AIR FORCE NEWS

NO. 5 SQUADRON
On parade and on exercise

CHRISTMAS ISSUE!
OUR YEAR IN REVIEW
SHORT SUNDERLAND
MR5 POSTER
PEACEKEEPER ON THE GOLAN

Issue 132
December 2011 | Royal New Zealand Air Force
Contents

6 Bersama Lima
No. 5 Sqn in Malaysia

10 No. 485 Wing
Year in Review

12 No. 5 Squadron
Year in Review

14 No. 488 Wing
Year in Review

17 Flying Training
Year in Review

20 Pullout Poster
The Short Sunderland

22 Our People
Photo spread

24 Logistics Command (Air)
Year in Review

28 Central Band of the RNZAF
Year in Review

New Zealand Government

Our mission
To carry out military air operations to advance
New Zealand’s security interests with professionalism,
integrity and teamwork.

Air Force News is the official magazine of the Royal
New Zealand Air Force (RNZAF) — established to inform,
educate, and entertain its personnel and friends.

Published by
Defence Communications Group
HQ NZ Defence Force
Wellington, New Zealand

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Design and Layout
Defence Communications Group

Printed by
Bluestar
Private Bag 39996, Wellington

Distribution
Marianna Robati, Defence Communication Group
Email: airforcenews@nzdf.mil.nz

Air Force News is governed by an Editorial Board. Views
expressed in the Air Force News are not necessarily those
of the RNZAF or the New Zealand Defence Force. Defence
regulations over-ride all content in the Air Force News. Editorial
contributions and ideas are welcomed. They can be emailed
directly to the Editor and do not need to be forwarded through
normal command chains.

Contributions need to include
• writer’s name, rank and unit
• photos provided separate from the text – at least 300dpi.

Contribution deadline for the February Issue
Monday 16 January 2012

Contribution deadline for the March Issue
Friday 3 February 2012

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ISSN 1175-2327

COVER IMAGE
No. 5 Sqn on parade in front of P-3K Orion NZ
4206. WgCDR Nick Olney heads the group; a
day later he relinquished command to WGCOR
Rob Shearer.

PHOTO: AC Maria Oosterbaan RNZAF.
THIS PAST YEAR has been a difficult one for the nation and the NZDF, having endured some heartbreaking disasters and the loss of comrades in Afghanistan. Among many other tasks, the Air Force has been called upon to assist with the Pike River Mine tragedy, the Christchurch earthquake, and the container ship Rena running aground off Tauranga. We also assisted with the multi-national operation to provide emergency water supplies to drought-stricken Tokelau and Tuvalu. The RNZAF demonstrated its readiness and resilience in responding to these events with professionalism and teamwork to support the other Services and various government departments in dealing with them.

We have been tested in other ways too. The Government’s challenging savings targets mean that the NZDF must continue to adapt and restructure to deliver the required Government outputs and build future NZDF capabilities. The Air Force must contribute to this reform process and at the same time continue with the demanding programmes to introduce the new and upgraded fleets—while still delivering our outputs. We have done well so far but there is still plenty of work ahead.

Next year will not be any easier if the global economic situation continues to deteriorate, because it will impact on New Zealand’s domestic economy. The hard decisions we have taken and those savings we have made so far are, in part, funding our new capabilities and enabling us to reinvest in future capability. We now have our upgraded C-130 LEPs, P-3K2s and new A109 helicopters all flying. The beginning of 2012 will see the arrival of the first of our new NH90 helicopters. There is also the prospect that our future advanced pilot training and maritime helicopter capabilities could see further enhancements to our overall capability.

We can also look forward to the RNZAF’s 75th Anniversary, with a busy schedule of activities planned from January through to April. It will be a great opportunity to celebrate 75 years of service to New Zealand. The events include Red Checkers aerobatic displays across the country, our own Air Force Air Show at Ohakea on 31st March and, many other significant events that will enable us to showcase today’s Air Force to the people of New Zealand.

To ensure we can meet this testing time we will need to maintain our focus, resilience and stamina. Even more than usual we will need to pay attention to what makes life in the RNZAF enjoyable and rewarding. This includes ensuring we take the time to participate in sporting, recreational and social activities that support the sustainment of strong individual and team morale. Looking out for and after each other in difficult times is what makes us the force we are, so I expect leaders at all levels to pay particular attention to this dimension.

Finally, I offer my sincere thanks for your outstanding efforts over this last year and I wish you and your families an enjoyable and relaxing Christmas holiday. I also acknowledge those men and women that are away on duty and ask that we all remember their sacrifice at this important family time.

Merry Christmas!

And I look forward to working with you again next year as we continue to build our 21st Century Air Force.
The last few months have been a busy period for the Defence Force with significant effort to support domestic and regional operations in addition to our usual operational missions. I also want to highlight the important work carried out by our people in the Rugby World Cup, Op RENA and Op PACIFIC DROUGHT and to thank all those involved for their efforts.

The Rugby World Cup was a significant event for New Zealand. Personnel across our Defence Force were involved—directly and indirectly—to ensure a successful event for the public of New Zealand. For security reasons, we could not previously acknowledge the level of support that was provided by a large number of NZDF personnel:

- the SAS Counter Terrorism Team;
- the EOD Squadron;
- Liaison Officers and Assistant Team Liaison Officers supported NZ Police and RWC Ltd and each team;
- Transport Co-ordinators arranged logistical support (civilian catering and transport);
- Force Protection personnel maintained emergency helicopter landing areas;
- the RNZAF Red Checkers and the NZ Army Band, RNZN Band, RNZAF Auckland, Central & Ohakea Bands entertained the crowds;
- No. 3 Sqn was in the Auckland area, on short notice;
- Airlift, Naval vessels & land assets were also on notice to move;
- PHILOMEL, HMNZS CANTERBURY and RNZAF Base Auckland provided accommodation and catering support to Police.

I also want to congratulate those who proudly represented the NZDF in the inaugural International Defence Rugby Competition and those who contributed to the hosting here of the IDRC finals.

NZDF support to the MV RENA disaster has now drawn to a close, with beach clean up operations ceasing last month. More than 600 personnel from all three Services had been involved in this operation since the ship grounded on 5 October 2011.

An Iroquois and Seasprite were on station for aerial observation and transportation of personnel and equipment, with the Seasprite also on standby for night SAR.

Five of our warships have been involved in various capacities; the Littoral Warfare Support Group conducted underwater surveys to track container movements and to confirm shipping lanes were clear.

Op RENA was challenging for the beach clean up teams, scraping away at the sand day after day. In total, more than 922 tonnes of oily waste was removed from the beaches. Fifty personnel currently remain on 24hr notice to move for beach clean up should there be a major spill.

These efforts have been widely recognised by Maritime NZ and members of the public.

Op PACIFIC DROUGHT was the relief operation to provide potable water to Tokelau and Tuvalu. The 30-day NZDF operation in Tuvalu required significant coordinated effort from both the Air Force and Army, as Tuvalu is remote and difficult to access quickly. Initially a RAAF C-17 assisted a RNZAF C-130 to create an airbridge between Apia and Tuvalu to help move a Micro Filtration Reverse Osmosis (MFRO) plant, specialist equipment, an Air Load Team and NZDF personnel.

A second MFRO and relief personnel were later moved to Tuvalu by an RNZAF C-130, and in total No. 40 Sqn Hercules flew six loads into Tuvalu, and shifted three loads out. The last of our 26 people returned on 6 November 2011.

I am proud of the contribution made by Defence Force personnel who have made a real difference for the people of Tokelau and Tuvalu, and those living in the Bay of Plenty, as well as for the whole of New Zealand.
A TURBULENT YEAR!

By W/O Dennis Moratti,
Warrant Officer of the Air Force

IT HAS BEEN a turbulent year for the RNZAF, with the pressure to introduce our new and upgraded aircraft, maintain current operations, and respond to crises—while also restructuring and reducing our numbers in uniform. Unfortunately, the end is not yet in sight. Seven months into my role as the WOAF and these times are really testing my vision of ‘Our Air Force people: motivated, focused and proud’.

The pace, volume and impact of change is challenging the motivation of our people. It has caused some to lose focus at times, when uncertainty prevailed, and at times it caused some to question their loyalty and pride in the Air Force. The changes in our Air Force are affecting our people in different ways, but what is clearly apparent to me is the unwavering professionalism and the selfless dedication and drive to get the job done.

It is vital in these times that we maintain our personal, professional and military standards. Despite external influences, we own and control the standards which are the foundations of our personal pride, our pride in our Air Force, and our airworthiness culture. Our standards are central to the strength of character of our Air Force.

Adversity tests our resilience and from what I have observed around the Bases, we are stronger than ever, as we draw together to look after our people. The same professionalism and selfless dedication is being reflected in our people’s actions, compassion and support, particularly in the recent round of releases. Unfortunately, our sense of camaraderie and whanau is often misunderstood by those looking in on the RNZAF. It cannot be given a dollar value so this vital ingredient is disregarded, or just considered ‘a nice thing to have’. To us, our sense of camaraderie, of belonging, is fundamental to recognising who we are, where we have come from and what we stand for. Why else do we continually experience success and exceed expectations, despite the odds?

With this year nearing the end, it is time to reflect on 12 months which have tested our resolve. Next year will provide more challenges and it is important that we concentrate our efforts on what we can control and influence. That way, we will be able to focus our energy and resources in the right areas and be able to make a positive difference. Make no mistake, 2012 will bring more challenges but we are up to the task.

To be ready to meet these challenges head on, take this time to relax and recharge the batteries over the Christmas break. Do the things that are important to you, look after yourselves, stay safe, and spend some quality time with your friends and families.

I look forward to working alongside you all next year!

NZDF LAUNCHES ‘IT’S NOT OK’ FAMILY VIOLENCE INFO CAMPAIGN

An information campaign designed to raise awareness about family violence issues across the NZDF starts this month, Assistant Chief Personnel CDRE Kevin Keat says.

“Family violence is a community issue and we in the NZDF can help prevent this. We cannot avert our eyes and say family violence is not our problem; that’s not OK,” he explains.

Defence Personnel Executive will be providing personnel with brochures, posters and online information about warning signs of domestic violence and where to seek help. CDRE Keat said NZDF’s ‘It’s not OK’ campaign aims to raise the overall well-being of personnel and show its support for the nationwide campaign to reduce family violence.

“We recognise that what happens in our personal and family life can affect our individual work performance and eventually impact on our Defence Force’s overall productivity. The information campaign paves the way for the roll-out of a family violence prevention and management policy across the NZDF in early 2012,” CDRE Keat revealed.

Two champions from each of the three Services have been identified to front the campaign—with SQNLDR Oliver Bint and W/O Dennis Moratti for the Air Force. The Service Champions will serve as role models for their peers.

The Ministry of Social Development, which launched the national Campaign for Action on Family Violence in September 2007, advised the NZDF on the campaign and produced the social marketing materials being used for it. The NZ Police and several local councils are among the government organisations that have adopted the family violence prevention campaign.
Multi-National Exercises

The countries of the Five Power Defence Arrangement (FPDA): Australia, Singapore, Malaysia, the United Kingdom and New Zealand, deployed naval and air forces to Exercise BERSAMA LIMA off Singapore and Malaysia from mid-October through to early November.

