tremain Trophy (Celt of the Tournament)                              |           |       |
| Women’s Inter-base Player of the Tournament                               |           |       |

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<td>AC Bryce Hesselin</td>
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<td>FGOFF Kris McCullough</td>
<td>Ohakea</td>
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<tr>
<td>Woodbourne Player of the Day</td>
<td>FLTTL ‘Charger’ Mockford</td>
<td>Woodbourne</td>
<td></td>
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<td>FRIDAY—Game Two—Auckland 27—Ohakea 0</td>
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<td>LAC Gabe Akai</td>
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<td>Auckland Player of the Day</td>
<td>LAC Adam Wilson</td>
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<tr>
<td>Ohakea Player of the Day</td>
<td>LAC Kris McCullough</td>
<td>Ohakea</td>
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<tr>
<td>Overall Player of the Day</td>
<td>SGT Perry Frecklington</td>
<td>Woodbourne</td>
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<td>Auckland Player of the Day</td>
<td>SGT Jason Price</td>
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<td>AC Joe Morris</td>
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<tr>
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<td>LAC Kahla Tuffey</td>
<td>Auckland</td>
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<td>AC Mel Hirst</td>
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<td>Woodbourne Player of the Day</td>
<td>AC Kirsten Pease</td>
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<td>Base</td>
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<td>AC Nicola Logan</td>
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<td>LAC Tash Cameron</td>
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<tr>
<td>Woodbourne Player of the Day</td>
<td>FGOFF Kiri Ohlson</td>
<td>Woodbourne</td>
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</table>
By Mr Aaron Falvey

At 62 years of age, Physical Training Assistant, Mr Buck Beveridge isn’t exactly a ‘young buck’, but he is a living ‘Challenge’ legend. To most people, completing The Woodbourne to Whenuapai Challenge once would be a major achievement, but Base Woodbourne’s Buck Beveridge, has completed The Challenge a whopping 11 times! That equates to a huge 8,877 km—from a travel perspective, that’s the distance from New Zealand to Malaysia!

Initially, Buck took up the challenge as part of his personal fitness regime—and to collect the T-shirt that was awarded at the end! Each participant in The Challenge, pays $15, which covers the cost of the T-shirt and a donation to the local Hospice. When Buck discovered that there was a gold jersey for completing the challenge 10 times, he set that goal in his sights.

“BUCK BEVERIDGE, HAS COMPLETED THE CHALLENGE A WHOPPING 11 TIMES! THAT EQUATES TO A HUGE 8,877 KM—FROM A TRAVEL PERSPECTIVE, THAT’S THE DISTANCE FROM NEW ZEALAND TO MALAYSIA!”

To prepare for the event, Buck literally went that extra mile—instead of cycling straight to work, he went around the block, which is a 22 km trip instead of 6 km. He also did a lot of tramping on weekends with the local tramping club and used his GPS to track his distance, as well as a bit of running.

“For the sea element, I mainly use a rowing machine in the fitness centre. I’ve done some sea kayaking with my wife Val and we’re also allowed to count half of our white water rafting trip distances, too” he said. Buck’s wife Val, also an outdoor enthusiast, has completed the challenge an impressive three times!

Buck intends completing the challenge at least another five times—and he’s well on the way to achieving that.

So what is the key to Buck’s success? “I just like to keep good all-round fitness. I don’t over do it, especially with my age creeping up on me—just a good mixture,” he says.
COLLECTORS’ ITEM FOR AVIATION BUFFS

Years of research have resulted in Larry R. Hill’s latest book, An Aviation Bibliography for New Zealand—a comprehensive list of New Zealand related aviation books. Published in association with the Royal Aeronautical Society (NZ Branch) and Veterans Affairs.

An Aviation Bibliography for New Zealand features:
- 768 books listed in four categories—civilian aviation books, air force books, privately published air force books, and technical books
- Two indexes—by title and keywords
- Coloured picture of every book
- Rarity indications of every book
- User-friendly layout, for cataloguing your own collection.

FOREWORD
BY CHIEF OF AIR FORCE, AIR VICE-MARSHAL GRAHAM LINTOTT

New Zealand has a remarkable and proud history of involvement in aviation. New Zealanders have been active, with considerable distinction, in every sphere of aviation since the first flights in 1903. In civil aviation, New Zealand produced a number of outstanding pioneers such as Richard Pearse, Jean Batten, and George Bolt. Others were quick to follow and established a regional airline network, and an agricultural aviation industry. Aircraft were used to hunt deer in the high country and also for recreational flying.

As a small nation, New Zealand has been very fortunate in that much has been written about our aviation history. However, many of the publications were printed in such small numbers that they have become rare and almost in danger of being lost to posterity.

Larry Hill has undertaken considerable research to bring together An Aviation Bibliography for New Zealand—providing information on a significant number of aviation publications relevant to both New Zealand’s aviation history and the aviation activities and interests of New Zealanders. Furthermore, there is an outstanding record of New Zealanders who have served with distinction with the RNZAF and other Air Forces in both war and peace.

This bibliography is remarkable, not least because it lists a broad section of literature on New Zealand’s aviation past in a single repository. Also remarkable is that the books and manuscripts about the Air Force Squadrons and personnel during WWII comprehensively capture the Service’s contribution to the war effort—providing an insight into how some of our people were thinking and feeling at the time. We are indeed privileged to have these books and manuscripts available for future generations to enjoy.

