Commemorations around the globe for

Anzac Day

P-3K2 Orion
Major new capability

Father and Son
in Afghanistan

Chief of Air Force
Change of command
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.

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New Zealand Government

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MY LAST WORD

BY AIRCdre GAVIN HOWSE
DEPUTY CHIEF OF AIR FORCE

Breaking with tradition to call this a ‘last word’ is a great privilege for me as I come to the end of a 36 year career with the RNZAF. As my last day approaches at the end of June, mixed feelings abound. When I joined the RNZAF in 1975, the RNZAF had approximately 5,500 personnel, five more flying squadrons than today and operated from eight bases spread over the length of New Zealand.

Over the last three decades, the RNZAF has changed significantly through downsizing in personnel, reductions in fleet size and base closures; all driven by the need to seek out efficiencies. So what we are now experiencing is nothing different to what has been happening over an extended period of time. We have always had to adapt and restructure to levels of affordability, while maintaining the best operational capability possible.

"We must not lose sight of our reason for being, and our values of professionalism, integrity and teamwork. These values have stood us in good stead during tough times and changes in the past."

Without a doubt, 2011 is going to be a year marked by significant change. Much of this change will come about as we look to meet the shortfall in funding to focus on generating the digital RNZAF of the future, and becoming a more integrated and indispensable part of the Defence Force. One way the Air Force, along with the Navy and Army, will look to become more efficient is through improving the ratio between deployable and non-deployable personnel, and by ensuring the right balance between full-time and part-time military personnel and between uniformed personnel and civilians.

I have recently visited our bases as part of a team to explain the civilianisation process which will lead to the rebalancing of our team. There are always positives and negatives to any change initiative, however on balance, the positives outweigh the negatives. We will end up with the right people with the right skills in the right jobs to operate our aircraft safely in the air and efficiently maintain them on the ground. I was encouraged to see that there is wide recognition that leveraging our smart and dedicated people in different ways is worthy of more than investigation.

Our fleets are being replaced and upgraded after many years of planning and preparation and the capability we are about to receive has relied on some of our best people spending years longer than they ought to have endured, painstakingly and meticulously ensuring that their projects keep their focus against significant odds – and spending most of their time away from their families. It’s not over yet, we still have a few more years of transition and complexity of operating new and old aircraft fleets. The reward will be a modern Air Force, a flexible regular and part-time workforce of uniformed and civilian personnel, able to respond to short-notice calls for help.

We welcomed back to NZ the first P-3K2 in early May, two upgraded C-130s are in NZ and well into their test and evaluation, A-109 helicopters are flying at Ohakea, and the NH90s are the next fleet to arrive in NZ – an exciting future indeed.

As we look ahead to that future, there will need to be further changes to the way we operate and deliver our military air operations. We must not lose sight of our reason for being, and our values of professionalism, integrity and teamwork. These values have stood us in good stead during tough times and changes in the past, and I know they will continue to guide the RNZAF into the future.

It has been a pleasure being part of our Air Force as it has developed, and the sense of family and team has been an important part of me for the past 36 years. My only advice is do not blink too often, as another five years will slide by before you realise. As I finish this last word, I do it in the knowledge I would do it all over again! Thank you to you all.
P-3K2 MAJOR NEW
INTRODUCTION INTO SERVICE CEREMONY

It was a squally, rainy day, with wind gusts drumming on No. 5 Squadron’s hangar doors and rain driving across the tarmac, when the first of six upgraded Orions was handed back to No. 5 Squadron at Base Whenuapai on 2 May.

Orion NZ 4204—the prototype P-3K2—returned to New Zealand in late April, after being away in Texas since 2005 for the P-3 Mission Systems Upgrade Project. The project will see all six Kiwi Orions re-equipped with an airborne surveillance and Response Capability that is, as Chief of Air Force Air Vice-Marshal Peter Stockwell says, “up with the very best”.

The upgraded P-3K2 Orion aircraft introduces a fundamental change to the operation of the Orions as they transition from a Maritime Patrol Force to an airborne Surveillance and Response Force. This change is significant because the focus of the operations will include overland operations as well as traditional maritime operations.

During his speech, Secretary of Defence Mr John McKinnon said, “This is a significant margin of difference, an upgrade in capability and reach—a leap forward for the RNZAF and our Defence Force.”

The production phase of the project will see the five remaining Orions cycle through Safe Air’s facilities at Blenheim, to be stripped internally, re-wired and re-equipped with the new mission systems.

Already Orion NZ 4201 is in Blenheim and the upgrade of that aircraft is well advanced. At the rate of about one every six months, by 2014 the Air Force will have a fleet of six P-3K2 Orions all newly equipped with 21st Century surveillance and communications systems.

Air Vice-Marshal Peter Stockwell foresees a very exciting time for the RNZAF, as operational testing and evaluation begins. “Our goal now is the
Nicolas Farah of L-3 Communications Integrated Systems, the Texas-based company that completed the upgrade on the P-3K2 prototype, said his corporation was “very proud to be delivering one of the most capable surveillance systems they have ever constructed. As partners, L-3 Communications remain committed to the mission, to work closely with the Ministry of Defence and the RNZAF to deliver the rest of the fleet”.

THE PROJECT

The project’s origins lay with the 2001 Maritime Patrol Review. At that time the P-3s had a mix of 1960s and 1980s equipment. Built new as P-3Bs in 1966 (New Zealand was then was the first country outside of the USA to operate Orions), the fleet had been modernised in 1982 under Project Rigel, which saw some of the mission systems replaced and upgraded.

