LOGISTICS OFFICER ON EXERCISE
Exercise BLACKBIRD in Marlborough

ROYAL TOUR – BEHIND THE SCENES

MIDDLE EAST DEPLOYMENTS
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.

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

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FOFF NICOLLA DURIE WAS THE LOGISTICS OFFICER FOR EX BLACKBIRD WHEN THE NEW A109LUH WAS TAKEN INTO THE MOUNTAINS OF MARLBOROUGH FOR THE FIRST TIME, LATE LAST YEAR. NICOLLA IS SEEN HERE AT THE DIP FLAT CAMP. SEE THE STORY ON PAGE 12.
As we set out on another demanding year, with a long-term focus on CDF’s Future 35 concept, I want to reflect on the role that air power plays in generating NZDF Joint Effects. The Air Force is a ‘system of systems’, each one contributing to the combined effect that is modern air power.

Although our Air Force capabilities do not span the full range of roles and capabilities across the air power spectrum, what we do provide is vital to New Zealand’s security interests through our speed of response, reach, flexibility and ubiquity. By way of examples, whether it is our Fixed Wing Transport Force providing the vital strategic and tactical airlift for our major deployed missions, the Airborne Surveillance and Response Force conducting local and regional Intelligence, Surveillance and Reconnaissance missions or search and rescue (SAR) response, the Rotary Wing Transport Force providing battlefield mobility for the Army and helicopter support for various government agencies, and the Naval Helicopter Force acting as a critical component of the Navy’s frigates’ weapon systems—we regularly demonstrate the role that air power plays in the NZDF.

But the Force Elements are only the ‘tip of the spear’ of a much more significant capability that delivers New Zealand’s military air power. In behind the ‘tip’ are the many key personnel in hangars, workshops and offices who provide the necessary supporting and enabling capabilities that sustain modern air power, not to mention the base and organisational infrastructure that is essential for providing the capability platform from which we can launch and sustain our expeditionary, global, operations.

As we continue to grapple with some challenging organisational issues in the immediate future, it is critical that we don’t lose sight of what it is that the RNZAF is established for and resourced to do—deliver safe and effective military air operations with professionalism, integrity and teamwork. Military air power inherently involves heightened levels of operational risk. In managing and mitigating this risk, as well as dealing with organisational risks around resources, task loads and priorities, adherence to our doctrine, orders and procedures is vital. This requires sound knowledge, experience, judgment and skill in all facets of our mission.

Underpinning these traits is the educational and training system that delivers competent, safe and professional people who can act with decisiveness and initiative. The training system also enables us to continue to learn about and apply the principles of air power, across its full spectrum, so we not only operate safely and effectively, but also act as advisers and advocates for air power’s place and application in delivering the security requirements of our country.

In this regard, while our training system, supported by the Air Power Development Centre, is central to this learning process, it is incumbent on everyone in the RNZAF to continue to grow their knowledge of our business. This coming year I intend having regular articles on air power included in Air Force News to enable you to improve your knowledge of air power and thereby make an even more significant contribution to the RNZAF’s success.

In this way we can ensure that we are worthy of being ‘New Zealand’s Air Force—Ready, Resilient and Respected’.

‘What we do provide is vital to New Zealand’s security interests through our speed of response, reach, flexibility and ubiquity.’
NEW SECRETARY OF DEFENCE

On 01 December Ms Helene Quilter took up the appointment of Secretary of Defence and Chief Executive of the Ministry of Defence. Ms Quilter’s term will run until 31 July 2017.

The Chief Executive and Secretary of Defence leads a department of approximately 70 staff based in Wellington and co-located with HQNZDF in Defence House. The Secretary of Defence is the principal provider of civilian advice to the Government on defence matters in consultation with the Chief of Defence and, where appropriate, with the chief executives of other agencies in the security sector.

The previous Secretary of Defence, Mr John McKinnon, is now the Executive Director of the Asia New Zealand Foundation.

Ms Quilter has over 35 years’ experience in the Public Service, the last 11 of which have been as a Deputy Chief Executive at the Ministry of Social Development and Deputy Commissioner at the State Services Commission.

As Deputy Commissioner she provided leadership to chief executives to improve agency performance and was responsible for managing the performance of chief executives in the justice, defence, intelligence and foreign affairs agencies on behalf of the State Services Commissioner. During this time she has undertaken a number of high-profile investigations on behalf of the State Services Commissioner and she has served as Acting State Services Commissioner.

Helene Quilter was part of the Central Agency team responsible for overseeing the implementation of the Defence White Paper. She also worked with the justice sector agencies on the development and implementation of the

NZ AIR SAFARI 2013

The Pilot Training Squadron is entering two Airtrainers and six instructors into the NZ Air Safari 2013 which runs from 18-29 March. It’s a navigation competition open to sport and general aviation crews which circumnavigates firstly the South, then North, islands.

This year’s Air Safari will start on Tuesday 19 March, departing from Masterton. The event will weave its way through New Zealand covering 16 airfields, and finishing on 28 March at Motueka, in time for Easter Weekend and the Omaka Classic Flyers Air Show.

The Air Safari is a VFR navigation competition operating below 9500 feet. Aircraft are timed from departure to arrival and points awarded for precision flying and identification of waypoints.

The purpose of the event is to assist Flying New Zealand’s nationwide network of Aero Clubs build their membership and promote the clubs in their communities. The beneficiary of the 2013 Air Safari will be the Young Eagles program run by Flying New Zealand, which introduces young people to aviation through Aero Clubs across NZ.

Eighty aircraft are expected to take part with about 200 aircrew. RNZAF support includes a lunch break for the Safari at Base Auckland during the Northland sectors. PTS has taken part in the previous Air Safari, 2010, and the instructors will take part three at a time, changing over halfway through.

www.flyingnz.co.nz/safari_2013
SOFTBALL TOURNAMENT

The RNZAF is to host the annual NZDF Inter-Service men’s and women’s Softball tournament at RNZAF Base Whenuapai, with Police and ADF also competing, during 04-08 March.

At the completion of this tournament NZDF men’s and women’s teams will be named to play the ADF in one-off test matches on Saturday 9 March at the Trade Staff Sports Stadium, Rosedale Park, Albany (at 1300 & 1500).

The Trades Staff Sports Stadium is the venue of the concurrent International Softball Federation Men’s World Softball Championships. This opportunity places RNZAF and NZDF softball before an international audience.

HOBSONVILLE’S TORNADO

Between 1230 and 1300 on 06 December at least two tornados struck ground near the North East corner of Whenuapai Air Base, travelled across private land to Hobsonville and through the Hobsonville married quarter area. As well as damaging civilian housing, the tornado killed three construction workers at Hobsonville Point (on the site of the former Air Force base).

Of the 165 NZDF houses, 108 suffered extensive damage. In addition historic Clarke House (the Aviation Medicine Unit) suffered minor damage and 100m of the Whenuapai perimeter fence was flattened, and there was some damage to airfield high intensity approach lighting. As well, many trees were uprooted with some falling on houses or vehicles.

Hundreds of people were affected by the tornado, with many left homeless.

RNZAF Base Auckland became the focal point for the community, as civil defence emergency services and our Air Force rallied in response. 208 NZDF personnel and 22 civilians were processed through the Family Inquiries Centre at Whenuapai, with 11 personnel accommodated on base while many others made their own private arrangements. The Officers Mess was established as a temporary accommodation centre for those needing a roof over their heads overnight.

Gpcapt Kevin McEvoy and his team at Whenuapai worked alongside the NZ Police, NZ Fire Service, Auckland Regional Council and other agencies to support those affected by the tornado. The immediate tasks were:

• Roads had to be cleared for safe passage by emergency services and police.
• Broken windows boarded up and tarpaulins placed over some of the damaged roofs
• Power disconnected, and
• The power company had to repair overhead lines.

The Auckland Regional Council led the clean up which continued throughout December, with the goal of having NZDF families re-housed before Christmas.

The Chief of Air Force said: “The Auckland tornado recovery team did a fantastic job in managing the clean-up and recovery operation. I am very grateful to the whole team on base, as well as all the other NZDF personnel in a variety of areas, who have come together to manage the situation. In that regard, a Defence Force Order was quickly approved outlining the details of a transitional package to support NZDF personnel affected by the tornado.”

“Those weeks [before Christmas] were very tough on those directly affected by the tornado. But I was heartened by everyone’s resilience and positive attitudes as they dealt with that devastating blow. They say that it is during times of adversity that an organisation’s true character comes out. In this case I believe that the RNZAF’s character has again shone through in the way that, collectively and with the support of the wider NZDF, we have pulled together to look after and support our fellow servicemen and women and their families. I am very proud of your efforts and your attitude because they exemplify our values at work.”
DEPLOYED TO THE MIDDLE EAST

A number of RNZAF personnel were deployed on NZDF peacekeeping missions over the Christmas period; six of our comrades describe their current roles. This is an abridged report, their complete articles are available in ‘Features’ on the RNZAF website.

FLT Lt Rich Huse on patrol in the hills of Lebanon
RNZAF Peacekeepers

UNTSO—OBSERVER GROUP LEBANON

By Flight Lieutenant Rich Huse

I am currently serving with the United Nations Truce Supervision Organisation (UNTSO) in the Observer Group Lebanon (OGL) out-station based in the South of Lebanon. Our role is to patrol and monitor the ‘Blue Line’ and to observe and report upon violations and potential threats to the UN Security Council Resolution 1701—passed after the cessation of hostilities between the IDF and the Lebanese Islamic resistance movement, Hezbollah, in 2006.

As the leader of Team SIERRA, I manage 10 UN Military Observers (UNMOS), undertaking a combination of duties:
- patrolling (on foot, in armoured vehicles and within helicopters),
- investigation of specific incidents, and
- provision of continuation training for all personnel.

Our area of responsibility is the Eastern sector within the Area of Operations, sandwiched between Israel to the South and Syria to the East.