NO. 5 SQUADRON IN MALAYSIA — EXERCISE BERSAMA

By Elizabeth Griffin, Air Force Communications Manager

Hosted by the Singapore and Malaysian Armed Forces, the exercise took place in and over the South China Sea. Our No. 5 Sqn Detachment, with one P-3K Orion, was based at Subang, a Royal Malaysian Air Force Base on the outskirts of Kuala Lumpur.

"The exercise was typical of what might be expected, in a military sense—the majority of the exercise was conventional warfare using aircraft, ships and submarines to fight within a typical blue water environment. It was great training for No. 5 Sqn," said SQNLDR Daniel Hunt, the Detachment Commander.

This year’s exercise was particularly special as it marks the 40th Anniversary of the region’s Five Power Defence Arrangements [see page 9].

The RNZAF Orion took part in the exercise working alongside Fokker 50s and Beech 200 maritime patrol aircraft. Other aircraft participating in this exercise included a fighter contingent (F-18s, F-16s, F-15s, F-5s, Hawks and Typhoons) and air-to-air refuelling aircraft, along with one of the new Australian Airborne Warning and Control aircraft. Participating ships included: frigates, mine hunters, submarines and patrol craft from four nations, including our frigate HMNZS TE KAHA.

The aim of the exercise was to improve the interoperability of the combined air, ground and naval forces of the participating countries and to enhance regional security. The exercise was set in a multi-threat environment for the defence of Malaysia and Singapore and focused on operational and tactical levels of simulated warfare.

"It was a great opportunity to train with our friends from other military forces," said SQNLDR Hunt. "For No. 5 Sqn it was an opportunity to prove that we can deploy to a forward operating base with the necessary logistics support being provided from New Zealand, and ensuring our maintenance teams and aircrew can operate in South East Asia—where the heat, frequent thunderstorms and communication differences make effective operations challenging. This includes proving our tactics and procedures, while ensuring our crews are at a level that allows us to effectively and safely integrate with the various nations’ ships—to successfully conduct military operations."

These types of international exercises are extremely important because they allow the RNZAF to train and operate with other nations and achieve a higher level of training than they could achieve at home.

There are two types of missions for the Kiwi P-3 crews: DIRECT SUPPORT. The first involves our P-3 providing direct support to the naval task force, acting as their ‘eyes and ears’ beyond their visual horizon and helping to protect their forces and keep tabs on the enemy.

“We search for and locate enemy forces using our various sensors, report the enemy’s position back to the ship and, if required, provide targeting information for ships and fast jets to conduct simulated attacks,” said SQNLDR Hunt.

ANTI-SUBMARINE WARFARE (ASW). The second task is ASW; No.5 Sqn, again working for a naval surface force (four to five warships), is tasked with protecting the ships from submarine attacks and/or preventing the submarine from...
achieving its mission, while enabling our force to achieve theirs. This is accomplished using a variety of sensors to locate, track and attack the enemy submarine.

This exercise builds on the skills that the crews of our Orions use on a regular basis back home in New Zealand, when they search, locate and identify merchant vessels and fishing vessels within the New Zealand Exclusive Economic Zone (EEZ) and in the wider South Pacific.

There were two teams from No. 5 Sqn based in Malaysia for the exercise. They included two flying crews, two maintenance crews and ground support staff. The crews operated in shifts around the clock, with the first shift starting at 0400hrs and finishing at 1400, when the second shift commenced. That shift regularly worked through to 0200 hrs.

“There are unbelievable storms at this time of year in Malaysia; intense thunderstorms are always a big consideration when flying, making weather one of the key issues for us,” SQNLDR Hunt explained. “The other issue is communications which can also prove quite challenging, especially when dealing with air traffic control and ship controllers.”

“It is important that the members of the FPDA work together at the tactical and operational level to be able to conduct successful military operations. These types of exercises strengthen our ability to perform together under pressure and overcome any issues, to achieve the mission’s aims,” said SQNLDR Hunt.

On 1 November the FPDA air forces lined up one aircraft from each of the participating nations on the flight line at Paya Lebar air base in Singapore (l to r): RAAF FA-18; RMAF FA-18D; RNZAF P-3K; RSAF F-15SG & RAF Typhoon. Photo: RSAF

“\textit{We search for and locate enemy forces using our various sensors, report the enemy’s position back to the ship and, if required, provide targeting information for ships and fast jets to conduct simulated attacks},”

SQNLDR DANIEL HUNT, Operations Flight Commander
Daniel was the Detachment Commander in charge of the Squadron personnel in Malaysia for the exercise. This is Daniel’s third tour with No. 5 Sqn; prior to this he was the Staff Officer for the P-3K2 Operational Test and Evaluation at No. 485 Wing, Whenuapai.
By Elizabeth Griffin, Air Force Communications Manager

No. 5 Sqn has been a Maritime squadron since WWII [see centrespread, this issue]. Its P-3K Orions were optimized for operating over water to provide Exclusive Economic Zones (EEZ) surveillance flights including supporting our South Pacific and Asia Pacific neighbours by patrolling their EEZs, as well as working with agencies such as Customs and Fisheries.

This coming year, No. 5 Sqn will begin transitioning from their traditional role to an airborne surveillance and response Force. This change is significant because the operational capability will increase to include overland operations. The P-3K2 is being equipped with better electronics making it a more capable platform. It will enable our crews to operate anywhere around the world, meeting contemporary civil air traffic regulations, navigation and radio requirements.

“As you operate in different airspace around world you need a different level of navigational capability and we will have that with the P-3K2,” says SQNLDR Daniel Hunt.

The upgrade includes:

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**Multi-National Exercises**

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**FLTLT TALEN WILLOX**
Aircraft Captain

“Flying in Malaysia is great. It’s a very challenging environment and it certainly keeps you on your toes. The Asian environment is very different, the controllers are different, the airfields are very busy and then there are the thunderstorms. It’s totally different from flying in NZ.

“It was monsoon season and every afternoon there were lightning and thunderstorms covering most of the country and the exercise area. We come to this area every year to exercise with our allied partners, to get a better understanding of the area, to familiarise ourselves with the environment and to get used to working with each other.

“The South China Sea and the Malacca Straits are busy—when exercising there are a lot of contacts, many ships and aircraft, which makes it a very demanding operating area.”

Talen will continue on the P-3K and transition onto the P-3K2 next year to continue his captaincy tour on the upgraded Orions.

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**FLTLT DALE HARLOS**
Tactical Co-ordinator

Dale’s role is to co-ordinate all the intelligence gathered from the aircraft’s sensors—radar, acoustics, optics and Electronic Support Measures (ESM). He gathers the information and provides direction to the flight deck on tactics.

Dale spent 20 years in the Royal Canadian Air Force as a Navigator before joining the RNZAF in 2009. “It’s my fourth time in Malaysia and my third exercise with the RNZAF and it’s always interesting. It can be challenging co-ordinating the information on this type of exercise. Also, we were not co-located with the other Defence Forces, and so getting the information signals for the missions was sometimes a challenge.”

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**CPL NYSSA LYNKSE**
Air Warfare Specialist

Nyssa’s role covers radar, radio work, acoustics and ESM which involves listening under the water through sonar buoys for tracking submarines, and operating the electro-optics camera, as well as monitoring ships and aircraft.

Nyssa has been with the Air Force over six years. She joined as a Supplier and after three years transferred to Air Warfare Specialist (AWS). This is Nyssa’s first time in Malaysia and her first time on this type of exercise. “It’s really full on. I wanted a change of pace and new challenges. It’s a very fast paced role and I really enjoy that.”
By R T Jackson

This year the Five Power Defence Arrangements reached their 40th anniversary, the second oldest military agreement after NATO. As the five Ministers of Defence met together they were clearly committed to continuing the Arrangements into the future.

A Singaporean academic, Daijit Sing, notes that the FPDA was set up in 1971 to serve as insurance, after Indonesia had not long ended ‘Confrontation’ (which had been directed against Malaysia), the British were withdrawing from their ‘East of Suez’ commitments, and Australia and New Zealand were concerned to maintain some forward defence while the Vietnam War was still raging.

Forty years later the balance of power has changed considerably within South East Asia, but both Singapore and Malaysia still value the FPDA. Daijit Singh points out that the value of the Arrangements is seen in four ways:

- they provide a legal framework for Australian, NZ and British forces to deploy into Malaysia and/or Singapore;
- the annual combined and joint exercises build up the deterrent value of the five nations’ armed forces, and
- at the political/diplomatic level the Arrangements remain strong as Ministers and Defence Chiefs meet regularly, bringing current security concerns to the table;
- and Britain, as a permanent member of the UN Security Council, thus retains a direct involvement in SE Asia.

New Zealand’s (just-retired) Minister of Defence, Dr Wayne Mapp, said: “The FPDA multilateral security framework is a tribute to the commitment of these countries, and a comment on the value of long-standing and stable security agreements in these ever-changing times. Asia is now one of our largest export markets, taking 40% of our food and beverage exports. Our participation in the FPDA exercises is part of our contribution to regional peace and security,” he commented.
Our Year in Review

2011 has been a demanding year for all across the RNZAF, yet our operational tempo was successfully maintained. AF News invited units to review their achievements; their reports follow...

No. 485 Wing

By W/O Glen Moratti,
Staff Officer Maritime Patrol 1, No. 485 Wing

THE WING’S year began with the continued implementation of the Air C2 project and the establishment of the new structures providing for a more accountable Operating Airworthiness Authority (OAA) for the NZDF.

With the creation of HQ 488 Wing in Ohakea, No. 485 Wg undertook some restructuring, with No. 3 Sqn moving under No. 488 Wg. The Standards and Capability office was renamed Airworthiness and Capability (A&C) to reflect their role change within HQ 485 Wg, with a Warfare role team of a SQNLDR and FLTLT created within the A&C office.

The Directorate of Air Force Safety and Health (DASH) was transferred to DCAF in line with its pan-Air Force functions. Both Wings’ Flight Safety teams were bolstered in numbers to provide increased focus on flight safety. The Auckland office was fully manned by March and personnel commenced training for the role.

The Flight Safety teams made a big push in 2011 to educate squadron personnel on Flight Safety concepts, with a focus on Human Factors, Crew Resource Management and management of the Flight Safety Event (FSE) database. Flight Safety staff have concentrated on managing the FSE database effectively and providing timely feedback to Command on current Flight Safety issues to enable Operating Airworthiness oversight at the appropriate level. Flight Safety staff have also been involved in providing risk assessment advice to C-130 LEP and P-3K2 teams involved in testing, training and development.

Base Operations Auckland, who now report to No. 485 Wg and are the central hub for duty personnel 24/7, have had a busy year managing the ongoing runway improvement project.

• Stage One saw the full length extension of the parallel taxiway, removal of another taxiway and disused runway and work on the intersection of the main runway and cross runway.

• Stage Two is underway with the rebuild of Whenuapai’s main runway 03/21 and associated storm water catchments areas which are due to be completed by May 2012.