In 2000, Project Kestrel saw the fleet structurally renewed to extend their life. But the aircrafts’ tactical capability was limited, and affected by hard-to-support older systems. As well, international air traffic control standards were changing and there was the continual need to remain interoperable with New Zealand’s partners, particularly Australia.

In October 2004 the Crown signed a contract with L-3 Communications Integrated Systems for a $373 million upgrade for the aircraft.

New Zealand industry participation was always intended for the project and Safe Air of Blenheim is the key sub-contractor in the production phase. Beca Applied Technologies will provide through-life support to the RNZAF for mission and training systems.

MODIFICATIONS INCLUDE:

• Communications systems
• Navigation systems
• Surveillance systems
• Data management systems
• State-of-the-art glass flight deck
• Mission preparation and analysis system
• Flight deck trainer
• Crew trainer
• System and software testing and integration laboratories
• Flight planning systems
New focus to education roles on camps and bases

The new Defence Learning Centre brought together all three Services’ education operations on 26 April.

Operating alongside the existing Command and Staff College within the New Zealand Defence College, the Defence Learning Centre’s role combines elements of all the Services’ education delivery.

COL McLeod says the Centre’s role will encompass three key areas – literacy and numeracy at all levels, management of the education study assistance programme and international/cultural learning – and will grow to take on a stronger role in supporting higher leadership development.

In terms of literacy, the Centre’s role is not just about foundation literacy levels, but helping personnel develop the literacy levels they need throughout their career as they move through the ranks and different roles.

“Additionally, we want to foster the development of ‘cognitive agility’ in our people – this is really about people’s problem solving and thinking innovatively, whether on the battlefield or in a leadership role at all levels of the organisation,” COL McLeod says.

The Defence Learning Centre will also be responsible for overseeing arrangements for all Services’ personnel studying through Defence’s VESA (Voluntary Education Studies Assistance) programme, with that scheme’s administration and budget being managed centrally in TED. The programme offers personnel the opportunity to apply for financial support for study they do in their own time.

He says the changes at a camp and base level are about refocusing educator’s roles.

“The dedicated approach to their educator role means they can be more readily available on camps and bases to help personnel when needed, offering communication courses and study support.”

The Defence International Learning Centre (DILC) at Trentham is the third of the Defence Learning Centre’s responsibilities.

The Centre runs cultural and language acclimatisation for Mutual Assistance Programme (MAP) students and also has a deployable ESL (English as a Second Language) role for overseas militaries.

For the future, leadership development is high on COL McLeod’s agenda.

“We need to help prepare our leaders in the widest sense, creating pathways for them in a range of roles. To optimise personnel in that position we need to ensure they’ve had the right background through developing the right professional military skills, subject matter expertise and leadership training,” he says.

Below: FLTLT Barbara Finlayson of Ohakea, is one of the 21 Defence Learning Centre personnel.

NEW IT TOOL FOR WHOLE OF DEFENCE

The Scheduler and Resource Management System will soon be available to all of Defence, with Army and Navy already in the process of loading some of their courses on to the programme.

Based at Woodbourne, Application Support Unit Manager Mike Cox was half of the two man team responsible for devising Scheduler. Mike says Scheduler was initially custom built for the RNZAF Ground Training Wing (GTW).

Scheduler has brought real benefits to GTW staff, Mike says, and Training and Education Directive (TED) representatives from Navy and Army who recently visited the GTW to look at Scheduler said they saw the same promise in the application as the Air Force team found - mainly that it has removed a lot of the manual drudgery in manipulating timetables and has greatly improved efficiency.

Scheduler has a web component which allows training timetables to be viewed for every course on any given day week or month. The Scheduler desktop management console will be used by TED’s new Planning and Scheduling coordinators, to create and manage the timetables and associated resources. It comprises automated processes with a variety of specialised tools allowing the flexibility to create courses tailored to specific requirements. The Resource Management component is entirely Web based which means changes to resource allocation are available in real time on the web for end users.

Above: Trainer Alan Beesting and new TED Planning Analyst F/S Nigel Timpson from Woodbourne.
PRESENTING THE NEW ZEALAND DEFENCE SERVICE MEDAL

The inaugural presentation of the New Zealand Defence Service Medal (NZDSM) was held at Parliament on 14 April.

The NZDSM was presented to 34 recipients including ex-Service personnel who served during World War II, in J Force, Korea, Malaya, Vietnam, Bosnia, Sinai and the Middle East, members of the Regular and Territorial Forces, people who served under Compulsory Military Training or National Service, as well as three currently serving Defence Force personnel.

The new medal, which was a National Party campaign commitment, was announced by the Prime Minister in October last year. The NZDSM means that a large number of personnel who served New Zealand loyal and well in a wide range of roles and contexts, but not on operations, will finally get medallic recognition.

Due to the large number of people eligible for the new medal there will be a four-stage call for applications from ex-Service personnel and the next-of-kin of deceased ex-Service personnel. Priority will be given to processing applications from the oldest ex-Service personnel first, with applications from ex-Service personnel over seventy years old now being called for.

The NZDSM to currently serving Defence Force personnel will be organised via single Services early next year, after the oldest ex-Service personnel have received their medals. Current serving personnel will not be required to apply for the medal.

The project team expects to begin working through the currently serving personnel entitlements by October this year.

For further information visit: http://medals.nzdf.mil.nz

Below: Some of the RNZAF medal recipients being presented with their medals by Minister of Defence Wayne Mapp (L-R): FGOFF Lisa McLay, M/Eng Stuart Ingham (retired) and LAC Peter Crotty (retired).