The most rewarding part of the work here is our interaction with the people. Not only do we get to experience the rich Arabic and Lebanese heritage of the local population, but we also get to sample the culture of our fellow UNMOS, from 24 different countries. Within my team, I have had the privilege of serving alongside officers from Nepal, China, Sweden, Denmark, Finland, Norway, the Netherlands, Switzerland, Austria, Chile, Argentina, Serbia, Russia, Canada, Belgium, Ireland and even an exotic country called Australia.

The combination of the mission, the cultural diversity, the travel and the people has confirmed my 12 month deployment with UNTSO OGL as a highlight of my career in the RNZAF and it will be an experience that I will always cherish.

By WGCDR Rhys Taylor

I am a Military Advisor to the United Nations Assistance Mission in Afghanistan. UNAMA was established by the UN Security Council in 2002 at the request of the Government of Afghanistan—UNAMA is responsible for leading the efforts of the international community and the work of all UN Agencies, and UN Funds and Programmes in Afghanistan.

My role is the HQ International Security Assistance Force (ISAF) Liaison Officer. Being one of the few native English speakers in the mission leads to a daily requirement to proof-read the written work of colleagues, helping to develop communication skills.

Additionally, because of my own Air Force origins, I am also called upon to make frequent appraisals of the Afghan Air Force (AAF) for UNAMA. Several troop contributing nations have committed to the continued development and training of the AAF until 2017. The AAF have some very real issues: they only began building (from nothing) in 2009. The reality is the nation’s educational system is not yet able to provide graduates of a level suitable to maintain and operate a modern Air Force; consequently there is reliance on private maintenance contractors.

Travelling in Afghanistan is an adventure. Military Advisors self-drive in Kabul but travel away from Kabul is normally via UN or ISAF fixed and rotary wing aircraft. We regularly travel to UNAMA regional offices to assist our deployed colleagues in meetings with senior Afghan and ISAF personnel.

A highlight of my deployment was a four day visit to the Kiwi PRT, which was literally a breath of fresh air, given the poor atmospheric quality in Kabul!

Being immersed in Afghanistan—and aware of the frequent violence in the neighbouring countries—makes it clear to me just how lucky we are in New Zealand.
The UN in Afghanistan emphasises the protection of civilians and monitoring of abuses of international humanitarian and human rights law, particularly against women and children. The promotion and protection of women’s rights is particularly important given the recognition of women’s integral role in peace, reintegration and reconciliation, and efforts are being enhanced to protect women and girls, in particular violence aimed at preventing girls from attending schools.

The support of my family and friends and of the NZDF has been great; allowing me to get on with my job knowing that my family is being looked after back in New Zealand. It’s a posting I can recommend to others in the RNZAF.

As the MFO is forbidden to use cameras, the ability to verify the potential violation through compiled evidence is important. Within 24 hours the DI Team will brief the Force Commander; if the event constitutes a violation of the Peace Treaty the Force Commander forwards a report to the MFO Director General in Rome, who then informs both sides of the violation.

I still recall my first investigation. The MFO received a report of a possible violation and I was summoned to the FOC for DI duty. I was a little apprehensive, although excited at the same time that my DI skills would be put to use. I was grateful to be teamed with an experienced Team Leader; we conducted the investigation then worked on our presentation late into the evening for the briefing the next morning. It was good to get a successful investigation under my belt, and subsequently I have undertaken a number of DI callouts.

The Sinai has its challenges. The heat averages around 36°C most days; I don’t think I’d be able to complete a full day’s work without air conditioning! We are located in El Gorah, a five-hour drive from Cairo, but close to Gaza and Israel. There are water restrictions at the camp we have to take one-minute showers and wash our clothes by hand using bottled water.

Around 1100 military and civilian personnel from nine nations are based here. Requests need to be triple checked to ensure the message has not been lost in translation. Being ‘Air Force’ in a ‘land based’ mission has been a personal challenge; however I have ‘stepped up’ to the task and enjoy working in this operational environment.

THE MULTI-NATIONAL FORCE AND OBSERVERS, SINAI, EGYPT

By W/O Ange Hockenhull, Administration Warrant Officer

The MFO’s primary role is to Observe, Verify and Report potential violations to the 1979 Peace Treaty. While my primary role here is to cover all the admin tasks for the NZDF contingent, I also have another role as an MFO Duty Investigator (DI).

Violations to the Treaty may occur if one of the members breaks one of the agreed rules. Possible violations are investigated by the Duty Investigator or DI Team. To qualify as a DI, we complete an intense week of training in tank & aircraft identification, interview techniques, report writing, Power Point presentations and briefs to the Force Commander.

When a possible violation is reported to the Force Operations Centre (FOC), the DIs are activated. We report immediately for a briefing, then head to where the possible violation occurred within an hour. DI duty over-rides everything—we conduct the investigation, then return to the FOC where the hard work begins.

FLYING THE AIR FORCE FLAG!

By SQNLDR Stu Hight

The PRT in recent years has taken on a multi-national & multi-organisational approach to accomplish projects. The NZDF for its part has provided security to enable these projects to be achieved. These projects have aimed to improve health, education and agriculture. Currently nearing
Kia ora from sunny, sandy Dubai! We are based about 30 minutes from the city and on a clear day, we can see the Burj Khalifa (the world’s tallest building) from the flight line. Our team’s role is to provide logistical support for our NZDF colleagues in Afghanistan.

Completion are several solar-powered electricity plants for Bamyan. The NZ-sponsored projects are overseen by Sean Torbit, the Development Manager NZ Aid Programme and himself ex-Air Force. The NZ aid projects will continue.

The final NZDF Provincial Reconstruction Team (NZPRT) includes several members of the RNZAF. FLTLT Dwayne Boyes is 2IC for the Mission Closure Team (MCT).

“My role here is varied and challenging—the planning and execution of our retrograde activities. What does this mean in layman’s terms? It means taking as much NZPRT stuff as they can hand over, then packaging it for either truck, helicopter or fixed wing transport. A constantly evolving, challenging but enjoyable task.”

In the MCT are also two further Air Force personnel, SGT Hemi Poipoi and CPL Ruks Ruakari. Our qualified refueller in our contingent is CPL Scotty Cameron who keeps our generators continually fuelled—at night the temperatures can drop to below -20ºC, we need the power! CPL Cameron also refuels the many aircraft that land on ‘our’ airfield—to date that totals 87.

My role as Padre role is varied too. I interact with the local community through English classes, and by distributing clothes to local organisations. A lot of the clothes, and stationery, have been given by Kiwis.

We are proud of what has been accomplished by all those who have gone before us, and we never forget the cost of lives it has taken to achieve this.

Michelle is primarily responsible for communications: “It is an awesome opportunity, varied, interesting and challenging, and my training and experience have set me up very well.”

Robyn spends her time working with the Australian and American forces, loading and unloading aircraft.

Our camp is in the middle of the desert—on the way to or from the camp we often have to stop to give way to camels that wander about. There are a few thousand foreign military staff here, a mix of British, American, Australian, Dutch and Kiwi personnel.

We arrived in Dubai in the middle of summer. The temperature ranges between 30º and 50ºC. After working outdoors for about 20 minutes, we would usually scamper inside to take refuge from the heat and to drink water.

Ramadan, which Muslims observe as a month of fasting, occurred soon after our arrival. We too refrained from eating and drinking liquids publicly, and dressed conservatively. It was quite an adjustment coming from a New Zealand winter to a super hot summer and having to wear long sleeves and trousers.

Our jobs often take us into town. Dubai city is a great mixture of old and new. It has the biggest shopping malls as well as the tallest building in the world, which stands at 2723 ft (838m). The people of Dubai are fairly traditional; it is common to see women wearing black burqas and men garbed in white robes and head scarves.

Christmas was celebrated with our Australian, British, Dutch and American colleagues. A choir sang carols on Christmas Eve, a number of religious services were held and there was a special Christmas Lunch at the mess. We also enjoyed the Boxing Day barbecue and cricket match with the Aussies! We have had enormous support from our families, and it has been a rewarding and challenging time.

ON THE FLIGHTLINE AT DUBAI

By Corporals Michele Liddicoat & Robyn Koch
The last year has been one of the most demanding periods that the people in Logistics Command (Air) have experienced in recent years. Our year has been dominated by many challenges such as man-power, change-management and the need to operate effectively whilst reducing operating costs. Despite inevitable turmoil, we have continued to provide robust support to operations, while making significant organisational changes to deal with the complexities of supporting new and existing platforms.

Success only comes if all areas within the Logistics Command are able to meet the task. I have been impressed by the dedication and professionalism of our people as they have worked together to achieve some significant milestones:

- The internal maintenance repair project has streamlined how and when we repair our equipment, and is making significant gains in availability while putting our efforts and costs where they need to be.
- Continuing Iroquois operations concurrent with NH90 and A109 Operational Test and Evaluation has been challenging. An operational highlight was our support for No.3 Sqn in completing three big exercises and an operational deployment to PNG, back to back. This was an extremely busy period but the outcome is one that we can be very proud of.
- We provided people and equipment in support of operations and exercises: OP ANTARCTICA, BERSAMA LIMA, and other active operations.
- The NH90 and A109 Supply Chains have celebrated many firsts:
  - The first NH90s were accepted in February,
  - The first phase of the NH90 Ship Integration Trials with HMNZS CANTERBURY was held in July, and
  - The A109 participated for the first time in Ex BLACKBIRD in December.

The experience gained from these activities is invaluable for the whole supply chain, and we continue to break new ground in the development of process, procedures and packups, to support both the NH90 and A109 in the field, or on board ship.
• Our proactive warranty and vendor management processes and practices for the NH90 and A109 introduction into service have saved the NZDF millions of dollars in direct operating costs.

• As a unit that supports and enables safe air operations through the actions of our people, we have instituted organisational resilience training focused on educating personnel on how to identify, acknowledge and manage stress in the workplace and home environment.