• Improvement to airfield lighting is also included as part of the upgrade.

The Auckland Rescue Fire Service took delivery of three new fire trucks, replacing the outdated Unipowers. The new fire appliances will provide better reliability as well as being able to provide the directed level of fire cover required for all RNZAF operations.

The long awaited return of the prototype P-3K2 from L3 in Texas in April has given the RNZAF a glimpse of the enhanced capabilities that it brings [see AFN 125 May]. Delays in the P-3K2 project necessitated the aircraft undertaking depot level maintenance at Base Woodbourne immediately upon its return to NZ. With the prototype P-3K2 now on the flight line at Base Auckland, the aircrew are conducting sensor characterisation and procedure trials while maintenance personnel continue to up-skill in supporting the new systems and sensors.

Additionally, No. 230 Sqn have prepared the P-3K2 Flight Deck Trainer for crew training. Prior to entering operational service, the Directorate of Systems Evaluation (DSE) will conduct a phased Operational Testing and Evaluation (OT&E) programme to ensure that the entire P-3K2 system is effective and suitable in the roles and tasks expected of it in RNZAF service.

During 2011, DSE completed three phases of the C-130 LEP OT&E programme and one phase of the A109 OT&E programme, with both programmes heavily informing the Release to Operational Service process for the two aircraft types. Planning and preparation for NH90 OT&E continued through liaison with NH90 operators from Australia, France, Germany, Sweden and elsewhere in Europe.

With aircraft deployments and Rugby World Cup 2011, No. 485 Wg have had a busy year providing key personnel to operations, as well as their ongoing supervision of Operating Airworthiness. The RWC 11 generated an Urgent Operational Requirement in the form of real-time Full Motion Video from the P-3K to ground stations. This was managed through No. 485 Wg and through the effort of a number of units, especially No. 5 Sqn Maintenance staff, who fitted and tested the equipment in time for the RWC opening ceremony. The system remained available throughout the tournament.

We look forward to 2012, when the final legacy C-130 will be inducted for its upgrade, and for the start of P-3K2 OT&E and transition training.

2011 has been a demanding year for all across the RNZAF, yet our operational tempo was successfully maintained. AF News invited units to review their achievements; their reports follow...
The willingness of personnel at No. 40 Sqn to get the job done has been key to the Squadron’s achievements in 2011.

For Hercules Flight, an increased workload has consisted of C-130 LEP Operational Test and Evaluation (OT&E) on top of an already busy year with Op CANTERBURY QUAKE, Op PACIFIC DROUGHT, Rugby World Cup and Op RENA, amongst others. Although Hercules Flight now has two C-130 LEP aircraft in service, it had been up to (what is now) the sole legacy C-130 to do all the tasks—Afghanistan, the operations listed above and, it was the only fixed wing transport aircraft available for emergency and standby tasks.

The willingness of Maintenance Flight to give up weekends and weekday nights on a regular basis to keep the old Herc running has been nothing short of outstanding. Similarly, the continued effort by Hercules Flight to maintain output with reduced personnel, yet keep progressing OT&E on the new Herc has been a very big ask. Combine this with an increased utilisation of the Boeings in the last 12 months, it is rare that our Squadron ever gets a chance to sit down together to reflect on what has been achieved.

Aiming to do exactly that, No. 40 Squadron held its first dining in for over two years—the aim being to pause briefly and celebrate the achievements over the last year. While perhaps only a small break in the programme, it was a significant moment for celebrating success during a period which has arguably been the busiest No. 40 Squadron has seen yet.

With the C-130 LEP now approved to conduct emergency tasking, this is likely to realise welcome relief for Maintenance Flight, and allow the load to be spread wider on the Ops side. In fact, as AF News went to print, the LEP Hercules is already conducting flights to the ice, this season. Over the next year we look forward to the C-130 LEP being released for all tasks, as it continues to progress through OT&E.

It was the hard work and willingness of all our Squadron personnel that marked our success this year. To each of the personnel at No. 40 Sqn, your dedication and professionalism has been exceptional. Your positive approach has been at the heart of the Squadron and made it a great place to be, no matter what we’ve had on our plate. I look forward to working with each of you again in the coming year as we meet the demands of air transport for the NZDF.

Ki Nga Hau e Wha – To The Four Winds
12  Air Force news

By WgCDR N. J. Olney, Commanding Officer No. 5 Squadron

2011 has seen a continuation of the hectic pace set in 2010. Our personnel on No. 5 Sqn have stood up, met the challenges set and, at the end of the day, produced the goods.

With a reduced fleet size—due to the P-3K2 Systems Upgrade Project (SUP) —the Squadron’s maintenance team have worked tirelessly to get legacy aircraft in the air, and our aircrew have flown many operational and training missions, and continued to do so at the highest standards. I am proud to lead such a fine unit, who go above and beyond 24/7 year-round.

Some of the Squadron’s highlights were:

- two major overseas exercises in Australia and South East Asia, and
- the arrival of the first P-3K2, aircraft NZ4204.

The P-3K2 team have integrated well back into the Squadron fold, and the sight of the P-3K2 departing and arriving Whenuapai has become more and more frequent. With the delivery of the second upgraded aircraft only a matter of days away now, the Squadron transition is about to begin in earnest.

While these significant achievements and milestones may have been met by the maintenance and air crews, much of what happens is behind the scenes, either within the Training Flight, HQ or from supporting units. To all these people, my thanks.

Equally (in some cases, more) importantly, the support from our relative ‘Home Commands’ has ensured the wheels have turned smoothly. The wider No. 5 Sqn family are often overlooked, yet they are integral to the success of the Unit. Their support to the Squadron and the wider Air Force cannot be overstated.

As I prepare to leave No. 5 Sqn for the last time in my career, I reflect back over the last three years fondly, forever proud of the contribution the Squadron makes to the RNZAF, the NZDF and the people of New Zealand. To my successor, I know I leave a Unit that is dedicated, proud and poised to meet the challenges of the future—starting first and foremost with getting the P-3K2 operational as quickly, and as safely as is possible.

To one and all—I wish you a very Merry Christmas, and a happy and prosperous new year.

SecDef John McKinnon addresses the official ceremony for the return to NZ of the first upgraded P-3 Orion on 2 May

Our Year in Review

No. 5 Squadron

By WGC DR N. J. Olney,
Commanding Officer No. 5 Squadron

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While these significant achievements and milestones may have been met by the maintenance and air crews, much of what happens is behind the scenes, either within the Training Flight, HQ or from supporting units. To all these people, my thanks.

Equally (in some cases, more) importantly, the support from our relative ‘Home Commands’ has ensured the wheels have turned smoothly. The wider No. 5 Sqn family are often overlooked, yet they are integral to the success of the Unit. Their support to the Squadron and the wider Air Force cannot be overstated.

As I prepare to leave No. 5 Sqn for the last time in my career, I reflect back over the last three years fondly, forever proud of the contribution the Squadron makes to the RNZAF, the NZDF and the people of New Zealand. To my successor, I know I leave a Unit that is dedicated, proud and poised to meet the challenges of the future—starting first and foremost with getting the P-3K2 operational as quickly, and as safely as is possible.

To one and all—I wish you a very Merry Christmas, and a happy and prosperous new year.
It was another busy year for Naval aviation—2011 kicked off to an outstanding start with the No. 6 Squadron Family Day. Although the weather was slightly wet, over 80 family members gained the experience of a scenic tour in the Seasprite helicopter.

TE MANA Flight embarked in their frigate in February and returned six months later, having voyaged to Fremantle, Singapore, Malaysia, China, Brunei and Port Vila (Vanuatu).

No. 6 Sqn conducted a Seasprite handling demonstration at the Omaka Classic Fighters in April. This was followed by another visit to Marlborough for Exercise CORPORATE, incorporating mountain flying and recruiting visits in the region.

An invaluable warfare-focused training opportunity, Exercise TUNGSTEN was conducted in July with naval units; Nos. 5, 6 and 230 Squadrons all gained considerable benefit from this exercise, which was generated and run by No. 5 and No. 6 Sqn personnel. The exercise incorporated the loading and dropping of two live Depth Charges, utilising Kaipara range as a Seasprite weapon loading area for the first time. Exercise BLUEBIRD was conducted in the Richmond ranges in August with most crews gaining or refreshing their mountain flying qualification.

TE KAHA Flight embarked in HMNZS TE KAHA during September for a three month deployment to SE Asia for Exercises BERSAMA LIMA and LION ZEAL. At the same time a large portion of No. 6 Sqn deployed to Wellington with three aircraft embarked in support of the Navy Fleet Review.

Just when we thought there would be respite, Operation RENA occurred. We have provided a continuous rotation based in Tauranga since then, providing night SAR coverage and so allowing night and day salvage operations to occur.

When HMNZS CANTERBURY deployed for a Raoul Island resupply, the Squadron rose to the challenge of supporting three deployed Flights in October.

As the year draws to a close, the Squadron’s flying tempo remains high, driven by the operational demands, but made possible due to the continued demonstration of both the Air Force and Navy’s core values by every member of the Squadron.

Looking ahead to 2012, it will be equally busy, with embarkations planned for all the aviation capable ships, including First of Class flying trials on the OPVs (HMNZ Ships Otago and Wellington). This will be combined with opportunities and challenges provided by the ongoing Naval Helicopter Capability Project.

As always, No. 6 Sqn will be ready to provide crews and aircraft equipped to fly in the demanding and unique environment of ship-board flying.

Vigilance with Patience
The FirsT 12 months of existence for No. 488 Wing have gone by in a blur. This time last year a handful of enthusiastic individuals were looking at each other in the crewroom, asking the question ‘Where do we start?’ And whilst Rome has not yet been built, we are making solid progress across a range of issues.

Within the Headquarters there have been three main streams of work:

- enhancing the operational airworthiness structure across the RNZAF,
- supporting the introduction into service of the A109 and NH90 and,
- ensuring the safe and effective conduct of military air operations (more commonly referred to as ‘business as usual’).

One of the first and most significant pieces of work undertaken in the Wing has been the Orders, Instructions and Procedures project (OIP). Sqnldr Tony Enright leads a small but dynamic team who eat, drink and breathe OIP. The OIP project is an enormous undertaking but a critical enabler to improve our operating airworthiness by creating unambiguous, easy to use and customer-focused Orders, Instructions and Procedures for all NZDF flying units.

This is no band-aid solution and much like the scale of the Christchurch Earthquake, the enormity of the task is only now sinking in—suffice to say any help offered will be greatly appreciated!

The introduction into service of the new helicopter types has been ‘full steam ahead’—or for a better aviation metaphor: full throttle! The value of creating a stand alone unit—

Helicopter Transition Unit—has been well and truly borne out, with key milestones being met to enable the special flight permit to be issued for the A109. The sight and sound of these sleek new machines in the skies around the Manawatu is great tangible evidence of progress into a 21st Century Air Force.

But just as importantly, life still goes on in the here and now. Starting the ‘cycle of life’ in the aviation domain continues to be the focus of Flying Training. Whether it’s non-pilot aircrew, pilot trainees or student flying instructors, the all-important training wheel continues to turn with enthusiastic regularity.