SKYHAWKS BOUND FOR AVIATION MUSEUMS

In early April the Government announced it is taking New Zealand’s mothballed Skyhawk aircraft fleet off the market, with many of the retired airframes set to be permanently loaned to aviation museums across New Zealand.

Nine of the 17 Skyhawks – which were first designed 60 years ago – will be offered to qualifying public museums for heritage and display purposes.

Of the nine, two airframes will go to the Air Force Museum at Wigram, one to the Museum of Transport and Technology in Auckland, and one to the Royal Australian Navy Fleet Arm Museum at Nowra, Australia. This fulfils a longstanding agreement that would see the return of one of the ex-Australian Skyhawks. A further five will be allocated on long-term loan to other qualifying aviation museums in New Zealand.

The remaining eight Skyhawks, engines, spares, ground support equipment, role-specific equipment, and documentation and publications will be sold separately.

Defence Minister Wayne Mapp said “We have decided to secure this piece of our aviation history for future generations of New Zealanders to enjoy. This draws a line under an important era in New Zealand’s military aviation history”.

The Government’s intent to dispose of these aircraft has been long signalled. The decision to disband the Air Combat Force was made around a decade ago.

In 31 years of active service with the RNZAF each Skyhawk airframe clocked between 5,000 and 8,000 hours. In the latter part of the 20th Century these aircraft served well New Zealand’s defence and security needs of that time.

Chief of Defence Force Lieutenant General Rhys Jones said “Contemporary history confirms our Air Force has been making a significant contribution to operations both inside and beyond New Zealand’s borders. With the Air Force’s new helicopter fleets to arrive shortly, along with the return of the Orion and Hercules aircraft having been through a significant upgrade programme, now is the time to be focused on the future, while remembering our past”.

To read the Minister’s media release visit www.beehive.govt.nz
“To improve is to change; to be perfect is to change often,”

— Winston Churchill

During a Change of Command ceremony on 29 April at Base Ohakea, incoming Chief of Air, Air Vice-Marshall Peter Stockwell took the opportunity to express the tremendous appreciation, admiration and respect for the leadership that both the outgoing Chief of Air, Air Vice-Marshall Graham Lintott and outgoing Warrant Officer Keith Gell have provided over the past five and seven years respectively.

“You have both left an indelible mark on the organisation that I know you both hold so dear. Our task now is to ensure that we continue to build on and further improve the fine legacy that you have left,” he said.

Air Vice-Marshall Peter Stockwell also took the opportunity to outline his four key priorities over the next three years:

- Delivering effective and safe military air operations to support NZ’s security interests from a foundation of robust safety and airworthiness systems.
- Taking the RNZAF to another level in terms of its value to NZ by virtue of the step change in technology. The upgraded B757s, C130s, P3K2s and new A109 and NH90 helicopters are tangible platforms that clearly show the modern era of systems that will provide the military air operations capability for the RNZAF for the next few decades.
- Delivering the RNZAF part of the Defence Force change programme that is required to give effect to the government’s defence policy. This will involve some difficult decisions on the size and shape of the RNZAF, but we need to be prepared to undertake some essential change to ensure the overall health of the whole organisation. As Winston Churchill once said, “To improve is to change; to be perfect is to change often,” and our aim is to be perfect.
- Ensuring comprehensive and timely professional development for all members of the RNZAF so that people continue to be the vital ingredient in delivering our air power capability.
I received advice of my successful application for CRIB 18 in November last year. One early thought that ran through my mind was how cool it would be if my son Nathan would be on the crew that flew me into theatre.

In February the CRIB 18 contingent began five weeks Pre Deployment Training (PDT) preceded by ground skills training for Navy and Air Force members of the team. I also completed a 4WD course at Base Woodbourne so I would be licensed to drive in theatre. Following the training and a period of stand down and leave (which included a combination of slow time with my wife and family and an effort to get all those jobs done at home), I boarded a No. 40 Squadron B-757 at Base Ohakea that would carry me most of the way there.

I met up with Nathan after two days on the B-757, for the final flight into Bamyan, Afghanistan. Nathan was on his last mission as a No. 40 Squadron C-130 Co-pilot prior to moving across to the B-757. He and the C-130 crew had already made several flights into Afghanistan by the time I arrived on the scene.

After final preparations and a quiet couple of hours with Nathan, I was at last flying into Afghanistan, a country that until quite recently I had only scant knowledge of, but now intrigued me. As the C-130 became airborne on that final leg of our journey into theatre I reflected on the opportunity that had been presented, the challenge that lay ahead and the pride I felt for my son and I to be playing roles in the same significant NZ Defence Force operation.

Having enjoyed a spectacular view from the flight deck on approach to Bamyan, and after landing and looking around on the ground, I figured that Nathan’s role in flying me in was good payback for all the cool places I had taken him in his younger days.
When he wished me well as he boarded for his final flight out of Bamyan I realised the physical separation from my family for the next six months was complete. Knowing I would meet up with Nathan on the way to Afghanistan made the farewell from Base Ohakea three days prior a little easier. Now it’s time to get on with the job at hand. Getting to this post has taken a while, with a few applications turned down until such time that I could be released from the engineering world, and then a long period preparing for the deployment. The position I’m filling provides me with a challenge, and it’s a challenge I’m sharing with a great team of people from Navy, Army, Air Force and NZ Police - all part of the CRIB 18 contingent in the NZ Provincial Reconstruction Team (PRT) for Bamyan Province.