• We completed a record number of intermediate-level aircraft servicings, with 23 completed prior to the Christmas break.

• Ohakea’s Maintenance Support Squadron (MSS) move into their new facilities in the North East Quadrant at Ohakea has gone well. [See AFN 140 September] MSS OH has 13000m2 footprint, including the Aircraft Finishing Section and houses 15 separate work areas.

• Given that LC(A) is part of the Defence Logistics Command, we continue to look for opportunities where the NZDF can improve its return on investment. To that end, MSS is supporting the wider NZDF with the Liferaft Bay, Machine Shop and Non-Destructive Testing Section all carrying out numerous tasks for the NZ Army.

• Shortly after the opening of the new MSS complex at Ohakea, the new Whenuapai workshops were opened in September. This ended a 77 year association with Hobsonville, with all of the engineering and Armament facilities now in the new building at Whenuapai.

• We also completed the move of our supply stock from Hobsonville, and transformed the Whenuapai Main Store from a 1960’s environment to a fully functional and dynamic Logistics Hub that requires less staff because of modern systems and processes.

• We are actively supporting the upgrade programme for the C-130 and P-3 aircraft at Woodbourne.

• Several long-term projects completed in 2012 included the refurbishment and painting of the replica Spitfire, now mounted outside 485 Wing Headquarters.

For our Logistics Command personnel, your hard work has been greatly appreciated and there have been many messages of thanks for all that you have done in 2012.

Yet we also know that we have more opportunities to develop our capabilities. For example, we are in the process of standing up the Fleet Support Teams, where engineers and suppliers will work together in aircraft-specific teams both at Ohakea and Whenuapai. This is a significant change from how we currently do business and it is expected to make a major positive impact on how we support our Force Elements and meet aircraft availability requirements better, faster and cheaper.

Despite considerable turmoil, the Logistics Command team has been outstanding and has done everything—and more—that was asked of them. We can be justifiably proud of our efforts to support front-line aircraft activities during continuous operations and exercises throughout the last year.

From GPCAPT Brunton, LC(Air)

On a personal note, I want to thank you all for your dedication, your professionalism and your innovation. You are the people that make this extraordinary Air Force what it is, and I am proud to lead Logistic Command (Air). I trust you all had a great Christmas break and I am looking forward to working with you all in 2013.

Aircraft Maintenance Squadron’s Year

2012 proved to be a year of consolidation for Aircraft Maintenance Squadron (AMS) in Auckland, with a firm focus on bedding in the new processes and procedures that had been developed, while still ensuring unit outputs were delivered. Like any new unit, there continued to be some challenges, but as the organisation has matured and the working partnerships with our customers and supporting units developed, AMS now has a sound base from which it can move forward and continue to provide effective delivery of aircraft Intermediate Level Maintenance.

Since the Squadron’s inception, AMS has completed over 20 servicing with a further seven scheduled for the first three months of 2013. AMS personnel can be proud of the Squadron’s output over the past year and the Squadron executive appreciates their commitment and effort.

It has also become very clear to squadron management that while AMS plans, schedules and provides the main work force for each servicing, we are only able to achieve success with input from the entire base and our supporting organisations. As a unit we would like to acknowledge all the individual and collective efforts from the personnel and supporting organisations which have contributed toward AMS outputs in 2012 and thank you in advance for your continued support in 2013.
Exercise BLACKBIRD, which took place in the Dip Flat area near Nelson Lakes in December 2012, is a mountain flying exercise designed to familiarise helicopter crews in high altitude flying.

The exercise has traditionally been the domain of No 3 Squadron crew and the Iroquois helicopters, but this time two new A109 Helicopters and their crews joined in the annual mountain flying training as the Air Force starts the process of transitioning from the old to the new.

From an aircrew perspective, the exercises remind them just how big and vast New Zealand’s mountains are and how small their helicopters are compared to them. “You realise that finding anyone or anything of even a significant size, is like finding a needle in the haystack, unless you know exactly what you are looking for and where,” said one.

With this in mind it quickly becomes evident why this training is so important. It enables the training of safe and effective helicopter operations in mountainous terrain but also provides valuable maintenance challenges. The training is not just good for mountain flying but also improving the crews’ overall flying skills and experience by deploying them to a field location. The Air Force involves many more people than just the aircrews, so they too can gain deployment experience.
SETTING UP CAMP. Dip Flat is a great training area; the camp infrastructure is good [with some buildings renewed last year; see AFN 143] and the surrounding mountains are close and high, at over 6,000 feet. The valleys and mountains in the area create some very trying flying conditions—ideal for training.

There were 98 people providing support to Ex BLACKBIRD: Medics, Aviation Refuellers, Force Protection staff, civilian caterers, Suppliers, Safety and Surface workers, aircraft and avionic Technicians, Logistics staff and Communication Technicians, as well as pilots and crewmen.

FGOFF Nicola Durie was the Logistics Officer for the exercise. “I found out who was required for the exercise and what they would need. This involved organising accommodation, food, travel and establishing the camp. I looked after the day-to-day running and also the redeployment back to Ohakea, alongside the Camp Warrant Officer. With nearly 100 personnel on site that was quite a big task.

“This was my first deployed exercise—it’s an awesome experience and I got to meet loads of really cool new people. It was a great opportunity to learn a lot about the Air Force business. I like the challenge of being on exercise, out in the field.”

THE A109. FLTLT Hayden Sheard: “The A109 is fast, new and fun to fly but I have still a soft spot for the Iroquois. The A109 is a massive step in helicopter technology, we have jumped several generations of helicopters and so we have to get it right before they become fully operational.”

Hayden did his initial ‘factory’ A109 training in Italy, where the A109 helicopter is manufactured. After completing training in Italy, Hayden returned to Ohakea to train the other RNZAF pilots on the A109. So far, there are seven, all ex Iroquois pilots who have successfully transitioned to the A109.

The A109 is predominantly a training platform that will provide training for all New Zealand Defence Force helicopter air crew for the next 30 years. In addition, it can provide some light utility support to the NH90 helicopter and also support the New Zealand Police and the Special Air Service (SAS).

“The A109 has two engines which has significant implications for how the performance of the aircraft is managed. It is a sophisticated aircraft with advanced technology, and that is especially evident in the glass cockpit. The avionics allows the aircrew much more capacity to concentrate on navigation and communication and to manage the task environment,” said SqnLdr Thacker the A109 Detachment Commander for Ex BLACKBIRD.

“One of the reasons the A109 was chosen as a training platform is because the cockpit is quite similar to the NH90, and that makes it easier to train pilots and crewmen in the technology that they will use in the other aircraft.”

WGCDR Shaun Clark, CO No 3. Sqn and Ex BLACKBIRD Detachment Commander points out that the ‘much loved work-horses,’ the Iroquois helicopters, are still going strong, even though they are 46 years old. “I am every bit as confident flying the Iroquois now as I was in 1994. Our technicians are doing a tremendous job of maintaining the Iroquois.”

The Iroquois will continue to operate and provide the required outputs for the next two or three years, until the A109 and the NH90 are ready to cover the tasks of the Rotary Wing Force.
Air CIS, No. 209 (Expeditionary Support) Squadron, conducted its annual Tactical Communications Exercise (EX TUNEX) over the period 29 October – 9 November 2012. The aim of the exercise was to practise Air CIS personnel in a collective environment in providing support to a deployed Force Element; this exercise focussed on providing communications for a deployed Rotary Wing Force Element (RWFE).

We are mindful that Air CIS has personnel posted to the Solomon Islands, Timor Leste and Afghanistan. While in Afghanistan Air CIS personnel have participated in the NZ Patrols as the Patrol Signaller, just as RNZAF Medics and Armourers are embedded in patrols.

Air CIS deployed an IT shelter and a radio shelter mounted on Unimogs, an IT and a Radio Pinzgauer, another Radio Pinzgauer acting as a notional ‘helicopter’, and a stores Unimog. As well, a Chef from Papakura supported us. The exercise was broken into two phases: Pre-Deployment Training (PDT) and the Tactical Phase.
PDT Phase

The PDT phase was four days, including briefings and orders to the Team leaders/Detachment Commanders (CPLs and LACs) who then conducted their admin and planning, and passed their orders to their staff. Each Detachment tested all their equipment before deploying by road convoy to the RNZAF Kaipara Air Weapons Range (KAWR) facility for PDT. Four personnel from Force Protection (FP) Section Ohakea provided training in:

- Light Support Weapon C9 machine gun.
- Duties of a Sentry, by day and night.
- Range Cards/Target Indications/Fire Control Orders.
- Counter Vehicle Ambush (CVA) Drills and vehicle convoy training.
- Vehicle Camouflage and Concealment.
- Foot Patrols, Fighting Withdrawal / Assault, and Break Contact Drills.
- Sighting Static Defences, construction of a Shell Scrape, Weapons Pit and Gun Pit.
- Search: Vehicles and personnel.

The aim of the FP training is not only to allow Air CIS personnel to provide support to RNZAF Force Protection while on operations, (i.e. sentries and perimeter patrols) but also to ensure that Air CIS personnel posses the skills to allow them to operate effectively on operational missions and in direct support of 1(NZ) Brigade.

The PDT phase also included Navigation skills and training in the conduct of a ‘Step-Up’ to provide uninterrupted communications to aircraft while a HQ element moves to a new location. Air CIS achieve this by deploying the Pinzgauer Radio and IT vehicles to the proposed new location, establishing all the required circuits, and then moving the main HQ element forward.

Tactical Phase

The next stage of the exercise was the deployment phase. All participants were issued with kevlar helmets and vests for the exercise in order to reflect an operational environment.

The Operations Officer gave orders to the Flight Commander, who subsequently conducted formal orders to the Detachment Commanders. A Radio and IT Step-Up body deployed to the proposed RWFE location to set up radio circuits to the aircraft and IT and voice corporate circuits to the main body.