No. 3 Sqn have produced another stellar year of support to Defence and other agencies. Sustaining the tempo and output, given widely competing demands, is again testament to the passion and commitment of all concerned.

So, as the Christmas holiday period looms near on the horizon I would like to thank all those involved in helping establish No. 488 Wg. We have travelled a reasonable distance down track from an empty office, a few desks and a phone; although looking up at the mountains in front of us there is much yet to do!

I strongly encourage all of you to take a well-deserved physical and mental break from the office and to have a safe and enjoyable Christmas with friends and family, before strapping in to tackle 2012!
No. 3 Squadron

By Wing Commander Shaun Clark, Commanding Officer No. 3 Squadron

It’s been another very busy year for No. 3 Sqn. In early February the squadron began a two month cannabis recovery operation with the New Zealand Police that saw multiple aircraft deployed in various locations around the country. Then on 22 February the Squadron reacted very quickly to a request for rotary wing support following the second Christchurch Earthquake. Two Iroquois were deployed to Christchurch within two hours of the quake and remained in place for a number of weeks. Of note, the Squadron was in a position to deploy at least eight aircraft to Christchurch within five hours of the quake, confirming our ability to respond quickly and effectively to emergency situations.

In May the Squadron conducted Exercise PEKAPEKA GREEN at Waiouru. This exercise was a multi-aircraft Night Vision Goggle exercise aimed at exercising our conventional tactical operations capability, by night. This was followed by Exercise BLACKBIRD in July, held at Dip Flat. While five days of heavy snow made the second week of this mountain flying exercise a very challenging time, spirits remained high and all exercise aims were achieved.

In August the majority of the Squadron deployed to Auckland for Exercise PEKA PEKA BLACK, to exercise our Special Operations capability. This was followed in September and October by a significant contribution to Rugby World Cup Counter Terrorism standby, with most of the Squadron involved in this operation at some point.

An outstanding effort from the Maintenance team over this period allowed the Squadron to continually meet the requirement to have sufficient aircraft serviceable throughout the period, which was a great achievement. October also saw one Iroquois continually committed to Operation RENA in Tauranga. Shortly after Op RENA and RWC commitments finished, four Iroquois deployed to the South Island for Exercise SOUTHERN REAPER—the major exercise for the year for Burnham’s 2/1 Battalion.

In addition to these exercises and operations No. 3 Sqn maintained a busy programme of regular tasking with multiple user units, including a number of Searches and Rescues, while we also trained three Qualified Helicopter Instructors, six helicopter pilots and four helicopter crewmen.

The sustained high tempo throughout 2011 has been made possible by a fantastic effort from personnel at all levels, and in all areas of the Squadron – Support, Maintenance, Training, and Operations. The professionalism and commitment shown by all No. 3 Sqn personnel and all those support personnel attached to our Squadron, has again been first-class and has allowed the Squadron to professionally train for and deliver the military air operations required by the Government.

2012 promises to be just as busy, with our usual training commitments and taskings, and a number of major exercises including Exercise TROPIC ASTRA in Samoa and Exercise HAMEL in Australia.

I hope you all have an enjoyable Christmas and New Year, and for those of you going bush, you can rest easy knowing that if you get lost ... there will be a dedicated team from No. 3 Sqn standing by to rescue you!

Kimihia Ka Patu – Seek Out and Destroy
Helicopter Transition Unit – Bringing Capability To Life

By WGCDR Shaun Sexton,
Commanding Officer HTU

For the Helicopter Transition Unit (HTU), this has been an incredibly busy year. We have taken delivery of six A109s and the associated equipment—including a state-of-the-art simulator. Furthermore as I write this, I expect there will be NH90s sitting in the future No. 3 Sqn hangar in the New Year—exciting times! All we have to do now (and I mean the NZDF as a whole) is turn this equipment into effective capabilities.

Early in 2011 A109 and NH90 maintainers and aircrew completed OEM (Original Equipment Manufacturer) training in Europe before starting the giant task of establishing the foundations for No. 3 Sqn’s exciting future. To date this has included writing orders, training courses, SOPs, and setting-up IT, furniture, tool and ground support equipment. There have been speed bumps along the way, but thanks to hard work by HTU personnel and other units we are progressing well.

Airworthiness is a critical pillar of RNZAF life and therefore fundamental to introduction into Service (IIS). A great deal of effort went into gaining Special Flight Permits for the A109 fleet to enable flight operations. Particularly noteworthy was the issuance of the first (albeit Interim) A109 Type Certificate after an initial period of OT&E. This has allowed the aircraft to be tasked for limited operations in NZ. Like so many other IIS tasks, achieving these airworthiness milestones required significant effort from many personnel external to HTU. Many thanks to all involved.

HTU has a distinctly international feel amongst its personnel. The arrival of the A109 aircraft in March also brought two AgustaWestland (AW) Field Service Representatives (FSRs); they have since been augmented by five NH90 FSRs from France and Australia. In the year ahead HTU’s personnel strength will grow as RNZAF aircrew and maintenance Transition Training Courses commence in earnest.

Along with our IIS business, HTU has released personnel to OP AWHINA (the Christchurch earthquake response), OP RENA, and to support MoD acquisition tasks.

We also managed the official ceremony to open the new No. 3 Sqn hangar and welcome the A109. The Prime Minister was guest of honour along with some 200 other visitors and VIPs. All were extremely complimentary of the new facilities, aircraft, and professionalism of the personnel associated with acquisition, IIS and hangar construction.

Operational Test & Evaluation for the A109 officially commenced at the start of May and culminated in a recent interface trial with HMNZS CANTERBURY (see below). Focus since then has turned to A109 training system development, including final preparations of the A109 Flight Training Device (FTD) that is, a simulator.

The RNZAF now has five A109 airframes; these are supported by the FTD which was formally opened on 23 November.

This year’s challenges have been worthwhile when you consider the A109 is now regularly seen in the skies of Ohakea and further afield. Also, early in the New Year two NH90s should have arrived at Ohakea. Given this, I have no doubt that 2012 is going to be just as busy and even more exciting!

On behalf of HTU, thank you all for your continued support, and we wish everyone the very best for the festive season and the year ahead.

SHIP INTEGRATION TRIAL

The A109 successfully completed its first integration trial with HMNZS CANTERBURY in late October. The aim of the trial was to test the A109 with the ship in non-operational conditions including proving the flight deck and hangar arrangements.

Two crews were used for the trial on HMNZS CANTERBURY, which was deemed a success, finding only minor issues to rectify. “Everything went as planned and we had no issues during the three days there” said the senior pilot SqnLdr Andy Mudgeway. Use of the A109 in an operational capacity is considered a secondary role, however the capability for safe operations from CANTERBURY is important, prior to the helicopter’s full introduction into service.

An A109 landing on HMNZS CANTERBURY, 26 October.
17

By WgCDR Tim Evans,
Commanding Officer Flying Training

2011 sees the end of a year where a lot has happened. The major change has been the integration of Flying Training into the new No. 488 Wing structure. This has had its challenges, but overall it has been a resounding success and has provided much clearer command links and increased operational airworthiness support. Although in pure flying terms it hasn’t been one of our busiest years, we still flew a total of around 6200 hours.

The second half of the year saw our primary course numbers starting to ramp back up to normal levels as we increase our training throughput. Some quick stats:

- CFS trained eight new Qualified Flying Instructors and 20 Qualified Aircrew Instructors,
- The combination of Pilot Training Squadron and No. 42 Sqn produced:
  - 10 new pilots and
  - provided training for 14 new Non-Commissioned aircrew, while
- No. 42 Sqn have been extremely busy, providing significant support to the aftermath of the Pike River Coal Mine disaster, the Christchurch earthquake, and more recently to Operation RENA.
- The Red Checkers had a very successful display season under the leadership of SQNLDR Jim Rankin, which was extended through to October in order to display to the massive Rugby World Cup crowds.
- The other exciting news is the approval of the Pilot Training Capability project. Although this team isn’t part of Flying Training, we are all very thrilled that there is likely to be a new advanced training aircraft in our future. On top of that, it is likely that the Kingair will have a significant upgrade (or replacement) meaning we will be able to train our aircrew on the modern systems that they will experience when they turn up on the front line squadrons. There are a lot of challenges coming our way, but the end result will be worth it.
- And finally, once again it isn’t the numbers that matter, it is the people behind them. Our team of Air Force, civilian and contracted personnel have stepped up when it counted, led through their values, demonstrated initiative and dedication, and worked hard to make the year a success. Well done and enjoy a well earned break!

Wings Awarded

The five graduating pilots of Wings Course 10/2 paraded on 4 November before AIRCDRE Peter Port, a Guard of Honour, and friends and families for the presentation of their Wings. PLTOFF Ifrah won the trophies for best practical and theory results during the course.

FLTLT Hogan remarked that “Completion of Pilots Course is a significant milestone and achievement in the careers of the graduates, but it is really only the end of the beginning of what will hopefully be a fantastic flying career!”
ON THE GOLAN HEIGHTS FOR CHRISTMAS!

By FLTTLT Warren Snalam,
United Nations Truce Supervision Organisation.

MY CURRENT UN Mission (and my second such deployment) is in the Middle East, but this time my job is to be a United Nations Military Observer (UNMO). I am one of eight Kiwi Peace Keepers of 153 with the United Nations Truce Supervision Organisation (UNTSO). This role means that I have spent the last seven months on the Golan Heights, monitoring a section of the border between Israel and Syria.

Since the 1973 war there has been a cease fire agreement between Israel and Syria, but no final peace settlement. I arrived here in April 2011 and my job is to record and make reports about possible breaches of the cease fire agreement, for UN Headquarters in New York. If the breaches in the cease fire agreement are deemed serious enough the issues are raised with the appropriate nation and, if possible, resolved. If the problems are not able to be resolved, other steps are taken such as referring the problem to the UN Security Council who then have the options of sanctions or other action.

Being on the Golan meant I was able to make several trips into Syria and Lebanon. With the current situation in these countries the visits were very interesting and gave me a chance to talk with some of the local people and see some of the many historic sights. At times, we have to be careful where we go and what we say, but so far, there has been no immediate danger—apart from some of the ‘creative’ driving techniques displayed by some local drivers!

I first enlisted in the RNZAF during 1984, and my first UN Mission was only five years later when I deployed with the RNZAF to Iran, as part of the UN Iran Iraq Military Observer Group. On that deployment I was part the Aircraft Maintenance Team that supported the RNZAF Andover aircraft.

One of the highlights of being on deployment in Israel and Syria is the opportunity to experience people from diverse cultures. However, I have found we have much in common. No matter where people are from or what their circumstance, most want the same out of life, ie. a positive future for their kids and a safe and secure place to live. I now realise how much I took for granted the relative peace and freedom we experience back home in New Zealand.

The biggest challenge for me of this deployment is the time away from my family. I was born in Waihi and went to school at Waihi College, then to Colenso College in Napier. My family are now mostly based in Blenheim, but I live in the Whenuapai area with my two children and my partner. My deployment is a year long, and I get home in mid-April 2012.