I met up with Nathan after two days on the B-757, for the final flight into Afghanistan.

In July 2010 the Ministry of Foreign Affairs and Trade (MFAT) assumed responsibility from the NZ Defence Force for leading the PRT, via a civilian director’s function performed by Mr Dick Newlands (AIRCDRE retired). I took over the NZ Defence Force Development Officer role from RNZAF Supply Officer SQNLDR Steve Hall, and will work closely with the MFAT Development Advisor, Ms Kathleen Pearce, a former RNZAF navigator. From what I’ve seen in the first few days, it’s going to be a fascinating six months.
HUMS: RNZAF’s Engineering Future?

By Sqn Ldr B.J. Smith
Staff Officer Aeronaughtical Mechanical Systems

Like all good military terms, HUMS is an acronym - it means ‘Health and Usage Monitoring Systems’. Developed in the late 1970s / early 1980s, the term is used to describe the process of capturing and analysing aircraft data to predict impending component failures.

The term has been classically associated with the ‘magical’ black box. However, it also covers other systems and capabilities which are not aircraft specific. Vital to the success of HUMS is not how clever the individual box or system is, but how well the RNZAF is able to use its information.

The RNZAF has recently acquired the Filter Debris Analysis (FDA) machine which is a HUM. The FDA enables valuable system health and usage data to be gathered. It analyses the wear on material trapped in a systems cleaning filter that would normally be discarded. This enables a proactive approach to be taken to the life of a component; rather than waiting for something to fail and then changing it, we have the ability to begin to predict when a component will fail, resulting in more accurately timed maintenance periods.

Although in its early stages, the FDA has already provided capability and cost savings. It detected a main engine bearing failure on the first B757 flight to Antarctica. As part of the preparation of the B757, the filters were taken from the aircraft’s RB211 engines and analysed by the FDA. The analysis showed a high reading of ferrous and tungsten metals for one of the engines. Although there was no baseline for the RB211, comparison between the two aircraft engines raised sufficient concern that there was a fault developing.

The initial outcome of these findings was to replace the aircraft scheduled to undertake the Antarctic trial with the second B757. The suspect aircraft was subsequently placed on watch while it continued to undertake routine flying operations. A second filter analysis following a short period of further flying confirmed the engine was continuing to ‘make metal’ at an increased rate, the most likely area for the metal debris being the one of the main High Pressure Turbine (HPT) bearings.

Given the continued increase in metal debris for the engine, it was decided to remove it from the aircraft and send it for a depot level investigation.

The investigation confirmed that the HPT bearing was in the process of breaking down, with imminent catastrophic bearing failure. As the failure was detected early, engine damage was limited to the bearing and HPT shaft.

The investigation confirmed that the HPT bearing was in the process of breaking down, with imminent catastrophic bearing failure.

While the cost to repair the engine was in the ballpark of $400,000, the cost to repair the engine had the bearing actually failed, was estimated to be in the millions. This did not take into account operational costs, including potential recovery of the aircraft from Antarctica had the engine failed on wing.

The FDA process was completed in two hours. Under the former equivalent system this would have potentially taken days. And it is questionable if the engine in-built failure detection system would have even detected this fault prior to imminent bearing failure.

FDA is currently being employed to monitor a number of other aircraft systems including a Seasprite Main Rotor Gearbox and an Auxiliary Power Unit fitted to the B757.
A Royal New Zealand Air Force C-130 Hercules aircraft deployed flares off the East Coast (Coromandel) of the North Island during mid April.

The flare trials were part of the routine development of the Electronic Warfare Self Protection System (EWSPS) fitted to the upgraded Hercules. This self protection capability protects both the C-130 and NZ Defence Force personnel travelling onboard, against possible threats. The trials were conducted at altitude over the sea to provide additional safety. The flares burnt hot and fast, reducing to ash dispersed by the wind. Trials were conducted in predesignated and notified areas clear of ships and pleasure craft. Closest land to the trial areas included Cuvier, Mayor, Great Barrier and Mercury Islands.

No. 5 Squadron conducted High Explosive Bombing at Kaipara weapons range on 1 and 3 March. This bombing was phase four of our ongoing MK-82 bombing programme. Phase four required us to utilise a 0.25 M9 delay element overland. This means that the bomb will detonate a quarter of a second after impact.

The bombings conducted on 1 and 3 March consisted of six Bomb Dummy Unit 48 practice bombs loaded at Base Whenuapai followed by four HE MK-82 500lb bombs loaded at Base Ohakea, all dropped at Kaipara weapons range.

The practice bombs allowed the crew to complete a ‘dry run’ of all the procedures that will be conducted that afternoon. It also allows pilots valuable practice at using visual cues to place the weapon near a target.

A positive outcome of conducting this kind of activity is that it stretches the RNZAF’s war legs. Arming our P-3K Orion, requires the participation of many, including our talented Armament team who are involved in storage, preparation and loading of the weapons, and the skilled Fire Fighters managing the risks at Kaipara Weapons Range and Ohakea Air Field. Our part as Orion Aircrew in delivering the weapon is just one piece in a much larger puzzle.

Phase four of No. 5 Squadron’s bombing programme proved extremely successful with all participants gaining valuable training and still proving that the war fighting ethos that our Air Force promotes can still project it self safely and professionally.
PACIFIC PARTNERSHIP

Pacific Partnership is underway again this year with military force from New Zealand, Australia, Japan, the US and France joining different phases of the four month mission that began in March.
Pacific Partnership is a dedicated humanitarian aid and disaster relief exercise throughout the Pacific carried out with partner nations. The exercise is designed to enhance the response to humanitarian and natural disaster efforts through medical, dental and engineering outreach projects.