Enroute the convoy was ambushed by a small group of enemy and the Step-Up group conducted Counter-Vehicle Ambush Drills.

On arrival at the proposed RWFE the Detachments established an HF Radio circuit to the radio vehicle acting as the ‘helicopter’ and a radio Satellite circuit back to the main body, along with corporate computer and phone services to the main body, using civilian satellite provider systems.

Once these services had been established the main body was able to pack-up and move to the new location. On arrival they took over responsibility for all circuits and the Step-Up group refurbished their equipment ready for future deployments. The radio Step-Up Detachment was also required to deploy a re-broadcast facility (REBRO) for the V/UHF circuit being established to the aircraft.

In addition, the Detachments were required to:
- Lay a field telephone line between the weapon/defence pit and the Operations Cell.
- Lay a CAT5 line to provide Internet, and Defence corporate secure and open computer services to sections. This included printer and telephone services.
- Camouflage all vehicles and generators.

During the week Force Protection personnel introduced a number of tactical scenarios to provide personnel with Laws Of Armed Conflict (LOAC) problems such as an insurgent firing a weapon into the RW area, civilians wandering into the vicinity, and vehicle search procedures. NCOs had to manage Fire Control Orders and selected personnel were issued with NVM.

A Radio and an IT Pinzgauer detachment were deployed into the forest in support of a Battalion/Brigade Air Liaison Officer (BALO). The radio detachment maintained a MILSATCOM and High Frequency (HF) radio messaging circuit to the RWFE along with circuits to the aircraft. This also gave the radio detachment exposure to managing the HF frequencies during the early morning hours when HF communications are constantly changing. (This is currently experienced by our personnel deployed to the Solomon Islands).

A MILSATCOM circuit was also tested to the aircraft which was designed to simulate a communications circuit to an NH90 or A109. The IT detachment provided secure and unsecure corporate services into the NZDF via Satellite and the IT detachment was able to test the provision of small scale/flyaway equipment which is designed to be deployed at short notice, with limited equipment, and providing all NZDF corporate services. The teams deployed to an area of limited size and were required to live under half shelters.

Two additional aims were to validate the effectiveness of our camouflage, and to conduct Drop Zone (DZ) safety and procedures. Air CIS role is to provide a communication link from the DZ to the Fixed Wing HQ as well as provide a personal radio for the DZ Controller to advise the aircraft of drop zone conditions and weather. Unfortunately the aircraft drop was cancelled due to other taskings.

The exercise culminated in a convoy move, with formal Road Movement Orders, back to Whenuapai and the subsequent clean up and refurbishment.

EX TUNEX was designed to exercise Air CIS personnel in providing communication services to deployed force elements, and was highly successful in testing our personnel for leadership, Detachment management, and personal flexibility and adaptability.
The initialism ‘ACMB’ has been in use for almost a decade but many still wonder what it is. Yet the ACMB has been widely acknowledged as a success in process improvement, efficiency and effectiveness. You can learn about ACMBs on the RNZAF ‘Airworthiness’ webpage, but let me explain a little before you go looking.

An ACMB, or Airworthiness and Capability Management Board, meets to review everything relevant to a particular aircraft fleet for operational and technical airworthiness, including the ability of the organisation to provide logistics support and the aircraft type’s ability to fulfil its function as an NZDF asset (its capability).

The concept of an ACMB is quite straightforward. Those responsible for each aspect of supporting and operating the fleet (stakeholders) meet with the technical and operational airworthiness authorities to discuss all aspects of what is or isn’t happening within each part of the programme—good or bad, warts and all. This enables the co-chairs of the ACMB, to consider the information and make a recommendation to the NZDF Airworthiness Authority (NZDF AA), the Chief of Air Force, as to the continued operation of the fleet, with or without restrictions.

The co-Chairs are:
- the NZDF Technical Airworthiness Authority (NZDF TAA),
- NZDF Operating Airworthiness Authority’s Representative (NZDF OAR), and
- NZDF Operating Airworthiness Regulator (NZDF OAR).

The ACMB can be regarded as a health check of each fleet. The process for running ACMBs has evolved since we began them in 2004. Since the establishment of a dedicated unit to coordinate the process, dramatic improvements have been achieved. Under the tutelage of SQNLDR Niki Donaldson the Airworthiness Review Cell (ARC) sprang out of the reorganised Directorate of Engineering and Technical Airworthiness (DETA) in July 2011 with the goal of refining the process.

While earlier ACMBs had achieved the aim, they were time consuming and difficult to keep to a schedule. At that time, stakeholder information was presented by briefings and PowerPoint presentations on the day the board met—with many stakeholders hearing issues for the first time and leading to long discussions on some matters and insufficient on others. Prior to 2011 an ACMB would typically keep upwards...
of 35 people busy all day and it was challenging to maintain a regular programme to cover all fleets.

In conjunction with the then, newly established NZDF OAR, WGCDR John McWilliam, and the Director of Technical Airworthiness Regulation, WGCDR Mark Stevens, and with the authority of CAF (the NZDF AAR), FLTLTs Brett Tourell and Craig Browne from the ARC corralled all the stakeholders by revising a schedule to prepare for information and issuing the schedule as a Temporary Air Force Order (AFO(IT)). Each stakeholder was also issued a checklist covering all matters of interest to the Board.

Now, all the information relevant to keeping a fleet airworthy regarding engineering changes, publications, maintenance, pilot currency, personnel training, ground handling and the like, is placed before the Co-Chairs ahead of the ACMB in a timely manner, that allows each of them to read and digest the issues raised. Any matters which unit commanders are not happy about, or which potentially impact airworthiness, are flagged and monitored in a Risk Register, using an intranet-based SharePoint process that provides a complete and transparent record of proposals and decisions.

Today the streamlined process coordinated by FLTLTs Tourell and Browne is over in three hours, with everyone satisfied their concerns have been heard and understood. There’s still a good measure of staff work required from the stakeholders ahead of the ACMB, but it’s managed in an organised and timely manner and the ACMB forum now only requires half the number of participants compared with earlier Boards.

The team from the ARC provide a similar service for Airworthiness Boards chaired by the NZDF AA, which consider the results of the ACMBs. Fellow Co-Chairs agree with GPCAPT Ian Mower (NZDF TAA) when he said, “The ARC Team have done an outstanding job in refining what is inherently complex, into a streamlined process. By doing so we are now able to focus squarely on those issues that have the potential to affect airworthiness, which is a credit to them all.”

ACMBs are convened every two years for NZDF type-certified aircraft, or annually for aircraft without an NZDF type certificate. You can view the Airworthiness Risk Register and records of all ACMBs by visiting the “Airworthiness” webpage accessible from the RNZAF home page on the intranet.

### Acronyms/Initialisms:
- **ACMB**: Airworthiness and Capability Management Board
- **ARC**: Airworthiness Review Cell
- **DETA**: Directorate of Engineering and Technical Airworthiness
- **NZDF OAR**: NZDF Operating Airworthiness Authority Representative
- **NZDF OAR**: NZDF Operating Airworthiness Authority
- **NZDF TAA**: NZDF Technical Airworthiness Authority

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**WHAT’S HAPPENING IN THE EVALUATION WORLD?**

*By Kristy Hill, Performance and Evaluation, NZDC*

The New Zealand Defence College (NZDC) is now responsible for delivering common (to all Services) courses, as well as service support for all NZDF individual training and education. One of the many progressive reforms being introduced by NZDC is in the area of Performance and Evaluation (P&E).

The NZDC P&E Team is trialling an evaluation process suitable for all NZDF individual training and education. The first phase of the trial, **Level 1—Learner Reaction Feedback** (did the learners like it?) has received positive feedback from across the three Services. For example since February 2012, P&E have carried out more than 402 trial evaluation surveys, involving 4867 personnel with an overall response rate of 90%.

P&E is now consulting on the next phase of the trial, **Level 3—Transfer of Learning** (did they get it?). In this phase learners and their managers/supervisors will be surveyed to establish their views on how effectively learning has transferred from the course to the workplace, and is it relevant to current workplace requirements.

So what does this mean for you? If you have been, are, or will be, a student on a course, or if you are a work place manager/supervisor, you have an important role to play as part of the ongoing trial. Whilst P&E is conducting the trial in collaboration with learners, instructors and training providers, the trial will only be useful if participants provide accurate and constructive feedback. An effective evaluation can have a positive impact on improving NZDF courses and their suitability to meet your workplace requirements.

P&E recognises the importance of ensuring we provide NZDF with the latest and best practise thinking on evaluation. The P&E Team recently attended the Aotearoa New Zealand Evaluation Association (ANZEA) Annual Conference held at Waikato University, Hamilton which was attended by evaluation professionals from over 100 different national and international organisations. The P&E Team used the opportunity to network with a wide range of evaluation professionals including Yoland Wadsworth (at right in photo) who wrote the book on evaluation.

If you require any further information on the above and other P&E services, please contact your Regional Evaluator or NZDC. Contact us on the Defence intranet NZDF ILP: HQNZDF/NZDC/Performance and Evaluation.

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Our People

At Wings over Wairarapa all hands make light work of positioning the RNZAF Historic Flight’s Harvard 15.

W/O Mark Harwood, accompanied by a student, visited the Otamatea Aviation Academy at Otamatea High School in Maungaturoto. The students learn welding, Composite repair, Woodwork, Technical Drawing and knowledge of working within the CAA rules, as they build a certified flying aircraft. RNZAF Base Auckland supports the initiative and AF News aims to carry more on this Academy during the year.

FLTLT Hayden Sheard looks at the low cloud during Exercise BLACKBIRD at Dip Flat. Read more on page 13.

No. 40 Sqn sent Hercules NZ7003 to Wings over Wairarapa at Masterton, 18-20 January.

SHONLDR Catherine MacGowan was presented with an Australian Joint Operations Commander’s citation for her work in Timor Leste last year. The award was presented by the Australian Defence Attache to NZ, CAPT Stefanie Moles RAN.