Being able to Skype home has made the distance easier to overcome, but nothing can take the place of a hug from your kids. Of course, missing my family is made all the more poignant with Christmas approaching—and the memories of Christmas roast dinners has my mouth watering already.

None-the-less, working in the Middle East with the UN is a great experience and one that I will always remember, for the friends I’ve made from all over the world, as well as the places I’ve seen. I feel very proud to represent the NZDF and the more time I spend here the more I realise just how lucky I am to be a Kiwi. In the words of Fred Dagg: “We don’t know how lucky we are, mate”!

Merry Christmas to all in NZ!
The Sunderland flying boat earned a special place in public affections during WWII—with its (then) great size, power and elegant lines, it was a symbol of Britain’s reach over the sea. In total, 749 Sunderlands were built.

New Zealanders served in RAF Sunderland flying boat squadrons during the war, including No.490 (NZ) Squadron which from November 1943 until 1945 flew the Sunderland Mk III from Jui (today, in Sierra Leone).

Sunderland MR5

In 1951 the NZ Government agreed to purchase 16 reconditioned Sunderlands (NZ4105 – NZ4120). Then, Sunderlands were still in service with the RAF (some had flown in the Berlin Airlift) as the Sunderland Mk V; however, in RNZAF service they were designated MR5.

The flying boats were needed to meet New Zealand’s obligations under the 1949 ANZAM Pact. Flying from Lauthala (Lau) Bay at Fiji (and with a home base at Hobsonville) the Kiwi flying boats could cover most of the South Pacific. The first reconditioned Sunderland (NZ4105) was handed over to the RNZAF on 18 May 1953 and welcomed at Lauthala Bay on 13 June. The last, NZ4117, was taken on charge on 9 May 1955.

The Sunderland fleet was divided between No.5 Sqn at Lauthala Bay and the Maritime Operational Conversion Unit (MOCU, later the Maritime Reconnaissance Support Unit) and No.6 (Maritime) Squadron TAF at Hobsonville. Maritime crews carried out conversion training at Hobsonville before being posted to Fiji.

Our Sunderlands flew from as far south as the Auckland Islands to as far north as Hong Kong and the Philippines. The big flying boats deployed to SE Asia for SEATO exercises and to Singapore as part of the Commonwealth Strategic Reserve.

The Sunderland MR5 had been developed in 1944 (largely at the instigation of No. 10 Sqn RAAF) and served in the RAF, South African Air Force and French Navy through the 1950s. The MR5 had two ASV Mk VI centimetric radar scanners, one under each wing tip. An electromagnetic switch sent radar energy to each scanner only for the outboard-facing period of their scan; thus the radar gave all-round coverage without sending radar pulses into the hull. The flying boat carried its depth charges inside the hull, and they were winched out on racks under the inner wings, before being dropped on the targeted submarine.

From their base in Fiji the big boats flew rescue missions and medical mercy flights throughout the South Pacific, where land airfields were few and only a flying boat could alight at most atolls. From 1958 until their retirement in 1967, Sunderlands also flew a Government-directed civil air service from Wellington to the Chatham Islands.

But by the early 1960s the RNZAF Sunderlands were obsolescent; however, in 1964 a Sunderland crew won the prestigious ‘Fincastle Trophy’, competing against Commonwealth air forces. In 1961 a Defence Review identified the need to replace the Sunderlands. With the Lockheed P-3 Orion in US Navy service, the decision was made in 1964 to purchase five of the latest P-3B Orions.

The RNZAF was the last air force in the world to fly Sunderlands operationally. In 1965 No.5 Squadron ended its 24 year association with Fiji. A small detachment of two flying boats was maintained there until 2 April 1967. The last two operational Sunderlands, NZ4107 and NZ4113, were withdrawn from service in June 1967.

Of the 16 RNZAF Sunderland MR5s, two remain intact—NZ4115 at MOTAT Auckland and NZ4108 (still airworthy) in the Kermit Weeks Museum at Orlando, Florida. The flight deck of NZ4112 is at Ferrymead Museum Christchurch, and parts of various Sunderlands are in the collection of the Air Force Museum of New Zealand.

* SQNLDR Paul Harrison (Rtd) is a widely published author and aviation historian. He co-wrote: 
The Golden Age of New Zealand Flying Boats
Paul Harrison with Brian Lockstone and Andy Anderson.
AIR FORCE
TE TAUAARANGI O AOTEAROA
CELEBRATING 75 YEARS OF SERVICE TO NEW ZEALAND
SHORT
SUNDERLAND MR5

A Short Sunderland MR5 of No. 5 Sqn RNZAF about to alight on the water at Laucala Bay, Fiji.
January: Prime Minister John Key visited No.40 Sqn and experienced the new simulator for the C-130H LEP Hercules.

September: Air Force Museum Education Officer Chris Davey talks to a school group about Anne Frank [see feature page 32]

November: AirCDRE Peter Port presents PLTOff ‘Frenchy’ Ifrah with a Cup for best practical and theory results during his Wings course.

November: RNZAF clean-up parties at work on the Bay of Plenty coastline during Op RENA.

June: The RNZAF Survival Training Centre completed a reciprocal training opportunity with the USAF SERE (Survival, Evasion, Resistance & Escape) School, building on the work they are doing to establish the RNZAF Advanced SERE programme.

November: symbolising the support we get from our families, WgCdr Nick Olney marches off from the No. 5 Change of Command parade, accompanied by his wife Susan and their daughters Helena (l) and Monique (r)
August: The Centre of Defence and Strategic Studies of the Australian Defence College visited NZDF bases over a week in August; here they are with GPCAPT Tony Davies at No. 465 Wing HQ.

September: Australian Prime Minister Julie Gillard flew into Whenuapai to start a brief visit to NZ; here she is escorted by WGCDR Mike Lefebvre, CO Base Auckland as she takes a salute from the Guard of Honour.

November: The Air Staff team about to take part in the White Ribbon Day run down Lambton Quay (l to r): Sqn Ldr Richard Beaton, GPCAPT Ian Mower, GPCAPT Russell Sowden, WGCDR Roger Pringle, AVM Peter Stockwell, CAF, GPCAPT Shaun Clarke, GPCAPT Andy Woods & ALCDFRE Kevin Short (DCAF).

November: After the Proms concert [see page 28] the Governor-General His Excellency LTGEN Sir Jerry Mateparae spoke to the RNZAF’s Piper SGT Murray Mansfield and Director of Music SQNLDR Owen Clarke.
Logistics Command (Air)

GPCAPT Adrian Collins - LC(A)

Logistics Command (Air) has continued with its Business Improvement Programme this year as well as stepping up to support operations both in-country and overseas. Carrying out improvement projects, while delivering operational support, while changing personnel structures, while inducting new aircraft and while dealing with fiscal constraints, is the ultimate challenge! However, this has not stopped the Logistics Command team within the Air Force making some extraordinary progress on all fronts—I am in awe of what the Air Force Loggies have delivered yet again, and thank you all.

Have a great Christmas break, be safe and make sure you come back in the New Year—we need you. Enough from me, let’s hear from the COs:

WGCDR Wayne Morris – COMW

Maintenance Wing has focused on providing the best possible support to the Force Elements, and there has been good recognition of our efforts. We have concentrated on being as efficient and effective as possible. Various metrics are now in place and the Wing has driven projects to lower acceptance check times, reduce the effort in scrapping items, and streamline our internal processes. All have yielded excellent results and will continue to deliver sustained business improvements. None of this success would have been achievable without the superb effort of everyone across the Wing. Well done!

I wish you and your families all the best for Christmas.

WGCDR Colin Marshall – COMSW(OH)

NH90 and A109 component reliability means developing and maintaining significant internal maintenance capability and large rotatable pools, which are not effective use of resources. But external maintenance, repair and overhaul places increased reliance on the Supply Chain. To manage this, Materiel Support Wing (MSW) Ohakea was established.

Supported by an internationally recognised framework (Supply Chain Operations Reference Model), the Wing has moved from a functional structure to be platform-aligned and -focused, providing a single point of accountability for the end-to-end Supply Chain. The Wing is improving performance measurement and business processes to better support the delivery of military air operations.

WGCDR Skip Burroughs – COMSW(AK)

One of our biggest success stories has to be the LOGOPS concept. It stood up to react to the Christchurch Earthquake and shepherded the response from LC(A) to manpower and equipment requests at the same time as satisfying the operators’ thirst for Logistic Support by placing a person right next to them. This worked extremely well with effective and speedy support providing up-to-date info about manpower and aircraft spares demands.

Also, Logistics Support Squadron AK supplied manpower in terms of Aviation Refuelers (AVRFLRs) and officers to provide both support to the Police (NZDF Liaison—working with Police) at Pike River and for the refuelling of the GAG—the jet engine which was used to pump in CO2 and extract the dangerous gasses from the mine. This task required our AVRFLRs to work at 1st, 2nd and 3rd line activities as both front line delivery into the equipment, 2nd line storage at Greymouth with runs to replenish (1-hour journey) with links to the 3rd line support at Christchurch—an awesome display of military effectiveness.

SQNlDR Simon Cupples – COAMS

One of the more significant change initiatives undertaken in Logistics Command (Air) this year was the establishment of the Aircraft Maintenance Squadron (AMS). AMS has been established to assume responsibility for the Intermediate Level Maintenance (ILM) of the P-3K, C-130, SH-2G and B757 aircraft and has a primary business objective of increasing aircraft availability by reducing ILM servicing durations.

AMS undertook its first aircraft servicing in September, and immediately realised significant time and cost savings. Of course, this success has only been possible due to the quality and commitment of the individuals involved and the outstanding support provided by the wider RNZAF community, to which, I would like to extend my gratitude.

“I am in awe of what the Air Force Loggies have delivered yet again, and thank you all.”

– GPCAPT Adrian Collins
Operational Support Command

By GPCAPT Russell Sowden,
Operational Support Commander

The Operational Support Command (OSC) has had a challenging year, ensuring base services continue to support air operations and personnel throughout a year of ongoing change for the Defence Force.

This year started with the RNZAF Command and Control (C2) Project implementation which saw the Operational Support Group and Air Staff Corporate Services amalgamate into the OSC. A number of changes occurred during the year which have changed the role of the OSC to one of largely coordination and providing ‘business as usual’ process and policy advice. The Operational Support Wings (OSWs) on the Bases remain responsible for the delivery of a range of services and tasks to required levels and standards.

All three RNZAF Bases contributed greatly to the disaster relief efforts in New Zealand this year, with logistical and personnel support to the Christchurch Earthquake effort and, more recently, support for OP RENA, with 25 personnel deployed at a time on ‘Air’ tasks and many more (from each North Island) base employed in the clean-up operation [see page 5].

BASE ROUND UP:

Base Auckland

OSW Base Auckland hosted a variety of groups and visitors including NZ Police and Customs who used the Base to conduct training. They also assisted the NZ Police during the Rugby World Cup with accommodation and rations. Furthermore, Base Auckland facilitated a number of VIP visitors including Australian Prime Minister Julia Gillard.