This is the first time the NZ Defence Force has been involved in Pacific Partnership on such a large scale, with the participation of HMNZS CANTERBURY, her ship’s company and over 200 NZ Defence Force personnel.

This year New Zealand’s contribution will focus on the nations of Tonga and Vanuatu, with the Ministry of Foreign Affairs and Trade supporting the development work with approximately $500,000 of funding from the New Zealand Aid Programme.

The five-nation visit will include stops in Tonga, Vanuatu, Papua New Guinea, Timor-Leste, and the Federated States of Micronesia. Other nations and personnel participating in this year’s exercise include a mix of approximately 600 military, interagency and non-governmental organisational medical professionals and engineers from the US, Australia, Canada, France, Singapore and Spain.
ANZAC DAY

ANZAC DAY COMMEMORATIONS

On Monday 25 April 2011 New Zealanders here and overseas commemorated Anzac Day. Over 1,000 New Zealand Defence Force personnel were deployed on Anzac Day with many taking part in ceremonies to honour those who have served and died in military operations.

1: Rt Hon Sir Anand Satyanand congratulates Anzac of the Year Brigadier Dr Brian Thomas McMahon (retired)
2: Air Force personnel, including W/O Craig Revell, at the Auckland service
3: Anzac Day parade in Blenheim
4: Placing poppies on a cross in Auckland
5: Air Force personnel in Gallipoli
6: The Air Force band in Gallipoli
ANZAC DAY COMMEMORATIONS

Canada

This year’s Anzac Day commemoration achieved a record attendance of approximately 400 people including strong government and defence department representation.

The Ottawa commemoration is held in the entrance auditorium of the National War Museum, next to the hall of the eternal flame. The museum provided the rifle display and the museum cafe provided an excellent gun-fire breakfast.

Thailand

It has been the tradition at each Anzac Day for the Defence Attaché in Bangkok, or a member of his family, to lay a poppy on the grave of each New Zealander in the Chungkai or Kanchanaburi cemeteries in Thailand.

While Private McKenzie is the only New Zealander in Chungkai, a further eight are buried or commemorated at Kanchanaburi.

Egypt

Three RNZAF personnel were among a small tri-service group of New Zealand Defence Force personnel from the Multinational Force and Observers (Sinai) who attended the Anzac Day ceremony at the Heliopolis Commonwealth War Cemetery in Cairo, Egypt.

In the cemetery 1,742 Commonwealth casualties of the World War II are buried or commemorated and there are a further 83 war graves of other nationalities, reflecting the diverse make up of the Middle East Command.

Gallipoli

SQNLDR Owen Clarke conducted the RNZAF brass ensemble at the Dawn Service and The Chunuk Biar Service in Gallipoli this year.

Reflections posted on his blog: www.anzacpoppy.com

1: (L-R): SGT Grant Roberts, GPCAPT Shaw James and AC Abby Lomas after the wreaths have been laid.
2: Angus Fotheringham, the son of the New Zealand Defence Attaché (NZDA) in Bangkok, lays a poppy on the grave of Private J.F. McKenzie, Federated Malay States Volunteer Force, on ANZAC Day 2011.
3: Pictured behind the headstone of an RNZAF Pilot (412684, FLTLT G.S. Hercourt, 11 January 1944, aged 33) are (R-L): CPL Sav Cameron, FLTLT George Cosford and WGCDDR Guy Bendall.
4: SQNLDR Owen Clarke, Director of Music RNZAF in Gallipoli.
The Omaka Air Show in Blenheim over Easter saw RNZAF aircrew from No. 3 Squadron showcase their professional flying skills and manoeuvrability with a two-ship Iroquois flying display.

Kiwi Blue, the RNZAF parachute display team jumped out of a C-130 Hercules with seemingly effortless ease and on the ground a Harvard from the RNZAF Historic Flight was on display providing a touch of the classic.

A Seasprite helicopter from No. 6 Squadron performed a handling display as part of the air show, giving the public a chance to see a naval helicopter in action.

Numerous RNZAF trades from Avionics to Force Protection were showcased at a RNZAF tent with recruiters on hand to answer questions about Air Force careers and the Air Force Museum at Wigram brought along their ‘museum-in-a-box’ display, showcasing New Zealand’s military aviation history.
NEW ZEALAND SEARCH AND RESCUE

CERTIFICATE OF ACHIEVEMENT

BY W/O MUSA DAVIES
BASE WOODBOURNE

Avionics Instructor Dave McHugh at Logistics Training Squadron, Group Training Wing, Base Woodbourne has proven himself a notable thespian!

Blenheim Musical Theatre’s cast search for their major production in 2011 sought ‘English lads’ with the desired cockney accent to add ‘character’ to certain roles in the musical. It has bemused the cast to see Dave hammering it up in what is essentially a story about elocution lessons and the upper class. The realistic and unforced dulcet tones have been appreciated by the show’s director, with Dave doing his own Professor Higgins as he coached his peers in losing their kiwi twang!

David is ex-RAF. He joined the RNZAF as a specialist ground trade instructor. An Airman who continually brings a smile to the faces of friends, students and strangers, Dave’s previous performing acts accolades include winning the Woodbourne has talent title at the 2009 Village Green with a grand rendition of Neil Diamond’s Sweet Caroline.