I am confident that this bibliography will be of value to all those with an interest in New Zealand’s aviation history and personalities.

HOW TO GET YOUR COPY

An Aviation Bibliography for New Zealand is almost certain to become a collectors’ item.

Air Force News readers are being offered the book at a discounted price, in recognition of CAF, AVM Graham Lintott providing the Forward.

For more information on how to purchase An Aviation Bibliography for New Zealand, please email: oakhillbooks@clear.net.nz

AN AVIATION BIBLIOGRAPHY FOR NEW ZEALAND
Compiled by Larry R. Hill

Forwards by CDF, AVM Graham Lintott, and Sir Tim Wallis

Published by Oak Hill Books

Soft cover $35.00 (AFN discount including P & P)

Hard covered signed and numbered edition $60.00 (AFN discount including P & P)
WELCOMES
The RNZAF extends a warm welcome to the following skilled personnel who have joined us recently:

BASE AUCKLAND
LAC K.S. Bottcher
Enlist: 14/09/09
Specialisation: Safety and Surface Technician

CPL D. Riddell
Enlist: 12/10/09
Specialisation: Aircraft Technician

CPL S.F. McHale
Enlist: 12/10/09
Specialisation: Aircraft Technician

CPL P.J. Huntingford
Enlist: 12/10/09
Specialisation: Aircraft Technician

CPL M.J. Allerton
Enlist: 12/10/09
Specialisation: Aircraft Technician

CPL M.A. Child
Enlist: 12/10/09
Specialisation: Safety and Surface Technician

BASE OHAKEA
FLTLT P.C. Massey
Enlist: 7/09/09
Specialisation: Pilot

CPL A. Robinson
Enlist: 7/09/09
Specialisation: Aircraft Technician

HQ WELLINGTON
SQNLDR B.J. Smith
Enlist: 7/09/09
Specialisation: Engineer

SQNLDR R. Nash
Enlist: 5/10/09
Specialisation: Intelligence Officer

FAREWELLS
The RNZAF bids a fond farewell to the following:

BASE AUCKLAND
AC N.J. FisheTTy
Terminate: 20/09/09
Specialisation: Air Security Specialist

CPL J.E. TulliTT
Terminate: 16/10/09
Specialisation: Armament Technician

SGT W.G.J. Taylor
Terminate: 30/10/09
Specialisation: Air Warfare Specialist

FLTLT D.W. Crosswell
Terminate: 4/12/09
Specialisation: Air Security Officer

W/O D.S. Cooper
Terminate: 20/12/09
Specialisation: Safety and Surface Technician

BASE OHAKEA
SQNLDR N.M. Pedley
Terminate: 24/09/09
Specialisation: Pilot

BASE WOODBOURNE
F/S P.A. Davidson
Terminate: 13/09/09
Specialisation: Armament Technician

AC T.C. Lomas
Terminate: 27/09/09
Specialisation: Junior Medic Under Training

HQ WELLINGTON
FLTLT I.T.G. Smith
Terminate: 20/09/09
Specialisation: Engineer

WELCOMEs AND FAREWELLS
MONDAY 8TH – WEDNESDAY 10TH MARCH 2010 IN BLENHEIM
If you served on the squadron in either theatre from February 1955–May 1958 you are eligible to attend.

FOR FURTHER INFORMATION CONTACT THE REUNION SECRETARY:
Ian Uffindell, 33A Brooklyn Drive, Blenheim 7201
Phone: (03) 578 5010 Email: ianUFF@xtra.co.nz

OR THE REUNION TREASurer:
Ian Seabrook, 141A Howick Road, Blenheim 7201
Phone: (03) 578 3629 Email: iseabrook@paradise.net.nz

SPOTSWOOD COLLEGE 50TH JUBILEE—2010
The Spotswood College Alumni Trust is seeking to contact ex-pupils who have served with the New Zealand Defence Force.

If you have any information that could assist, please contact:
Trust Chairman, Phil Gayton
alumni@spotswoodcollege.school.nz

SUPPORT ‘MOVEMBER’ BRO—GROW THAT MO!
THE RNZAF WILL BE SUPPORTING ‘MOVEMBER’ THIS YEAR.
The money raised will be split between two causes:
• prostate cancer in partnership with the Cancer Society, and
• men’s depression through The Mental Health Foundation.
These are both illness that affect 1 in 10 men and over 2,700 men are diagnosed with prostate cancer each year in New Zealand, so please support these worthy causes.

SEE YOUR BASE PUBLIC RELATIONS OFFICER FOR DETAILS.
GENERAL SERVICE TRAINING SCHOOL—R1/85
25TH ANNIVERSARY REUNION
29–31 JANUARY 2010, AUCKLAND

PROPOSED PLAN:
Friday
Meet and greet

Saturday
Luncheon, followed by
Dinner and dancing to a live band.

TO REGISTER YOUR INTEREST, EMAIL:
R1/85@xtra.co.nz

Come and share the memories!

WATCH THIS SPACE!
CROSSWORD COMING IN THE NEXT ISSUE...

RNZAF GOLF SOCIETY COMMITTEE PRESENTS

The 59th RNZAF Golf Society Tournament
03-06 November 2009 at Rangitikei Golf Club
For more info contact
SGT Danny Passi
Danny.passi@nzdf.mil.nz
06 351 5007
368 7007
C/- RNZAF Ohakea Golf Club
PO Box 11033
Palmerston North

2008 Society Champ, Mr Kerry Chuck, lines up a putt.