Currently there is a multi-million dollar airfield upgrade project underway which will provide a much improved main runway with enhanced airfield lighting and taxiways. In addition, work has just begun on a new engineering facility which will, on completion, allow for the final withdrawal of the RNZAF from Hobsonville in the third quarter of 2012.

Base Ohakea (by the numbers)

At the time of writing (mid-November) OSW had facilitated a total of 49,167 aircraft movements at Base Ohakea. This is approximately 10,000 fewer when compared with previous years and may reflect reduced pilot training numbers and operational deployment of aircraft.

2011 has seen a gradual reduction of approximately 10,000 meals served by Expeditionary Support Squadron on base. This is largely the result of more personnel choosing to reside off base.

Rescue/Fire responded to 70 emergency callouts. This included 12 full aircraft emergency calls and a total of 42 domestic callouts.

Central Photographic Establishment (CPE) has completed 503 tasks since the start of the year and has officially registered a total of 13,858 images.

Base Woodbourne

OSW hosted a variety of groups and visitors on base this year including NZ Police and other government departments who used Woodbourne’s excellent facilities to conduct training sessions.

Base Woodbourne also contributed personnel to various ANZAC Day services around the region, providing representation at Motueka, Havelock, Nelson, Renwick, Spring Creek, Kaikoura and Picton, with the main representation at the Blenheim Citizens’ Service. Additionally OSW provided representation to both Nelson and Blenheim Battle of Britain Parades, Armistice Day services and the Boer War commemoration.

In brief

Ceremonial: The NZDF Ceremonial commitments for 2011 saw our Bases provide personnel for over 20 events. All RNZAF personnel involved represented the RNZAF with distinction.

RNZAF Sport: RNZAF teams continue to be competitive at Interservice tournaments. Basketball and Volleyball teams took out both Women’s and Men’s titles this year.

Central Band of the RNZAF: Sunday 6 November saw the Band perform their annual Prom Concert at the Michael Fowler Centre in Wellington. An excellent performance and a well attended event [see more on p 28].
The highlight of our year was becoming a numbered squadron on 01 July. Having the privilege to adopt the history and heritage of our WW2 forebears from No. 30 Sqn RNZAF, was special and a moment none of us will forget.

For No. 230 Sqn, the year has been about delivering and honing our capabilities, through software engineering, simulation, flight systems, and the diverse intelligence functions. 2011 has seen some major changes and developments for us all.

Software and Simulation Support Flight (SSSF) took delivery of several major components associated with the new platforms. These included the P-3K2 Orion Flight Deck Trainer and, more recently, the installation of the P-3K2 Systems Test and Integration Lab (SITL) at Whenuapai and the A109 Flight Simulator and Part Task Trainer (PTT) at Ohakea.

The No.230 Sqn SSSF team at Ohakea took up residence in their new Flight Simulator building behind HTU and were soon installing the A109 simulator; its sister Part Task Trainer as well as the NH90 Part Task Trainer. These systems are state-of-the-art and provide a clear indication of the major technology leap we’ve taken with our new helicopter fleet.

Mission Support Flight (MSF) has been extremely busy throughout the year, deployed around the globe supporting RNZAF Force Elements and other NZDF operations. Locally they were also intermittently involved in supporting activities around the Christchurch Earthquake, Op RENA and Rugby World Cup. As of November, the team had clocked up support to over 350 operations since 2008—150 during 2011 alone!

The Electronic Warfare (EW) folk have been heavily involved in the C-130 LEP Self Protection System trials and also commissioned the new NZDF EW Stimulator. The Beca Applied Technology Team took out another Minister of Defence’s Excellence Award for the P-3K2 Radar Trainer and have been instrumental in the ongoing development work around the P-3K2 Flight Deck Trainer.

Collectively, No. 230 Sqn personnel have been engaged with virtually every part of the RNZAF, the wider NZDF, government and our allies. This engagement has been key to developing strong relationships with our sister Services and to delivering a pan-NZDF approach to business. It has also enabled greater understanding and mutual support to be leveraged at all levels.

Without doubt, 2011 has been a pinnacle year for our Squadron, with the arrival of the final systems that enable us to carry out our mission whilst also delivering capability across the full range of outputs. We expect 2012 to provide more challenges as we commence OT&E with the P-3K2 Orion and NH90 whilst engaged in a broad range of activities with No. 209 Sqn, the force elements and our wider RNZAF and NZDF partners.

From all in our Squadron we wish everyone a fantastic Christmas and safe and Happy New Year.

Ka Rere Maro - Ready to Respond
This year has included:

- Our Squadron’s continued involvement in manning NZDF deployed Missions
- Support to deployed RNZAF Force Elements
- Significant involvement with contingency support to the Pike River coalmine disaster,
- Op AWHINA—the NZDF response to the Christchurch earthquakes
- Op RENA—the grounded container ship
- Op PACIFIC DROUGHT, and
- Concurrent business as usual activities here in NZ.

To call it a ‘busy year’ for the squadron would be somewhat of an understatement!

However, it is this level of activity that makes No. 209 Sqn an exciting squadron to work in and gives our personnel a wide range of employment opportunities to demonstrate their skills.

A key day for the Squadron was 22 July; that day CAF renamed Expeditionary Support Squadron (ESS) to No. 209 (Expeditionary Support) Squadron, and badged the Unit with our crest and our motto: Hei Tautoko i Te Huaki – To Support the Attack. The role and specified outputs of the Squadron have not changed, but receiving a squadron number has crystallised to our personnel the importance expeditionary capability plays in today’s Air Force and, importantly, the need for us to be at the top of our game!

This year we had added another arrow to our quiver, in the shape of the Aviation Refuelling capability at Auckland and Ohakea. This essential component to the delivery of military air operations now sits alongside the other force enabling elements of Airmovements, Force Protection, CIS, Operational Logistics, Survival Training Centre, Force/Environmental Health and the Aeromedical Evacuation project; elements which continue to deploy individually or in concert to meet HQJFNZ-directed tasking.

In terms of combined engagement, 2011 saw continued involvement of the Airmovements team in the RAAF’s series of C-130 capability-generation activities, Exercise(s) PRECISION RED. The RNZAF Air Loading Team is now recognised by the ADF Combat Support Group as an essential component to the success of that training.

Additionally, and as you read this, we have two RAAF Airmovements specialists on temporary duty with the Harewood Terminal Team, involved in the NZDF’s annual support to air operations being conducted for Antarctic NZ and the US National Science Foundation.

The RNZAF Survival Training Centre completed a reciprocal training opportunity with the USAF SERE (Survival, Evasion, Resistance & Escape) School, building on the work they are doing to establish the RNZAF Advanced SERE programme. These engagements serve to strengthen No. 209 Sqn’s interoperability with coalition partners at the tactical level, and enhance our RNZAF/RAAF/USAF relationship at the operationalategic level.

In the joint environment, members of Air CIS participated in Ex PACIFIC PARTNERSHIP alongside 2LFG and HMNZS CANTERBURY personnel, providing CIS support to the deployed task group. Our relationship with NZ Army Reserves (3 Auck North) continues to move forward, and we regularly engage each other for training and exercise opportunities.

That being said, No. 209 Sqn could not achieve these things without tapping into the wider RNZAF for additional manpower or specific skill sets when required.

Acknowledgement must be made of the assistance provided by MWG, the MSWs, DASH and the respective OSWs, to name but a few*.

Finally, on behalf of No. 209 (Expeditionary Support) Squadron, we wish you all a very Merry Christmas, happy holidays, and a safe transition into 2012. Please make the most of this time with family and friends.

* DASH = Directorate of Air Force Safety & Health
MWG = Maintenance Wing
MSW = Material Support Wing
OSW = Operational Support Wing
The 75th Anniversary of the RNZAF is also the 75th for the Central Band of the RNZAF, which made its first public appearance on 12 May 1937. Next year, as part of our Air Force’s anniversary celebrations, the Band will tour during February through Wanganui, Palmerston North, Danniverke, Waipukurau, Napier and Wairoa, as well as support the Warbirds over Wanaka Airshow at Easter.

The Central Band completed a busy programme this year, performing at a wide range of events. In addition to the formality of parades at Parliament and Government House, and the solemnity of Cathedral services, the Band put together a short display and performance for five Rugby World Cup matches at the Wellington stadium. A subsequent highlight was leading the RWC victory parade through the throngs in Central Wellington. During this parade the Band played music ranging from ‘We are the Champions’ to ‘The World in Union.’

The Annual Air Force Proms concert shows off the class and calibre of the 65 member Central Band of the RNZAF. This year’s was a success, with the newly appointed Governor General in attendance. The concert included Actor
The RNZAF Base Auckland Band, with assistance from the Ohakea and Woodbourne bands, attended the Nanchang International Tattoo during 17–31 October and carried out a series of very successful performances. The Band was one of eight international bands invited to the tattoo in China and the RNZAF Band provided backing for Kiwi singers Celine Toner and Samantha Toner-Green.

The purpose of the Tattoo was to promote the exchange between different countries and cultures and to mark the birthplace of the Chinese People’s Liberation Army.

Overall it was a very successful tour that exposed the RNZAF Band to a wide audience; their reputation was enhanced and they represented the RNZAF and NZDF extremely well before large Chinese audiences and alongside other nations’ military bands.
This year operationhq.co.nz ran two competitions on the website to win a day at an Air Force base. To enter the competition you had to answer the weekly challenge question correctly. The winners of this competition were Chris Jolliffe (14) and Olivia Johnstone (10) both from Auckland.

On Saturday 29 October the two winners (each accompanied by a parent) flew to Ohakea to spend the day on base; in fact Olivia wants to be a pilot! Their day began at 0830hrs when Chris and Olivia along with their parents were picked up by OperationHQ’s Cam Bisley. From there they were signed onto the Ohakea Air Force Base and met their guide for the day, FGOFF Shane Huisman. First stop was Flying Training, where the prize winners met the pilots of the CT-4E Airtrainers. They were taxied around the airfield, then shown a takeoff and bail-out procedure (where the aircraft almost takes off but then ends the take-off run and rolls to a halt). Even Olivia’s Dad was excited and began asking questions about what qualifications were needed for him to join the Air Force!

Next, the Fire Section. Chris and Olivia were unstoppable once they’d been told they’d be helping to put out a fire, and in a matter of seconds had begun putting on their (slightly baggy) fire resistant equipment. Once everyone was standing in front of ‘The Pig’ (an old petrol tanker) and it’d been set alight, the group swiftly split in half—Chris confidently approaching the fire, his Mum in the distance, but with camera in hand. Our prizewinners and their parents were all stoked with the next event—lunch. The idea of having Soft-Serve ice cream as an option every time you eat was another factor in the day’s excitement!

And finally, at No. 3 Sqn, our winners were briefed on a ‘dangerous person’ that they had to help track down from an Iroquois. Taking the helicopter ride was enjoyed by all, and their special surprise was to be dropped off ‘V.I.P style’ at Palmerston North Airport, where they would catch their commercial flight home.