Woodbourne’s Got Talent

An Awards ceremony held at Parliament on 13 April formally recognised four New Zealand men for their outstanding achievement in the search and rescue of the RNZAF Iroquois at Pukerua Bay on Anzac Day 2010.

The men were Harry Stevenson, Life Flight Trust; Dave Greenberg, Life Flight Trust; Peter Collins, Wellington Free Ambulance and our own W/O Darren Smith.

They received the New Zealand Land Search and Rescue (NZSAR) Certificate of Achievement for their important contribution to search and rescue in New Zealand.

On 25 April 2010, three RNZAF Iroquois helicopters were flying in formation to Wellington to conduct an Anzac Day parade flyover. They flew into adverse weather and, while manoeuvring clear, lost contact with one of the helicopters. The lead Iroquois in the formation declared a MAYDAY and a search commenced. Shortly after dawn the searching Iroquois detected an emergency locator signal.

Within 15 minutes, the Life Flight Trust helicopter Capital 01 was on the scene to join in a coordinated search with the Iroquois. While the Iroquois attempted to find an alternative route to the beacon site, Capital 01 persevered from the coastal side to find a way through the cloud and up the steep and rugged terrain. At the same time, W/O Darren Smith had started a 2km run up the ravine to try and locate the missing Iroquois from the ground.

Capital 01 located the wreckage of the crashed Iroquois and used hand signals to direct Darren to the crash site, where he found surviving crewman Sgt Stevin Creeggan. Paramedic Peter Collins was winched down to the crash site and advised that Stevin could be winched up in a harness and that he would stay at the scene to help Darren search for the remainder of the crashed Iroquois’ crew. Capital 01 flew Stevin to the staging point, where treatment was started, and he was transported to hospital.

This certificate recognises the combined efforts of Harry, Dave, Peter and Darren in locating and rescuing Sgt Stevin Creeggan from the crash site in extremely difficult conditions.

We remember our fallen brothers FLTLT Hayden Peter (Muddy) Madsen, Pilot; FGOFF Daniel Stephen (Dan) Gregory, Co-pilot and CPL Benjamin Andrew (Ben) Carson, Helicopter Crewman. Our thoughts are with their families.
Air Force Corporal Chris Watts wore the cross his Great Grandfather Victor Watts was given (while recovering in hospital from wounds received in the battle of the Somme), at the Anzac Day service on 25 April in Turkey.

“I had three relatives that took part in the Gallipoli campaign; my Great Great Grandfather Archibald McLaren, Great Great Grandfather Frank Griffith and Great Great Uncle George Soffe.

“My Great Great Grandfather Archibald McLaren left his wife and children behind when he went to WW1 and that was something I never really understood until I went on deployment myself in 2007 and in 2009. I was lucky enough to be able to make phone calls to talk to loved ones. I can’t imagine what it would have been like writing a letter and waiting three months for a response, if one was received at all!

“My Great Great Uncle George Soffe, who was of Maori descent, was captured by the British after he wandered into the wrong area and was mistaken for a Turkish spy. Despite his pleadings he was about to be shot when his commanding officer walked past and managed to save him from the firing squad.”

CPL Watts joined the Air Force in 2000 and works at Command & Recruit Training Squadron in the Tactical Support Section in Woodbourne.

His career highlights include being deployed to Afghanistan in 2007 and a previous Anzac Day commemoration when he was on the Dawn to Dusk catafalque guard for the Tomb of the Unknown Warrior in Wellington.

“Hearing some of the comments from civilians who came to the National War Memorial that day helped me to know that the New Zealand public appreciate what we do and the sacrifices that I and others have had to make are worth it!”
In March, the Chief of Air Force, Air Vice-Marshal Graham Lintott presented six Air Force personnel with medals and clasps at a ceremony held at Defence House.

Pictured at left, Medal/Clasp recipients with CAF, AVM Graham Lintott on the presentation of their awards

(L-R): GPCAPT Edward Poot, Clasp to the New Zealand Armed Forces Award; SQNLDR Greg Josephs, New Zealand Armed Forces Award; SQNLDR Faryaaz Ali, New Zealand Armed Forces Award; W/O Tonia Tate, New Zealand Meritorious Service Medal; SGT Bronwyn Buchanan, RNZAF Long Service and Good Conduct Medal; W/O Doug Wallace, Clasp to the RNZAF Long Service and Good Conduct Medal.

Logistics specialists training is the essential first step to long term and varied deployment, says NZ Defence Force Senior Logistics Instructor F/S Adam Pokia of RNZAF Base Woodbourne.

Five young Air Force trainees celebrated their graduation at an official parade on 15 April 2011 at RNZAF Base Woodbourne.

The five successfully completed a five-week Phase One Air Movements course at RNZAF Base Auckland, and a nine-week full residential course at RNZAF Base Woodbourne.

“It’s essential training for all Logistics Specialists and is a gateway to long term and varied deployment operations,” says F/S Pokia.

“Students gain skills in loading and unloading aircraft, vehicle qualifications, learn about passenger processing and administration, procurement principles, and purchasing, operational joint logistics theory, material management, RNZAF batch management principles, non-aeronautical repairs and disposals, and reporting and repair cycle management.

“The effort that is demanded of these trainees to succeed on this course is considerable,” F/S Pokia says.

“They’ll go on to Logistics postings at Auckland, Ohakea and Woodbourne bases and some will work for the NZ Defence Force Defence Logistics Command.


BELOW: RNZAF graduates on parade.
AIR FORCE PILOTS GET THEIR WINGS

Five newly qualified RNZAF pilots celebrated a milestone in their careers with the presentation of their ‘Wings’ or brevets at a graduation parade at Base Ohakea in mid April.