Sqn Ldr Catherine MacGowan was presented with an Australian Joint Operations Commander’s citation for her work in Timor Leste last year.
W/O Angela Hoekenhull meets Egyptian school girls at the pyramids—her blond hair made her a celebrity! Read more on page 8

SGT Joqtin Tamehana, a Parachute Jump Instructor, in action with Kiwi Blue. This photo was wrongly captioned in AFN 143

Logistics Command (Air) in action: AC Jess Davie Martin is a Supplier working in the No. 3 Sqn Forward Support Section

The new Chief of Navy, RA Jack Steer visited No.6 Sqn and presented his Commendation to LTCDR Sam Greenhalgh

The NH90 was also on show at the Masterton air show

NZ Defence College Performance & Evaluation staff: (L–R): Kristy Hill, Peter Kappert, Jenny Lupton (Team Leader), Jo Sheffield, Das Devadas & Dave Arnst at Waikato University. See story on page 17
In November last year we hosted Their Royal Highnesses the Prince of Wales and Duchess of Cornwall during the Diamond Jubilee Visit. This event was well covered in the newsmedia and, of course, in AFN 143 December. But the RNZAF team effort reached from Canberra, throughout NZ and finally on to Singapore... after hundreds of hours behind the scenes and 52 flying hours later, the mission was achieved.

As the Mission Commander I had the privilege to not only work with the Royal Household but also work with over 61 talented and professional individuals across nine different trades within our Air Force. Our ‘fly-way’ team was supported by a much wider group who worked tirelessly before and during the Visit to make the flying component a success. A common trait I observed throughout was the professionalism, pride and passion all our airmen and airwomen had towards achieving the mission—including those onboard Royal Two; let’s not forget the backup aircraft. From the No. 40 Sqn air and ground crews, those involved in the Royal Guards of Honour, the RNZAF Band, Air Movements and Force Protection personnel, EOD teams, RNZAF photographers, High Commission staff in Australia and Singapore, to all in the support teams across the three bases, and the No. 3 and No. 5 Sqn crews providing Search and Rescue standby support; it was truly a massive effort.
Planning and coordination started months before—SQNLDR Al Brown at JF NZ and Mrs Elizabeth Manchee, supporting DCAF, and their small teams made my job really easy on the day. The team quickly expanded as the visit approached, with direction and taskings (and the necessary paperwork) from HQ—acknowledging the staff officers involved. No.40 Sqn kicked into gear—Maintenance led the charge, my thanks to the entire maintenance team at No. 40 Sqn for having Royal One and Two ready for this VVIP tasking. Our fly-away maintenance team included four on their swansongs with the RNZAF.

The Air Loading teams had their work cut out with the ‘royal luggage’—at last count some ten pieces per person, and a fair few hat boxes! I must specifically mention FLTLT John Humfrey and his Force Protection teams from No. 209 Sqn. They worked seamlessly with No. 40 Sqn and Air Movements with his various teams onboard Royal One and the FP teams at each airport—including some FP airmen from Blenheim who supported our night departure from Christchurch—all the FP teams demonstrated a strong professional presence and dealt with all the security issues alongside the close and ground protection staff who accompanied their Royal Highnesses.

The air crew team took over with similar professionalism; they briefed me on my role—‘sit back and keep the Royal Household out of the aisles… leave the rest up to us’. Departure and landing timings were met with precision, even the late departure on Day One, due to a change in the Australian programme. The Prince’s Royal Standard flew from the captain’s window when on the ground at each airfield. The cabin crew looked after Their Royal Highnesses, the Royal household and the fly-away group very well indeed and their duties didn’t stop when the aircraft landed. I quickly became familiar with the attention to detail and long hours the entire team worked throughout the entire Visit. LAC Mandy McErlieh travelled onboard Royal One and captured most of the photos with this article.
It was an awesome experience for the RNZAF to be able to support the Visit which will always stand as a fitting tribute to not only the Queen’s Diamond Jubilee year, but also to 75 years of outstanding service by the RNZAF to our sovereign and our nation.

‘He Kotuku rerenga tahi’ – like that of the White Heron, the Visit was a rare and great honour.

So my sincere thanks to all those involved in making the Royal Visit the success that it clearly was.
On 27 October last year, a group of 31 military and civilian NZDF personnel (from Trentham, Ohakea, Whenuapai, Burnham, Joint Forces HQ) flew to New Caledonia to experience life at sea with the Royal Australian Navy (RAN), onboard their oldest ship, the Landing Ship Heavy, HMAS TOBRUK. Our trip began with the flight from Whenuapai to Tontouta, New Caledonia’s international airport courtesy of No. 40 Squadron’s Boeing 757, NZ 7572. On arrival in Tontouta we all enjoyed a warm welcome with temperatures in the high twenties.

Once through immigration we had a short bus ride to the port at Noumea, where the mighty TOBRUK lay waiting. Before we could board the ship we were given a safety brief by our POC for the trip, CPL Parker of the Australian Army. After the brief CPL Parker proceeded to give us a tour around some of the key areas of the ship especially our bunks (troops’ mess) which would become our home sweet home while at sea. We then received a quick welcome from the ship’s CO, Commander Watson, who outlined his expectations and made us all feel welcome aboard.

Once the briefs and tours were complete we were set free to explore Noumea—a day and a half to see all that Noumea has to offer. The majority of the NZ contingent went to the beach, making the most of the sun, sand and warm water.

However it was not long before the sights of Noumea were exchanged for 5,800 tonnes of steel and vast 360 degree ocean views, as we set sail from Noumea en route to Auckland.

The days that ensued were interesting and informative in regards to life in the Navy. We all quickly learnt that there is no real privacy or personal space on a naval vessel as you are confined to your particular sleeping quarters, work station or recreation/mess area. Thus it is crucial to get along with fellow shipmates as there is no avoiding any one and no real escape. We were able to visit many different areas of the ship as invited guests.

Thus the voyage back to NZ went quickly as we received briefs and tours on the different functions that operate within the ship such as the; engine room, logistics stores, bridge and the MRH90. The Australian crew were very hospitable and more than happy to answer any questions we had. They were also very accommodating to our requests and encouraged us to get involved and help out where we could. A number of our personnel helped out on the bridge steering the ship, in the galley prepping food for meals, as well as getting involved in the ship’s exercises—as casualties!

Living conditions were surprisingly good, there was even mention that the shower pressure was better than some showers used back at home and in barracks. The troops’ mess we occupied was the same accommodation that soldiers would receive if they were on their way to war. Bunks were three high and packed in relatively close, making getting in and out of bed difficult at times. The food provided by the Navy chefs was excellent and nobody went hungry as there was always fruit, cereal or toast on offer in between meals, as well as a canteen.

With such good food on offer exercise is important, however we found out it is not that easy to do at sea. The gym is very small and hot with minimal gear and there are circuits run on the upper vehicle deck. No matter what you do, the motion of the ocean adds to the resistance making work outs at sea an interesting experience.

This ‘Sea Riding Experience’ definitely lived up to its name, giving us all a taste of what life at sea is really like. I have no doubt that we all now have a better understanding of the Navy, their personnel and the roles they fulfil while at sea. It was also interesting to see the basis for amphibious operations first hand with the Navy and Army operating closely together on board TOBRUK. The Army’s Marine Division operates the smaller landing craft (LCM-8) as a detachment on the ship and the Navy is their main transport to and from operating areas. This is because the TOBRUK has the capability to lift the LCM-8 on and off its vehicle deck with its 70 tonne crane and this is the reason TOBRUK is still in service with the RAN today.

The Australian Army MRH90 (NH90 version) helicopter also operates off the TOBRUK and the Army maintenance crews are housed onboard the ship, but the MRH90 is flown by Naval Aviators. It was interesting to see the Navy and Army aviators working so closely together.

Overall it was a great opportunity to experience life at sea and I know the entire Kiwi contingent had a fantastic time.

**SEA RIDING IN HMAS TOBRUK**

*By FGOFF Steven De Graaf*

The NZDF contingent on the wharf at Noumea alongside TOBRUK. The ship’s CO, CDR Watson, is at centre.
Eight former RNZAF A-4K Skyhawks and nine Aermacchi MB339s have been sold to a Florida-based air services company, where the fleet will provide dissimilar air combat training and target services to the US and allied air forces.

Jared Isaacman is the CEO of Draken International, based in Lakeland Florida. He is a FAA-approved A-4 pilot, a rare attainment for a civilian, and he has long been keen on acquiring the former RNZAF Skyhawks.

“Ask any A-4 pilot and they will acknowledge that the Kiwi A-4s, after their Kahu upgrade, are the world’s best,” he said in an exclusive interview with AF News. “I am a huge Skyhawk fan and I will grab opportunities to fly these [the ex-RNZAF A-4s] myself.”

In fact when he learned that the opportunity to seal the deal for the Kiwi A-4s had re-opened [after an earlier failed sale attempt] Jared interrupted his honeymoon to come to New Zealand. Reputedly the new Mrs Isaacman was not that impressed!

The A-4K Skyhawks’ new owner is Draken International, a contract air services company that owns in total 55 tactical jet fighters: 25 Mig-21s, 4 Mig-21UMs, 5 L-39s and now the ex RNZAF A-4Ks and MB-339s—the largest privately owned fleet of tactical jet fighters in the world.

Draken offers cost-effective contract air services for Joint Tactical Air Control/Close Air Support (JTAC/CAS) training, threat simulation and ‘Red Air’ adversaries as well as non-essential mission, training and research support. Since there is no single aircraft type that can fit all mission sets, Draken has acquired a diverse fleet to competitively meet contract air support requirements.

In particular, the company says that the A-4K Skyhawks, with 2/3rds of their fatigue life left, are “ideally suited for air-to-air, air-to-ground, research, flight testing and aerial refuelling tasks. The APG-66 radars and Radar Warning Receivers on the A-4Ks provide an incredible capability that will set new standards in contract air services. As well, the MB-339 is an ideal multi-role platform with advanced capabilities in air-to-ground JTAC/CAS training missions.”