Photos & a video of the day can be found at operationhq.co.nz
From: Ellie Richards  
Sent: Thursday, 17 November  
To: WGCDDR Bill Blaikie  
Subject: Thank you  

Kia Ora Sir,  
Thank you so very much for arranging for the helicopter and crew to attend my school today, it was a fabulous day and as the helicopter landed I cried with tears of joy, and it was all because of you!  

The crew were amazing. They answered all our questions and let us inside the helicopter and I sat in the pilot’s seat. It made me feel like it was something I wanna do when I’m older and I can imagine me sitting there in 5 years!  

My class thought it was amazing and my teacher said that I have brought seminars to a new level! And the local newspaper came and took photos and are going to publish a story and pictures.  

I wish you were there so I could thank you in person! I thank you from the bottom of my heart. You also made my little brothers super happy and excited! Attached are some pictures of the day  

Many thanks.  
Ellie Richards
Our year in review

THE AIR FORCE MUSEUM OF NEW ZEALAND

By David Watmuff, Collections Manager

THE MUSEUM’S year has been eventful, mostly courtesy of Mother Nature. The September 2010 earthquake caused only some minor damage and thankfully we learnt quickly from that awful experience. Objects that were not fully stabilised were dealt with and any weight at height was removed or reduced wherever possible.

The 22 February earthquake also did not cause us widespread damage (unlike other parts of Christchurch) and we were able to open again five days later. The Museum has played a prominent regional role this year by assisting other heritage institutions in the city—retrieving, processing and, in a number of cases, storing objects. This role is likely to continue well into the future and has dramatically increased the Museum’s profile. Because the south-western side of the city was not as badly affected, our visitor flow also increased, as Christchurch residents sought safe places to visit and to (briefly) get away from their worries.

Harvard NZ1050, the RNZAF’s 50th Anniversary Memorial that stands at the entrance to Harvard Avenue from the Main South Road, has been steadily worked on throughout the year. The majority of the work was completed by Pioneer Aero Restorations Ltd at Ardmore earlier this year and a team of staff and volunteers here have worked hard to restore the aircraft to a state that it can survive for up to 20 years or more. RNZAF assistance from Whenuapai, Ohakea and Woodbourne has been essential in order to complete this task. At the time of writing, final painting and assembly is being completed and the decals are being applied to the aircraft, which will be back on its plinth in early December.

Our most-visited exhibition this year was Anne Frank: A History for Today, with the Museum as the only Christchurch venue. We were able to have it for only six weeks in September and October; however, we estimated some 16,000 visitors.

Our ‘Christmas present’ was the announcement that the Museum Trust Board had approved the redevelopment project ... a new 4,000 m² exhibition hall.
Air Force news

LasT oF The sKyhwAks

The Defence Minister announced on 15 November that a United States company, JDI Holdings, is to buy the eight remaining RNZAF retired Skyhawk fighters.

“I am also announcing today that Aermacchis and Strikemasters no longer needed by the RNZAF will go to aviation museums around New Zealand,” said Dr Wayne Mapp. “The Skyhawks, Aermacchis and Strikemasters are an important part of New Zealand’s aviation history and they will make fine exhibits in our aviation museums.”

The other nine Skyhawks of the original fleet of 17 have been permanently loaned to museums around New Zealand, and one museum in Australia. Aermacchis will go to six aviation museums, with a further three museums still to confirm their acceptance.

Some Aermacchis will stay at the RNZAF’s Ground Training Wing in Woodbourne and may be used as non-flying training aids replacing the Strikemasters used for that purpose. One Strikemaster will be offered to MOTAT, and three to other museums.

Dr Mapp said agreement has been reached on a $7.9 million purchase price for the eight remaining Skyhawks including engines and spare parts. The deal depends on approval from the US State Department. “This is the resolution of what has been a long process. It is expected that JDI Holdings—which intends to fly the Skyhawks—will take delivery of the planes within six months. JDI Holdings know the Skyhawk well,” said the Minister, “and are a fitting purchaser to write the next chapter in the history of these aircraft.”

Skyhawks—to the following aviation museums:

- Royal Australian Navy Fleet Air Arm Museum at Nowra, New South Wales.
- Royal New Zealand Air Force Museum, Wigram (two aircraft, one already delivered)
- MOTAT, Auckland (already delivered)
- New Zealand Warbirds Association, Ardmore
- Tauranga Aviation Museum (Classic Flyers)
- Aviation Heritage Centre, Blenheim (already delivered)
- Ashburton Aviation Museum (already delivered)
- Warbirds over Wanaka Trust

Aermacchis—have been offered to:

- Royal New Zealand Air Force Museum, Wigram
- MOTAT, Auckland
- New Zealand Warbirds Association, Ardmore
- Tauranga Aviation Museum (Classic Flyers)
- Sport and Vintage Aviation Society, Masterton
- Aviation Heritage Centre, Blenheim
- Ashburton Aviation Museum
- Croydon Aviation Heritage Trust, Mandeville, Gore
- Warbirds over Wanaka Trust

came to see this touring exhibition, including over 1,300 schoolchildren. It was an outstanding success.

Our ‘Christmas present’ was the announcement that the Museum Trust Board had approved the redevelopment project that has been planned over so many years. Fundraising has almost been completed (with about two thirds of the funding achieved) for the project and a contract has been signed with Mainzeal to build a new 4,000 m² exhibition hall, with an option to build a 2,000 m² restoration workshop alongside—if all funding is obtained (we are still working to that goal!)

This will be the most significant event in the Museum’s history since it opened in 1987, and it will provide a fantastic visitor experience, where our large technology objects can be properly displayed and cared for. The new building is expected to take up to twelve months to complete.

Ironically, from a devastating natural disaster in the city that had such a widespread effect, the Museum has not only coped well but also now faces an exciting future. We wish all readers a Merry Christmas, and invite you to come to Wigram and see our displays.
On Friday 11 November, Armistice Day, Wing Commander Bill Blaikie the RNZAF 75th Anniversary Event Director, took the time during a trip to Napier, to present a 75th Anniversary coin to Air Force veteran Mr John Moore (CPL, NZ 38194) who joined the RNZAF on 4 May 1938. It was just 11 months after the official formation of the RNZAF; John was just 17 years of age.

He and 100 others of his intake were posted to the Army School at Trentham for three months basic training before he was posted to Wigram. John was a Fabricator, working on the RNZAF’s mostly fabric-covered bi-planes such as the Gloster Grebe, Vickers Vildebeeste and Vincent, the Avro 626 trainers, and Blackburn Baffen. During 1938 John marched in the RNZAF Guard of honour for the opening of Parliament—the first of many such ceremonies for the RNZAF—and also worked at the RNZAF’s first Air Show at Rongotai in 1938. John continued to work in fabric and parachutes before moving, as more all-metal skinned aircraft came into service, to safety equipment.

Of note one of the photos from John’s collection shows him with LAC George West, from Southland, who was the first Maori to enlist in the RNZAF. Sadly, George was killed in May 1939 when a Vildebeeste he was flying in, crashed near Bluff.

WGCdr Blaikie was in Napier to plan the RNZAF’s participation in the GEON Art Deco weekend 2012. As one of the few remaining ‘original’ members of the RNZAF, John gave a letter to WGCdr Blaikie, addressed to CAF for all in the RNZAF, wishing the Air Force all the best for our anniversary celebrations next year.

Last August, the RNZAF lost a special connection to the dark days of WWII, and our commitment to the defence of Singapore. On August 11 one of the RNZAF’s veteran combat pilots Vic Bargh died in Featherston, aged 91.

Vic Bargh had entered the RNZAF in April 1940, aged 19. He gained his Wings that September and in November 1940 was posted to Singapore, where New Zealand had made a commitment (alongside Australia) to send aircrew to supplement the RAF units forming in-theatre.

Vic was posted to a Vildebeeste torpedo bomber squadron, but he volunteered for fighters and during 1941 he tested the newly assembled Brewster Buffalo fighters that were arriving in Singapore. With No. 67 Sqn RAF he moved to Burma where their Buffaloes were soon in action as the Japanese invaded from Thailand.

The RAF fighters were outnumbered, but Vic shot down three enemy aircraft in several engagements. After Rangoon fell, Vic flew one of four remaining Buffaloes out to India in early March 1942. He remained with No. 67 Sqn until 1944, converting to Hurricanes and Spitfires and claiming another kill, before returning to NZ and being awarded the DFC.

While in NZ he married Janet; later they had six sons. But the War was still on, Vic converted to Corsairs and deployed to Bougainville with No 16. Sqn RNZAF during 1945. After the War, Vic went dairy farming and he and his family played a big (and continuing) part in the Featherston community.

Our Heritage

A PEMBROKE SHIRE VILLAGE REMEMBERS

Villagers in the small Welsh village of Carew Cheriton came together on Remembrance Sunday to remember not only their own heritage but also the 15 aircrew from six different countries who died while flying from RAF Carew Cheriton during WWII.

The neatly tended military section of the Carew Cheriton cemetery provides the final resting place for Polish, Dutch, American, New Zealand and Canadian aircrew, along with three British aircrew. Villager Deric Brock, who has researched the lives of these men, said, “We should never forget that over one hundred airmen died while flying from Carew Cheriton. The least we can do is to honour those who died in this part of Wales.”

New Zealander, SGT Francis Mervyn McCaffry from Palmerston North joined No. 236 Sqn of Coastal Command, but died when his Blenheim bomber crashed, as it struck a hedge on the Ridgeway overlooking the airfield, as it was making its final approach to land. He died with his crew on 23 October 1941; the British members of the crew were taken to their home towns for burial.

Today, the Control Tower at the former airfield is maintained as a memorial, and the Ops Room is set up as on 23 October 1941.

REMEMBRANCE SUNDAY IN NZ

Remembrance Sunday is a national commemoration that honours the men and women who sacrificed their lives during service to their country and remembers our Defence Force personnel who are currently deployed on operational service overseas. Armistice Day (11 November) and Remembrance Sunday were marked with wreath layings and memorial services in many communities around the nation.

Remembrance Sunday was introduced after WWII, when Britain and New Zealand agreed that Armistice Day was no longer an appropriate title for a day to commemorate the war dead. Remembrance Sunday is now observed on the second Sunday of November.

The National Remembrance Sunday service was held in the Wellington Cathedral of St Paul on Sunday 13 November, with official guests, members of the diplomatic corps, Defence personnel, members of the Police, parishioners, and the public attending.
‘THANKS FOR THE RIDE’

Final thoughts from PCP to his team mates.

By W/O PCP Davies

**WHAT** a fantastic finish to my playing days in RNZAF basketball, as a member of the 2011 Inter-Base and Inter-Service Champion Teams!

Inter-Base was my 30th year in the Ohakea strip and it proved to be an emotional experience. Similarly putting my Air Force #13 singlet on for the final time against Army, some 35 years on from my first game in blue, was also emotional. Both games went by like a blur. I don’t know why, but I just knew we were going to win both finals!

It was special to play my last game with legends: Coach Lyn, Valve, Searly and Gav—the exceptional backbone of our team, led by Leo, Ben, Scotty and Brendon, with the sheer enthusiasm of the young guns Jack, Joel, Magnus, and Tom. With the on-court combination of the Wiapo brothers, and my son Brendon too, our figurative ‘family’ was literally family, in a first for a code in the RNZAF. Similarly the Wiapo brothers gained selection to the NZDF team, another awesome first for Air Force Basketball!