The Reviewing Officer for the Thursday morning parade was Air Component Commander, Air Commodore Steve Moore.

Commanding Officer of Flight Training Wing, Wing Commander Tim Evans said presentation of the pilots’ brevet signifies the successful completion of over a year of flight training.

“The award of the pilot’s brevet or ‘Wings’ represents a milestone in every military pilot’s career, and is 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,” he said.

The new pilots will go on to fly Iroquois or Seasprite helicopters, C-130 Hercules, Boeing 757s or P-3K Orions.

Remembering those who served their country

The RNZAF commemorated its 74th anniversary with a church service at the Wellington Cathedral of St Paul’s on Sunday 3 April with members of the public.

The service was held to remember those who served in the RNZAF in peace and in war, and particularly those who lost their lives in service to their country.

New Zealanders who fought and died in other Air Forces were also remembered, with thanks given for the dedication of the men and women of today’s Air Force.

During the service the Queen’s Colour of the RNZAF, the British Commonwealth Air Training Plan (BCATP) Commemorative Pennant and the standards of Air Force’s squadrons were paraded.

Music for the service was provided by the Central Band of the RNZAF.

TOP: RNZAF’s newest pilot graduates. (L-R): Pilot Officers Anthony Rose, Timothy Leslie, Kieran Moratti, Trent Stevens and Andrew Stewart.

ABOVE: The RNZAF Base Ohakea Graduation Ceremony for 09/1 and 09/2 Wings Course.
BY FLTLT DAVID WRAY

Be it the hype and glamour that Matt Watson presents on the ITM Fishing Show, the modest approach Graham Sinclair uses in his wheelchair on Gone Fishing or the bold and energetic Geoff Thomas’ Great Outdoors – recreational fishing and the sport of fishing is again thriving in New Zealand. Has it ever stopped? The short answer is no.

Fishing is one of the most participated sporting activities in New Zealand, and in fact, across the world. It is an income, a sport, a method of relaxation and a recreational social activity that can be enjoyed by all - no matter what age, sex or religion.

Fishing in the RNZAF is very strong. Ohakea, Auckland and Wellington now have fishing clubs that are actively providing the opportunity for all base personnel and dependants to get out and about on our oceans and rivers.

Ohakea has been active for 18 months with over 50 members and fish within the Manawatu region. A plethora of fishing spots abound including salt water fishing mainly off the west coast (Whanganui), and fresh water fishing in the numerous rivers and headwaters of the Rangitikei region to the Tararua Region and Tongariro National Park.

Auckland and Wellington are geographically suited for salt water fishing - Auckland with its warmer climate and plentiful coast lines and islands – and Wellington being surrounded by deep water and fast currents streaming with fish life and conversely, sheltered areas of the harbors.

Ohakea, although close to the coast line, is very reliant on weather with predominant winds across the Manawatu plains coming in shore from the west. When the weather settles, there can be great fishing to be had off the Whanganui/Taranaki coast line.

So with active fishing clubs and willing participants at each base, the inaugural Interbase Fishing Competition was planned. The question was, how could we logistically manage an event of this nature without incurring huge expenses in travel and accommodation for the fishermen?

The penny dropped! Why not hold a virtual interbase competition? With current telecommunications technology, why did we need to host an interbase competition at a specific location? Why not have each base fish out of their respective areas, and in turn, reduce logistical overheads? The idea was unanimously supported; we had just planned an interbase competition spanning the length of New Zealand in no time at all. Allow fishermen to use their respective home locations and all have their own home advantage.

The weekend of March 18-20 was chosen for the competition. It also turned out to be a ‘neap tide’ which usually dictates great fishing as the cycle of the moon means it’s close to the earth, creating large tide swings and high currents.

We were not disappointed. Although the weather in the mid North Island was a bit windy, all bases managed to get out for at least one day’s fishing over the weekend.
Results varied and weigh-ins started flowing in with stories of large snapper coming from the Wellington team and war stories of Ohakea’s efforts. Paul Cockerton and the lads in Auckland were at the Walker Lounge with a respectable tally of fish. Back at Ohakea’s home base the fish were being weighed in and a picture was starting to emerge – Wellington was looking pretty good, but Ohakea was still in with a chance. As it turned out Wellington did take out most of the individual prizes but maybe, from just sheer numbers or our fresh water effort, Ohakea sneaked ahead in the overall points to win the shield for most team points and the plaque for most individual points (both generously sponsored by BECA Group Ltd).

INTERBASE FISHING RESULTS

Interbase shield sponsored by BECA: Ohakea (shield for most base points overall) 691 points

Interbase plaque sponsored by BECA: W/O Dave Arnst, Ohakea (plaque - most individual points) 155 points

Biggest snapper: SQNLDR Graham Streatfield, Wellington, 4.2 kg
Biggest blue cod: WGCDR Rodger Pringle, Wellington, 1.64 kg
Biggest kahawai: W/O Rob Service, Wellington, 3.01 kg
Biggest barracouta: SQNLDR Peter Johnson, Wellington, 4.2 kg
Biggest tarakihi: AC Kingsley Lewis, Ohakea, 1.4 kg
Biggest freshwater (climatised): W/O Dave Arnst, Ohakea, 5 lb
Biggest gurnard: W/O P.J. Smith, Wellington, 1.05 kg
Biggest trevally: LAC Bevan Hobman, Ohakea, 1.13 kg
Biggest fish (any species): SQNLDR Peter Johnson, Wellington, 4.2 kg