The Skyhawk and Macchi sale occurred after the NZ Ministry of Defence undertook their final market testing, following previous, stalled, purchase attempts. New Zealand officials commented that getting State Department approval for third party transfers is very difficult, but the offer from Draken International came at the right time—a credible buyer with fully professional technical and commercial backing.

From the buyer’s perspective, Jared spoke appreciatively of the “outstanding work of the [NZ Defence] staff in Washington DC; in particular, AVM Lintott and LTCDR Paula McKenzie,” who worked with the US State Department and other agencies in Washington to get the sale application approved.

Related to the New Zealand purchase, the company has formed partnerships with Safe Air of New Zealand and Fieldair Ltd, to provide long term maintenance support for the A-4 and MB339 fleet. Safe Air will maintain the A-4 engines and Fieldair will support the fleet’s avionics, including the APG-66 radar. “This means two of our most significant vendors are New Zealand companies, and we will maintain that relationship for years ahead,” Jared explained.

On completing the sale, Jared noted that the state of the preserved aircraft, especially the cocooned A-4s, was so good, that his technicians “wanted to start up straight away!” He paid tribute to the RNZAF and SafeAir for preserving the
Air Combat Force Disposal

A-4K SKYHAWKS AND JET TRAINERS AT AVIATION MUSEUMS

Eight Skyhawks of the original fleet of 17, and eight Macchi jet trainers, were placed on permanent loan to aviation museums in New Zealand during 2011–12, while one ex-RAN Skyhawk was returned to the Fleet Air Arm Museum in Australia. These arrangements have ensured that the two outstanding aircraft types are recognised for their important place in our aviation heritage.

RAN Fleet Air Arm Museum, Nowra, NSW
Skyhawk NZ6255
Air Force Museum of NZ, Wigram, Christchurch
Skyhawk NZ6205, Skyhawk NZ6254
Macchi NZ6460

MOTAT, Western Springs
Skyhawk NZ6206
Macchi NZ6466

Warbirds Visitor Centre, Ardmore
Skyhawk NZ6209
Macchi NZ6471

Classic Flyers NZ, Tauranga
Skyhawk NZ6201
Macchi NZ6469

George Hood Aviation Museum, Masterton
Macchi NZ6472

Omaka Aviation Heritage Centre, Blenheim
Skyhawk NZ6216

Ashburton Aviation Museum, Ashburton
Skyhawk NZ6204
Macchi NZ6464

Croydon Aviation Heritage Trust, Mandeville
Macchi NZ6475

Warbirds & Wheels, Wanaka Airfield
Skyhawk NZ6202
Macchi 6468

A REAL ENTHUSIAST

Jared Isaacman is an Airline Transport Rated Pilot, Surface Level formation acrobatic pilot and Certified Flight Instructor, with over 3300 flight hours. His personal fleet of aircraft includes vintage warbirds and business jets. He has several type ratings including his FAA-approved A-4 rating. He co-founded—and flies the right wing position on—the Black Diamond aerobatic team and Lakeland hoists an annual airshow, “Second only to Oshkosk,” Jared says. He indicates that in coming years the Kahu-Skyhawks, with many hours still remaining on their airframes, will be seen by many in the skies of Florida. And that will be a sight to stir the emotions of both current and former RNZAF personnel!

Jared Isaacman and LTGEN Jones (CDF) stand with Mr Jared Isaacman and AVM Peter Stockwell when the sale was finalised last year.
A MARATHON FOR CHASE

By SQNLDR Stu Pearce, Staff Officer Mechanical Systems & Propulsion, Air Staff

MEET CHASE.

Chase is much like any 12 year-old lad: sports mad, cheeky and blessed with an inquiring mind and spirit for adventure. But look a little closer—shadows under his eyes, pallid skin and his slight frame hint at more serious problems.

Chase has Cystic Fibrosis (CF), a debilitating and incurable disease that leaves him fatigued, struggling to gain weight and spending much time in hospital, trying to build energy and fight off the germs in his lungs. Chase is not expected to live beyond his mid-teens so as a result, his family and friends have vowed to ensure his short life is as action-packed and fun-filled as possible.

I first met Chase and his family at a fundraiser to send him on a trip of a lifetime to New York. We quickly got to thinking of other ways to help. Sending a very poorly kid half way around the world is not cheap; the insurance alone ran into many thousands of dollars. We decided what was needed was a challenge, one suitably tough to attract the sponsorship we needed.

Running a marathon has been on my ‘bucket list’ for a number of years. Many will have heard my claims “this year I’m doing it!” and then watched as enthusiasm waned and excuses started to flow. What I needed was a powerful reason to get out there and get running. What better cause than helping a sick kid?

As I got my training underway, the size of the challenge dawned. Those of you who have met me know I’m no runner—this was going to be tough! But soon messages of support and words of advice started to appear on our ‘Chasing Stu’ Facebook page. Along with words of encouragement came offers of sponsorship. The dollars were flowing and my enthusiasm began to grow. Before long people from across NZ, the UK, Canada, France, Australia and the USA began supporting the fundraising. The US Navy in Hawaii even sent a gift parcel for Chase.

Between my training runs we were able to give Chase and his family some ‘VIP treatment’ at the RNZAF’s 75th Anniversary Air Show. Chase got up close to the aircraft, met the crews, and even watched the aerial action from the roof of Ops. By the end of the day a tired yet happy young lad headed home complete with a collection of squadron paraphernalia and a head full of awesome memories.

I ran the Wanganui 3 Bridges Marathon; originally I was going to run the Auckland Marathon, but I was sent overseas and had to reschedule. Come race day, a total of $3,143 had been raised. I ran the 42.195km race in 4:10’12”; bizarrely it was actually quite good fun! (And I think I have now spoken out loud about doing an Ironman....)

The race was just before Chase and his Mum flew off to the USA. The money raised helped make Chase’s visit to NYC truly magical, with visits to FAO Schwarz’s famous toy shop (complete with ‘Toy Soldier’ personal shopper), trips up the Empire State Building, a pony ride (and snowball fight) in Central Park, even a surprise stop off at Disneyland on the way to New York.

For all who offered support, whether as a cash donation, encouragement, or running tips, on behalf of Chase and his family, a heartfelt ‘thank you’. Together we have helped give a courageous kid a once-in-a-lifetime trip and memories that will put a smile on his face for years to come.

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The Movember Foundation began quite a few years ago in Australia, and since then has grown to become a truly global movement inspiring millions of men to participate around the world. The funds raised in New Zealand support equally the two biggest health issues men face—prostate cancer and depression. These funds are directed to programmes run directly by Movember and their men’s health partners, the Cancer Society (NZ) and the Mental Health Foundation (NZ). Together, the three channels work together to ensure that Movember awareness and funds are supporting a broad range of innovative and world-class programmes.

A ‘buy-in’ donation of $10 was requested from all participants and, early on, we received an additional boost—the Whenuapai Base Leadership Team approved a temporary relaxation of the male grooming rules. This increased the participating numbers significantly, and consequently raised the profile of the endeavour across the base.

Over 250 base personnel began to actually grow a moustache, others donated, and Padre Paul Allen-Baines selflessly offered to sacrifice his well established foliage as a ‘Shave the Padre’ fundraiser, with the top bid and the shaving task going to LAC Mitch Taylor. [The Padre’s mo is now back on place! Ed]

The local business community and various companies directly associated with the NZDF were approached for support and the response from all companies approached was overwhelming! With such generosity we decided a raffle would be the best way to enhance the overall fund raising. Over 500 tickets were sold around base for a gold coin donation; with a prize pool of only about 20 items, this showed that the support was for the cause.

An end of month function was our awards event and our local MP, the Hon Paula Bennett [Waitakere], agreed to be our guest judge and award presenter.

100% of all money received was donated, with the final amount of $5318 raised by RNZAF Base Auckland, and the RNZAF network in total $6321—a fantastic effort. Thank you and well done to all involved!

**Forget the Oscars®—the MOVEMBER Awards!**

- People’s choice: CPL Alex Yule
- Best on the Night: FLTLT Darryn Welham
- Best Trucker: CPL Hadley Tweedie
- Corporate Mo: SGT Jae Ekman
- Better Luck Next Year: AC Anthony Stiebel

**Thank you—for their generous support:**

- Olympus • Safe Air LTD • Blackwood’s Protector
- Trade Tools LTD • ITM Pine Pac Whenuapai
- Whenuapai Butchers • Keightley Motors • JB HiFi Westgate
- Dick Smith Westgate • Stirling Sports Westgate
- Xplosive supplements Westgate • Repco Westgate
- Hunting and Fishing Westgate • Noel Leeming Westgate
- The Cutting Krew Whenuapai
Community Support

MO VEMBER at ‘Hairwood’

By CPL Andy Robbins, Harewood Terminal Team

What do the team at Op Antarctica, the All Blacks and the Black Caps have in common? They all got behind Movember. Movember was started by a group in Adelaide back in 1999.

So last year the idea was floated that we at the Harewood Terminal Team (HTT) would give it a crack. I would like to thank the Command for letting us participate in this event.

At this point some HTT personnel claimed they were only one DNA gene removed from being an ape…. So the rules were: everyone was clean shaven on 01 November; we had to make a donation to the charity; and the style had to be a mo or a mo with handle bars (past the top lips but stopping at the chin)—no beards.

As early as the next day the smart comments started to fly around (most of them coming from our female colleagues): “Look, it’s the builder from the Village People,” “it’s Hulk Hogan,” or “Why did you dye only half your mo,” (aimed at someone partly grey!) One said that he had to be clean shaven for the Royal visit and he would start afterwards; in fact it has taken him the full month before we noticed he had not been shaving his top lip!