I thought long and hard how to explain my myriad of emotions this year. The guys made me feel like I was the emblem on a supercar; with all the other moving parts performing flawlessly, we were destined to win.

It was fantastic to also see the women win, having been a coach and mentor of our ladies over the years. What a great Inter-Service final evening, passing around all the trophies! I also had the privilege of presenting the new Men’s Sportsmanship trophy, carrying my name.

The most important thing to me is to see the RNZAF Basketball teams in great shape to tackle the future. Having been there in the lean years, between 1977 and 1995 never winning the tournament, then the great times from 1996 to 2007 (including a 10 year winning streak), a few years of narrow defeat and adversity in between, this 2011 victory reaffirmed our ongoing aspirations. The more mature players from the Men’s 1997 ‘winning streak era’, really felt the team ‘mojo’ had returned to the side this year. The other teams should be worried about next year as we strive to maintain our winning ethos!

To have my framed retired #13 Air Force singlet presented to me by my Coach at Inter-Base amongst the Basketball fraternity was awesome, and my singlet has pride of place on my wall at home. It sits right alongside the photo of Brendon and me in our RNZAF basketball strip, of which I am equally proud. Handing over the new #13 singlet to Leo after the final at Services was a satisfying moment, knowing it is going to such an influential player.

In RNZAF Basketball’s 61-year history I played/coached and administered for 35 of them. I have seen several of our best players come and go and I can safely say no one has enjoyed as much success as the 1996-2007 Men’s teams. The word ‘team’ is the key, inclusive of the coaching staff and management, and the 2011 Men and Women’s Teams are poised to create their own history.

Never forget the Legends of your sport; they are the ones wearing the RNZAF Gold Badges – for Basketball Lyn, Valve, Gav, Searly, Daz and Jackie. It is largely due to their efforts that we are all still enjoying the sport of basketball.

Men’s 1997 ‘winning streak era’, really felt the team ‘mojo’ had returned to the side this year. The other teams should be worried about next year as we strive to maintain our winning ethos!

‘Basketball is Life, the rest is just details’

A few statistics gleaned from the Davies’ basketball résumé...

- 30 basketball nets worn off the Davies’ backyard hoop (300 jump shots and 200 free throws a day).

**PLAYING STATISTICS:**

- 25+ points per game for 10+ seasons in Palmerston North and Whanganui premier grade.
- 40 ppg in the Divisional Finals tournament, playing for Marton
- 57 points for Ohakea against Wigram 1986.
- 45 points for NZDF against Waikato at the Premiership Championship, 2003.
- Many MVP awards.

**SERVICE RECOGNITION:**

- The RNZAF Badge,
- NZ Combined Service Badge,
- RNZAF Gold Badge,
- NZDF Individual Sports Person of the Year Badge,
- NZDF Colour for Sport,
- New Zealand Silver Fern for National Representation

**TEAMS:**

- As a player: UBIX Palmerston North, NBL, Manawatu Wanganui Wolfpack, Marlborough Magic, RNZAF, NZCS, NZDF.
- As Coach: Whanganui, Palmerston Nth, NZ U16 Men’s Head Coach, RNZAF, NZCS NZDF.
international defence rugby competition 2011

by lac craig moore

the international defence rugby competition (idrc) began with a meet and greet and a week’s training camp in devonport. the nzdf squad comprised four rnzaf players lac bryce hesselin, ac marcus speck, ac gabriel taylor and myself, along with three navy players and the rest from army. training was designed to help us bond as a team while conditioning us physically—including the navy divers’ mud run, which really tested our fitness!

it was then off to australia on an rnzaf b757. we set up camp at randwick barracks in sydney. our warm up game was against randwick rugby club; the boys stepped up well and came out on top winning 18 - 10 thanks to a conversion and two penalty kicks from air force debutant ac marcus speck.

our first pool match was in sydney on 5 october against the royal air force; with the raft’s solid forward pack we knew it would be a tough game up front. the nzdf began with the haka and the challenge was met with the raft coming over the half way to meet us. the game resulted in a convincing win to nzdf 58 – 0, with lac bryce hesselin providing blistering pace out wide and ac marcus speck earning man of the match.

our second pool match was against papua new guinea and was played in canberra. the 3 hour bus trip to the ground didn’t help; we played a slow first half but gained the lead, 22 – 3. png played a good tough game full of heart. with a bit of a shake up at half time from the coaches the second half was a great improvement: final score 56 – 11 to nzdf.

coming out on top of our pool resulted in nzdf playing tonga in the quarter finals the physical nature of tongan rugby was always going to be hard to combat, but the deadly accurate boot of ac marcus speck once again kept us in the game, with nzdf up 20 – 26 with five minutes to go. but tonga capitalised on a mistake and went in to score under the posts; with only a couple of minutes left on the clock the boys dug deep but we were unable to score, losing to tonga 27 – 26. we were out of the competition and it was a very quiet flight back to new zealand the following day.

well done to our air force debutants in the nzdf team, ac marcus speck and ac gabriel taylor; they had a top tournament. it was a very professionally run tournament and the next idrc will be held in england in four years time. hopefully we will see some more new air force talent making it into the team.
Our People

RNZAF FLYING SCHOLARSHIPS AWARDED

Four ATC cadets have been awarded Flying Scholarships for a pilot training course to be held at RNZAF base Ohakea this summer. The scholarships are awarded to ATC cadets with an aptitude for flying and who have expressed an interest in joining the RNZAF. Their flying lessons will include the necessary theory, as well as practical lessons in the CT-4E Airtrainers.

The four scholarship winners are:
- CDTSGT James Patrick from Havelock North who is a member of No. 11 Sqn ATC, Hastings.
- CDTW/O Renee Campbell of No. 20 (City of Whangarei) Sqn ATC.
- CDTW/O Cameron Day comes from Clyde, and is a member of No.50 Sqn ATC in Alexandra.
- CDTW/O Kane Colvin of No.28 Sqn ATC, Gore.

Like the other three, Kane is excited at the opportunity: “I have been working towards this for three years now. So it feels really good to be accepted. I can’t wait for the course!”

Meanwhile in Napier, No.13 Sqn ATC celebrated its 70th birthday on 3–4 December. The unit was approved in December 1941 and has paraded weekly at the Army Hall in Napier since 1942.

OHAKEA FUN-RAZOR EVENT

By CPL Sam Read

With four initial shavees: AC Scott Whittaker, Mr Nurk Harwood, Mr Raymond Byrne and myself, then seven more volunteers on the night, the Ohakea Fun-Razor Event was a huge success on 11 November.

We had the Feilding High School band “The Impediments” play for us, who raised more money through the sale of a CD, and really got the crowd into the event. We had a few speakers from the Child Cancer Foundation, who explained what the money went to—the assistance and support of the families dealing with child cancer.

Four children with cancer related illnesses were also in attendance with their masses of beads, strung onto at least 10 necklaces, each bead representing a procedure, operation or overnight hospital stay. It’s incredible how brave these kids are. Losing our hair for them seemed like a small imposition in comparison.

The Shave-off went well, with individuals being auctioned off. The crowd had the opportunity to bid on the options to shave/cut the hair to a minimum No.1 cut. There were a few nervous faces, but thankfully no tears, as it was all for a good cause. The base hairdresser, Nicola, assisted with the use of her gear and tidied up the heads after the chopping [of the hair] and shaving by the inexperienced.

A meat raffle and a Guess-the-lollies-in-the-jar were well supported; we ran out of room on the entry forms! The night ended with DJ Anaru Tepania keeping the music flowing and getting the crowd up and moving.

Ohakea has raised a total of $5,095.60 towards Child Cancer, from these methods:
- Bulls collection buckets, Walk-Round on base, and during the night—$2,113.60
- Ohakea winning the ZM and Kelly Services Ultimate Pyramid Competition [see AF News 131 November, page 34]—$2,000.00
- Donations online through the Ohakea FunRazor Website—$75.00
- Donations online through Samara Read’s FunRazor Website—$907.00

Donations can still be made online www.fundraiseonline.co.nz/OhakeaFun-Razor/ Thank you all!
FAREWELL
The RNZAF bids a fond farewell to the following.

**Base Auckland**

- SGT B.N GARDNER Avionics Technician 4-Nov-11
- W/O R.J HARDEMAN Air Warfare Specialist 6-Nov-11
- W/O M.S FITCHETT Aircraft Technician 13-Nov-11
- FLTLT G.F DAY Supply Officer 13-Nov-11
- CPL M.J CULLINGFORD Avionics Technician 15-Nov-11
- SQNLDR K.E SHIERLAW General Service Officer 20-Nov-11
- W/O A.C MCCORD Avionics Technician 20-Nov-11
- CPL K.M.N GILLESPIE Senior Medic 23-Nov-11
- CPL M.J PRSCOTT Aircraft Technician 27-Nov-11
- SGT B.W LOVERIDGE Aircraft Technician 28-Nov-11
- SGT E.J HAMBLETON Logistics Specialist 29-Nov-11
- W/O A.J GIELEN Aircraft Technician 4-Dec-11
- SGT J.L BROWN Armament Technician 4-Dec-11
- SQNLDR V.J CRABTREE Supply Officer 4-Dec-11
- GPCAPT G.J POUCHER Works Officer 1-Dec-11
- SQNLDR G.A TODD General Service Officer 4-Dec-11
- CPL A.W ROBINSON Armament Technician 4-Dec-11
- FLTLT R.D BEETHAM Pilot 9-Dec-11
- W/O G.A BACKHOUSE Air Ordnanceman 14-Dec-11
- LAC J.L ROBERT Logistics Specialist 22-Dec-11

**Base Woodbourne**

- F/S R.A WALTER Aviation Refueller 17-Nov-11
- CPL W.G COLLETT Avionics Technician 18-Nov-11
- CPL M.C O’CONNELL Communications and Information Systems Technician 12-Dec-11

**Wellington**

- SQNLDR D.S FORBES-DAWSON Air Warfare Officer 9-Nov-11
- W/O J.R CONNOCHIE General Service Airman 11-Nov-11
- SQNLDR D.J BURFIELD Intelligence Officer 20-Nov-11
- SQNLDR P.N. KIRBY General Service Officer 20-Nov-11
- SQNLDR A.W DALE Air Loadmaster Officer 24-Nov-11
- SQNLDR D.M NEIL Engineer 25-Nov-11
- GPCAPT S.C.J BASHER Human Resource Officer 1-Dec-11
- WGCDDR M.D PARKES Air Warfare Officer 4-Dec-11
- F/S J.R BEYER-RIEGER General Service Airman 14-Dec-11
- FGOFF R.J DENT Human Resource Officer 29-Dec-11

**Welcome Back**

**Base Woodbourne**

- FLTLT K.M. JOSEPHS General Service Officer 11-Nov-11
A TRIBUTE TO AVIATION - COMMEMORATING 75 YEARS OF THE ROYAL NEW ZEALAND AIR FORCE