OPPOSITE PAGE: Garth Haylock and Raz Malkin off the Hauraki Gulf.
THIS PAGE (CLOCKWISE FROM LEFT): Shaun Johnson – with a sizeable Kahawai off Auckland.
The Auckland Team at the Walker Lounge telling a few fishing stories.
Grant Crosland – 4.1 kg Snapper off Kapiti Island.
The RNZAF bids a fond farewell to the following:

**Base Auckland**

**CPL G.A Allen**
29/04/11
Aircraft Technician

**CPL S.J Turner**
1/05/11
Composites Technician

**AC M.C Herd**
6/05/11
Air Security Specialist

**CPL C.T Munyard**
13/05/11
Aircraft Technician

**AC S.M Payne**
14/05/11
Communications and Information Systems Mechanic

**SGT S.J Rye**
22/05/11
Senior Intelligence Specialist

**AC S.D Porritt**
22/05/11
Air Security Specialist

**Base Ohakea**

**FGOFF F.M Riddler**
29/04/11
Pilot

**AC L.A Ridley**
1/05/11
Photographer Specialist

**CPL K.R Mccullough**
3/05/11
Composites Technician

**SQNLDR A.J Barr**
9/05/11
Pilot

**RAF Changi Association (Inc. HQFEAF)**

**Founded May 1996**

Formed to bring together all ex-RAF, WAAF, WRAF, RMAF and other service personnel who served at RAF Changi on the island of Singapore from 1946 until 1971.

RAF Changi was one of the services most popular postings. With over 1200 members and rising, the Association holds an annual reunion, publishes a regular newsletter, and operates a Searchline for old friends and colleagues.

**Interested? For more information**
contact:
Malcolm Flack
14 Highfield Close
Amersham
Buckinghamshire
HP6 6HG
United Kingdom

Email: MemSecChangi@telco4u.net
Website: www.rafchangi.co.uk

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**RNZAF PROMOTIONS**

Congratulations to the following personnel for their well-deserved promotions.

<table>
<thead>
<tr>
<th>Rank</th>
<th>Initials</th>
<th>Surname</th>
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**LAC C.J Lamb**
30/05/11
Aviation Refueller

**Base Woodbourne**

**SQNLDR M.P Baker**
6/05/11
Chaplain

**SGT J.M Skelton**
21/05/11
Aircraft Technician

**CPL R.P Taylor**
29/05/11
Ground Support Equipment Technician

**Wellington**

**SGT J.R Jeffery**
10/05/11
Avionics Technician

**SQNLDR T.M Scott**
22/05/11
Psychologist

**Christchurch**

**SGT D.S George**
17/04/11
Air Engineer
REUNIONS

18 Course RNZAF Boy Entrant School Reunion
19–21 August 2011, Blenheim
50 years on and it’s time to get together again!
For more information contact:
Alan “Foxy” Hill, Reunion coordinator
Phone: (03) 579-1558
Email: jill.alan@paradise.net.nz

No. 3 Squadron 70th Anniversary
10 September 2011, Auckland
Expressions of interest are being sought from ex cadets and officers of No. 3 Squadron Air Training Corps to attend the Auckland Air Training Corps Wing Anniversary Parade up Queen Street and 70th Anniversary Dinner on 10th September at the new MOTAT Hangar.
For more information about the anniversary or to download a registration form visit: www.3squadron.org.nz

Renwick School 150th Jubilee
28–30 October 2011
Please register your interest to:
jubilee@renwick.school.nz or contact Angie Holdaway (03) 572 8092.

19 Course RNZAF Boy Entrant School Reunion
13 – 15 January 2012, Blenheim
For more information or to register your interest and contact details email:
Graeme Munro: gmunro@xtra.co.nz
Grahame Allport: grahame.allport@propertyiq.co.nz
Ian Young: ian.young@nzdf.mil.nz
Or phone Ian Young on: (09) 417 7000 ext 7413 during working hours.

Crossword #17

ACROSS
1. Number used for travel at speed of sound
3. SAM; ___ to ___ Missile (7,3)
5. C-130
7. Platform capable of undertaking more than one specialist task in a single sortie (5,7)
10. Abbreviation for Air force rank equivalent to Army Brigadier
11. Abbreviation for Direct Liaison Authority
12. Abbreviation for 8 down
16. Abbreviation for Special Operations Support
17. AGM-88 High Speed Anti-Radiation Missile common name
18. Abbreviation for Operational Command
19. The city of Sanaa is the capital of what Country

DOWN
2. Capital of Vietnam
3. Vertical or horizontal surface that helps keep an aircraft under control
4. Air power role that involves rapid movement of personnel, equipment and supplies by aerial means (3,8)
6. C-17
7. Early American air power theorist
8. Provides advanced information on likelihood of involvement in an operation. ___ Order
9. Diagram depicting a theory of strategic attack: ___ Rings
12. Call sign of pilot played by Barry Tubb in Top Gun (4,3)
13. CV-22
14. Anzac class frigate F111, HMNZS ___ (2,4)
15. Abbreviation for Concept of Operations
17. Iroquois nick-name

SOLUTION—CROSSWORD #16
2. NATO 3. Apia 5. Andover 6. Orion 7. Leading Hand
OUR NEW ZEALANDERS WHO HAVE SHOWED...

"the most conspicuous bravery, daring or pre-eminent act of valour or self-sacrifice, or extreme devotion to duty in the presence of the enemy".

$13.20