For most of us it was easy to grow our mos because we were away from our wives or partners. However this wasn’t the case for the Cargo Yard Flight Sergeant who was told several times to ‘get rid of it’ by his wife! But to his credit he never surrendered.

In the NZDF the uniformed personnel—who are mostly male—have access to free medical so I urge the guys out there to get anything checked that you are unsure about. I know we think that we are big tough guys and this will never happen to me, but don’t be tough, get it checked.
Community Support

In May of 2012 Rob Pidgeon (United North Piha) and myself (Muriwai) were selected to represent Surf Lifesaving New Zealand (SLSNZ) Northern Region on exchange in California.

The exchanges had begun in 1969, to enhance lifeguarding standards in both California and New Zealand. They enable members of each association to participate in an international professional environment during prime visitation seasons. Two lifeguards from California tour the Northern Region of New Zealand during December-February, and two New Zealand lifeguards tour the Californian coast in June-August.

The goals of the delegates are to explore and share different methods of rescue philosophy and styles of ocean lifeguarding. These experiences allow participants to contribute to lifeguarding standards at their beach as well as boost lifeguarding camaraderie throughout the world.

During June and July Rob and I visited departments from Ventura south including Venice Beach, Hermosa Beach, Manhattan Beach, Seal Beach, Newport Beach, Laguna Beach, the US Marine Corps Camp Pendleton, Del Mar City Beach, San Diego City and State beaches and Ventura County and State beaches. We finished up in Huntington Beach in time to lifeguard the US Open!

The primary research topic for our trip was how our hosts utilised their Rescue Water Craft (RWC) which are high powered Jet skis modified for lifeguarding operations. Both Rob and I are members of the SLSNZ Northern Region ‘Support Services Squad’ which is a group of advanced lifeguards who patrol the West Coast of Auckland by RWC and Westpac Rescue Helicopter over the summer months.

It is likely that the use of Jet skis as RWCs in NZ will increase significantly over the coming years, so the operational and rescue techniques we observed will be invaluable as the capability is developed.

Besides our RWC studies we were very impressed by the professional standard of general lifeguarding that we observed throughout the exchange. The Southern Californian coast is one of the most densely populated and accessible stretches of coastline in the world and the individual lifeguards have a lot of responsibility over their water. For example over 85000 people visited Newport Beach on the 4th of July and were guarded by approximately 100 lifeguards.

The exchange was not all work—we were fantastically hosted by lifeguards throughout the trip and got to see the best that Southern California has to offer. Highlights included 4th of July celebrations, diving at various locations, going to a Los Angeles Angels baseball game and (of course) seeing Disneyland!

We also took part in sporting competitions, lining up against some top US and Australian Lifeguards at the California Regional champs. Rob and I managed to place a respectable 5th and 8th in the rescue relays and Rob did very well to finish 6th in the beach flags.

Rob and I would like to acknowledge the Auckland Base Welfare Fund, Officers Mess and Spotless, whose significant support in fundraising made the trip achievable. I would also like to acknowledge my No. 209 Sqn command who were very accommodating allowing me to take leave over the period and my colleagues who covered for me whilst I was away.

This summer it’s timely to think of water safety. Some of our Air Force personnel also serve the community as surf life-guards, and one, FGOFF Dan McCormack, undertook a surf life-saving exchange to the USA, during the last, northern, summer.

SURF LIFE-GUARD EXCHANGE TO CALIFORNIA

By FGOFF Dan McCormack, Section Commander Aviation Fuel, No.209 (Expeditionary Support) Squadron
**RNZAF RUGBY**

*By SQNLDR Aaron ‘AJ’ Young*

Over the past four years RNZAF Rugby has worked extremely hard, striving for success. Our 2012 campaign commenced with Inter-Base, held at Woodbourne over 11 – 13 May [see AFN 139]. The matches were hard fought; the level of rugby high and Auckland emerged as winners of the Issitt Cup.

The Selectors were pleased with the standard of skill and determination and we were confident heading into the Burn-Merz match, which was contested on Friday 25 May at Whenuapai. True to form, this was a bruising, hard fought trans-Tasman encounter with RNZAF victorious 27 – 9 [see AFN 140].

Following the Burn-Merz, the team entered the Inter Services Tournament with belief they could finally end the 26 year hoodoo. This proved to be the case with a resounding 22-10 victory over Navy and extremely hard fought victory over Army. Securing the King George V Cup marks the most successful year in recent RNZAF Rugby history and was another notable sporting win in the RNZAF 75th anniversary year [see AFN 141]. We are well placed for a good season this year!

RNZAF Rugby acknowledges the outstanding achievements of Fltlt Mark Chadwick in 2012, achieving his Gold Sports badge and becoming the most capped RNZAF Rugby player of all time.

RNZAF Rugby also wishes to thank our sponsors: Marops, KooGa, CAE, Beca, SG Fleet

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**NZDF RUGBY LEAGUE TOUR TO THE UK**

An NZDF Rugby league squad of 24 is to be selected for a tour of the UK later this year. Currently a selection of 30 is being trialled, and 10 of that Squad are Air Force players.

**Ohakea:** CPL Al Smith
LAC Matt Phillips
Mr Matt Cole

**Auckland:** LAC Thomas Cookson
AC Mat Holtom
AC Gabriel Taylor
CPL Richard O’Flaherty
CPL Adam Wilson
LAC John Moore

**Woodbourne:** FLTLT Beaufa Brown
CPL Talia Dutton (Strapper)

The number of Air Force players in the trial squad is a reflection of our strong showing in Inter-Services—although Air finished third in the tournament, less than four points separated the teams at the final whistle for both games against Army and Navy. LAC Matt Phillips was awarded Rookie of the Tournament and CPL Al Smith Foward of the Tournament—congratulations!

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**RNZAF VOLLEYBALL 2012**

*By SQNLDR Al Stevenson*

With the new year now underway, it’s a good time to reflect on Air Force Volleyball, as we look ahead to the new season.

A successful Inter-Base was held at Ohakea in May, with a number of personnel coming from all over the country. This proved to be a well-fought competition, with Auckland taking out the Men’s competition, and Wellington taking out the Women’s.

Inter-Services were held at Ohakea in July, with the added bonus of the ADF Team competing. Thus four men’s and three women’s teams vied for the coveted trophies. The RNZAF women took the Women’s Trophy and the Army won the Men’s Trophy.

An NZDF squad, including two RNZAF men and four Air Force women, was selected to play one-off tests against the ADF, in which the ADF were the winners. Later the NZDF Teams completed in the 45th Volleyball NZ Division II National Club Championships, where the men’s team came out a close-fought second. A great result for all, but a clear challenge for the new season.

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**RNZAF CYCLING**

The RNZAF Cycling team at Taupo last year, after the 24 November Round the Lake event.
By Anonymous

SEPTEMBER
More excitement for Ohakea this month as staff prepare for the start of lambing season. In Wellington, panic could set in when unpredicted strike-action at the docks will threaten the supply of Columbian coffee beans and Biscotti. Order will be restored courtesy of quick-thinking No.6 Sqn delivering fresh supplies whilst operating the Seasprite from the car-deck of an InterIslander Ferry.

OCTOBER
Librans are typically balanced and harmonious, therefore October should be a steady month. The Flight Sergeants’ old-school values will continue to keep everyone in-check this month, especially the LAC who forgets to turn the iron on when he presses his shirts. The arrival of better weather will make you wish that your annual CMS course was this month rather than in mid-June when you couldn’t perform your Styer stoppage-drills because your fingers were icy-blue.

NOVEMBER
The young ACs try to grow-a-mo whilst supporting Movember. Their efforts will eventually be noticeable after approximately 3½ weeks, meanwhile the crusty old W/O was looking like Tom Selleck since the 3rd of November. It is also predicted that the ACs will not know who Tom Selleck is. Towards the end of the month, your New Year’s resolution to be fitter and healthier will change to “desperately trying to loose a few pounds in anticipation of Christmas”—the Base PTIs will welcome you back to lunchtime circuits.

DECEMBER
The year will end on a controversial note as the SNCOs try yet again to field too many players and inflate the run tally during the annual Officers vs SNCOs cricket match. The Officers will once again sob into their Gin & Tonics when they lose. Everyone will be looking forward to Village Greens, Big Night Outs, Children’s Christmas Parties, Unit functions and Mess exchange drinks which will remind everyone of why the Air Force remains a superb lifestyle and career choice. Everyone will be ready for a holiday; the much-hoped-for fine weather will arrive as usual during your first week back at work in January.
**Our People**

**WGCDR Peter Hurly, Director of Air Force Medicine, Retires**

*By SGT Donna Hesketh, Senior Medic, Base Medical Flight, RNZAF Ohakea*

Wing Commander Peter Hurly retired from his role as the Director of Air Force Medicine last November, a position he had held since 2004. WGCDR Dr Paul Nealis has been appointed the new Director of Air Force Medicine.

Originally from South Africa, Dr Hurly had immigrated to New Zealand in 1987. He was a trained pharmacist, and had joined the South African Medical Corps as a Territorial Force Officer serving as a pharmacist and ambulance adjutant, seeing active duty on the Rhodesian Border.

Peter returned to the University of Pretoria to study medicine and qualified as a doctor. At Woodstock Hospital he worked in the Accident and Emergency Department and had the privilege of caring for Nelson Mandela. He went on to become a District Surgeon for St John in Cape Town, while continuing to serve as a TF Medical Officer.

Upon immigrating to New Zealand Dr Hurly continued service with the Order of St John and additionally with the Air Training Corps. In 1990 he moved to Palmerston North to join the NZ Army and served as the Senior Medical Officer of Linton Camp until 1992 when he left to build up a private practice in Milson.

Having completed a Diploma in Aviation Medicine through Otago University he subsequently enlisted into the RNZAF as a Reserve Force Medical Officer, participating in several Aero-Medical Evacuations and Vanguard exercises with No. 75 Squadron. In 2003 Dr Hurly returned to uniform full time and took up the role of Base Medical Officer at Ohakea. A year later he was promoted to Wing Commander and appointed the Director of Air Force Medicine.

WGCDR Hurly led several Aero-medical evacuations, including the Asian Tsunami relief effort in December 2004. He holds a Masters degree in Aviation from Otago University and was a New Zealand representative on the Council for the Australasian Military Medicine Association. He has been supported throughout his career by his wife and family.

**Tornado Fundraiser**

Following the tornado that struck Hobsonville, No. 209 Sqn personnel from Christchurch Air Movements and other NZDF members of the Harewood Terminal Team raised in excess of $300.00 to support Squadron members in Auckland who were affected by the tornado [see page 5].

W/O Scott Harding (SWO 209 Sqn) approached Origins Restaurant in Westgate for assistance and gained support—and matching funds—through Bart Muylle, the Restaurant Manager. Nine members of No. 209 Sqn who were affected by the tornado were subsequently gifted restaurant meal vouchers to the value of $75.00 each.

WGCDR Darryl Cockroft, CO No. 209 Sqn said: “I’m really pleased at the initiative shown by Squadron personnel—this clearly shows the comradeship within our Unit and across the NZDF.”

(L-R) Mr. Bart Muylle (Origins Restaurant, Westgate); W/O Scott Harding (SWO 209 Sqn); voucher recipients F/S Abby Ward; SGT Adam Oakenfull; LAC Julie Newson; AC Charlie Meyer; LAC Christopher Du Bois (holding son Parker) & F/S Bruce Madeley. Absent - SGT Rory Quinn, LAC Chris Koslover & CPL Rebecca Trethowen.
AC Hayden Smith (below) was pleased to return to his home town of Masterton and show off the new skills he has acquired as a communications centre operator in the Air Force.

Now based at Ohakea Air Base, Hayden processes secure signals and protects that information ensuring communications security is maintained and was showing interested people what his job entailed at the air show as part of the Air Force display team. He says he enjoys the education he is getting and the skills he is learning through the courses he is taking. “I see the Air Force as a long term career. I can’t imagine doing anything else.”

The SH-2G(NZ) Seasprite was one of the modern helicopters on display during the Air Force’s section of the flying display. Among the helicopter’s team of maintainers was CPL Mathew Kay (above) who is an AVTECH with No. 6 Squadron at Whenuapai. Mathew enjoyed telling the many visitors all about the Seasprite.

As an avionics technician Mathew is responsible for regular maintenance and electric and information systems on board the aircraft. Mathew joined the Air Force after attending Hillcrest High School in Hamilton and completing the recruiters’ Air Force Challenge, in 2006.

Mathew says highlights of his six years in the Air Force have been trips to Antarctica, Samoa, Tonga and Australia and he is off on a month-long overseas deployment where he will take in several other countries, adding even more stamps to his passport.

A new Anzac 2013 Challenge Coin is available.

Challenge Coins are an American tradition adopted by the NZDF in 2005 as an alternative gift for dignitaries and others. Legend has it that challenge coins originated during WWI among American volunteers in the Allied flying squadrons.

The coin expresses the holder’s affiliation to the organization which minted the coin. Challenge coins are also known as military coins, unit coins, memorial coins, unit challenge coins or commander’s coins. Challenge coins can be presented either, on their own, in a velvet coin bag, or in a wooden rimu box.

Order forms for ANZAC Challenge Coins can be obtained through HQ Defence Shared Service:
Email: dssservice.hqnzdf@nzdf.mil.nz
Or from the DSS intranet gift catalogue
To have coins before next Anzac Day, order before 15 March 2013.

For the NZDF presentations etc these can be charged to appropriate cost centres if approved. For personal orders, GST must be added to all items.

- **Item 131** Challenge Coin $11.00 45mm in diameter, antique bronze finish.
- **Item 132** Velvet Coin Pouch $1.30 (coin not included)
- **Item 133** Velvet Coin Box $9.00 (coin not included)
- **Item 135** Wooden Coin Box $45.00 (coin not included)

**WINGS OVER WAIRARARAPA**

The RNZAF had a significant presence at the Wings over Wairarapa air show held at Hood Aerodrome, Masterton over 18th–20th January. Air Force News spoke to two of our people in the RNZAF contingent.

The SH-2G(NZ) Seasprite was one of the modern helicopters on display during the Air Force’s section of the flying display. Among the helicopter’s team of maintainers was CPL Mathew Kay (above) who is an AVTECH with No. 6 Squadron at Whenuapai. Mathew enjoyed telling the many visitors all about the Seasprite.

As an avionics technician Mathew is responsible for regular maintenance and electric and information systems on board the aircraft. Mathew joined the Air Force after attending Hillcrest High
The Red Checkers 2013

This month’s back cover illustration shows the RNZAF 75th Anniversary decals added the Checkers One, the lead aircraft of the Red Checkers aerobatic team.

The team has been flying under the Red Checkers name since 1967 when a display was worked up to celebrate the 50th anniversary of flying at Wigram. The team name was chosen one night during dinner because a sketch on a napkin of four orange and grey Harvards in formation, looked like a loose chequer pattern. Coupled with that image was the play on words because the pilots were all ‘checking officers’.

The 1975 fuel crisis meant that any non-essential flying was cancelled, which put the team into a hiatus until late 1980. During this time the RNZAF retired its aging fleet of Harvards, and introduced the New Zealand-built CT4-B Airtrainer as the primary training aircraft. Initially there was scepticism about the suitability of the aircraft to conduct formation aerobatics, but the Red Checkers proved the aircraft were up to the task.

The RNZAF took delivery of the first of 13 more powerful, leased, CT4-E Airtrainers (NZ1985 - NZ1997) between August 1998 and June 1999 and the Red Checkers team adopted the CT4-E model, which they continue to fly today.

This is the current Red Checkers’ schedule for 2013; see the RNZAF website for any updates. Note: Each display is subject to serviceability and weather conditions.

26 – 27 Jan Hampton Downs
27 Jan V4 Drags, Meremere
28 Jan Auckland International Airshow
       Plus: Seaspriate and P-3 Orion
6 Feb Waitangi
8 Feb RNZAF Base Woodbourne
9 Feb Coast to Coast; Sumner Beach, Christchurch
10 Feb Tahunanui Beach, Nelson
15-17 Feb Napier Art Deco weekend
       Plus: RNZAF Historic Flight
2-3 March NZ PGA Queenstown
5 March Te Anau
5 March Invercargill
6 March Oamaru
7 March Wanaka
7 March Tekapo
9 March Hokitika Wild Foods Festival
23 March Lake Karapiro – Maadi Cup
       (High Schools’ National Rowing Championships)
29-31 March Omaka (Blenheim) Classic Fighters Air Show
       Plus: P-3 Orion, B757, C-130, Iroquois, NH90,
       A109, Kiwiblue Parachute team
6-7 April Balloons over Waiako
9 April Rotorua
9 April Tauranga
10 April Whangamata
10 April Whitianga
11 April Whangarei
13-14 April V8 Supercars, Pukekohe

No. 41 Squadron and No. 141 Flight RNZAF

15 – 17 March 2013
Blenheim

2013 is the 25th anniversary of the disbandment of 141 Flight, and with it the last operational vestiges of No. 41 Squadron. Membership of the No. 41 Squadron Association is open to all 141 Flight, RNZAF SUS, and those who served in Singapore in support of the units.

For membership and reunion registration contact:
Des Budd, Email: des.glen@xtra.co.nz
Phone: 09 431 5433, Post: 16 Dey St, Mangawhai Heads 0505

Notices

Reunions

NZDF Somalia Reunion
4–5 OCTOBER 2013
Trentham Military Camp, Wellington

This year, 2013, is the 20th Anniversary of NZDF involvement in Somalia, which included No. 42 Sqn RNZAF and associated support personnel, who deployed to Mogadishu.

Events include: Meet/Greet. Videos, slideshows, Reunion Journal, Semi-formal Dinner, and a Special Edition Reunion Port (‘Port Mogadishu’).

More info to be advised in coming editions of Air Force News.
RNZAF POCs:
W/O Cedge Blundell: cedric.blundell@nzdf.mil.nz
F/S Kate Hogg: diana.hogg@nzdf.mil.nz

Exclusive Cocktail Evening Get Up Close to a Spitfire!

5.30pm, Sunday 3 March 2013
Biggin Hill Hangar, RNZAF Base Ohakea
(State Highway One, 3kms south of Bulls)

A fund-raising activity for Rangitikei College Trust.

Brendon Deere, the owner, will address the gathering; it is hoped that SQNLDR Sean Perrett, Spitfire pilot, will also attend.

Rangitikei College is a coeducation state school situated in Marton. It serves the lower Rangitikei including Marton, Bulls, Turakina and Huntervile.

Register interest via email: spitfirealpv270@gmail.com
Cost: $70.00 per person.
Spitfire Website: www.spitfirepv270.co.nz

The Red Checkers 2013
CT4-E

Manufacturer:
Pacific Aerospace Limited (PACL)

Power Plant:
Engine: Lycoming AEIO-540, 300 HP 6 Cylinders, 300hp
Propeller: Hartzell constant speed 3 blade

Dimensions:
Length: 7.2m (23’8”)
Wingspan: 7.92m (26’)
Height: 2.59m (8’6”)

Weight:
Basic: 816kg (1800lb)
Max: 1178kg (2600lb)

Performance:
Max speed: 209 knots (387km/h)
Cruise: 150 knots (278km/h)
Max range: 540nm (1,000km)
G Rating: -3 to +6
CLASSIC FIGHTERS
Omaka
The Yanks are coming!
2013
EASTER WEEKEND
MARCH
29TH-31ST
Featuring Sarah Brown
Omaka Aerodrome, Blenheim, New Zealand
Tickets selling online & via Marlborough iSites
info@omaka.org.nz  www.classicfighters.co.nz  0800 4 AIRSHOW