AIR WARFARE OFFICERS GRADUATE!

—REPORT FROM EAST SALE

HELICOPTERS IN TRANSITION

CDF LOOKS TO OUR FUTURE

Issue 145
March 2013 | Royal New Zealand Air Force
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
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Wellington, New Zealand

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Design and Layout
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Printed by
Bluestar
Private Bag 39996, Wellington

Distribution
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 April Issue
Monday 4 March

Contribution deadline for the May Issue
Monday 1 April

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ISSN 1175-2327

NEW AIR WARFARE OFFICER, PLTOff ADAM PALMER, AT RAAF EAST SALE IN FRONT OF ONE OF THE BEECH KING AIR TRAINERS. SEE STORY ON PAGE 12, INCLUDING WHY HIS NAME TAG IS UPSIDE DOWN. PHOTO: ADF

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New Zealand Government
Our Chief of Air Force wrote in the last First Word on “the role that air power plays in generating NZDF Joint Effects”. It was a timely reminder to me to ensure that I understood what the RNZAF offers to New Zealand’s security. As I move into the role of Commander Joint Forces New Zealand, I will be required to articulate what the Air Force can deliver in a joint operation, or independently. Equally, I will need to understand the capabilities of land and sea power, and the unique capabilities that each brings to the table for a joint effect. So I have reflected on my understanding of your Air Force and its capabilities.

In these rather tight economic times and with the myriad of reform programmes currently underway, those more senior airmen and women in HQ NZDF are being challenged to justify the allocation of funds to the RNZAF, to justify the funds and resources needed to effectively run the Air Force. A quick look at current capabilities, with the P-3K2, C-130H(NZ), NH90, A109, B200 Proliner21—and new programmes being considered this year such as the Pilot Training Capability and Underwater ISR—shows the value the Government of New Zealand puts on our Air Force. I can assure you that this support just did not happen by accident. It requires a clear understanding of air power.

And little has changed over the last 75 years of the RNZAF. “It is appreciated that the strength of the Air Force must be governed by the resources which can be made available for its development and subsequent maintenance: and the need for strict economy has been kept in mind when preparing this report. At the same time an Air Force is a complicated technical organisation making use of expensive equipment and calling for the services of skilled personnel. It is not cheap to maintain, nor can the necessary facilities be economically provided on a very small scale. The most effective manner in which economy can be assured is the provision of a force capable of undertaking a wide range of air duties, and suited to the varying needs of local and Imperial defence.”

As you may have guessed (with the use of ‘imperial’), the preceding paragraph is an extract from the report on “The Air Aspect of the Defence Problems of New Zealand”, written in 1936 by Wing Commander Hon RA Cochrane. What he articulated back in 1936 is just as relevant today. Air Power is complicated, it is expensive, but it is very effective and has great utility. It’s “not because of any specific aircraft type or role, but because an air force adds strength, flexibility and utility to the NZDF as a whole. An air force helps the NZDF to provide the best possible service to government and people of New Zealand.” Today, 75 years on, we remain established to deliver safe and effective military air operations with professionalism, integrity and teamwork.

I challenge you to use your knowledge, experience and professionalism to tell our story, to articulate to others what air power contributes to New Zealand’s security...”

*AIRCDRE Short took up his new role as Commander Joint Forces on 25 February, when he was promoted to Air Vice-Marshal.

Five NZDF personnel were named in the New Year Honours 2013 on 1 January. The New Zealand Distinguished Service Decoration (DSD) recognises distinguished military service by regular, territorial and reserve members of the NZDF, including command and leadership and service in an operational environment, or in support of operations.

Group Captain Athol James Forrest MNZM DSD, Royal New Zealand Air Force

Since October 2009, GPCAPT Forrest has carried out a unique role as the first NZDF officer posted to the HQ Papua New Guinea Defence Force (PNGDF) in Port Moresby. In the position of Deputy Chief of Staff, he worked closely with branch heads and directors on a range of HQ coordination, force development, and policy functions, providing advice and input into areas including maritime, air, defence organisation, and early Defence White Paper planning.

Most importantly, he built a very close understanding with Brigadier Francis Agwi, Commander of the PNGDF, which enabled GPCAPT Forrest to achieve one of the Commander’s priority strategic outcomes—for PNG to gain UN Troop Contributing Country (UNTCC) status.

To bring this about, GPCAPT Forrest developed, managed and carried out the concept/intent for PNG’s UN peace operations, the inter-agency consultation, the securing with UNHQ of initial roles for PNG, establishing a multi-year fund and securing initial funding, the specific proposals for approval to the PNG Government, the internal HQPNGDF coordination, the selection procedures, the conditions of service for PNGDF serving in UN peace operations, the logistics for moving personnel and freight and the redeployment programmes for reintegrating personnel back into the community and the PNGDF. As a consequence, PNG is represented in two UN peace missions and is now into its second year as a UNTCC.

GPCAPT Forrest’s appointment coincided with the tumultuous period of contested political leadership toward the end of 2011 and into 2012 that placed the PNGDF under considerable pressure. During this period, GPCAPT Forrest provided very close support and counsel to the Commander PNGDF, whose decision that the PNGDF would not become a factor in the constitutional impasse demonstrated at a critical time that the PNGDF will remain a stabilising influence within the country.

In the outcomes of the Deputy Chief of Staff role, and the manner in which it was carried out, GPCAPT Forrest has further strengthened the PNG-NZ defence relationship.

GPCAPT Forrest has returned to NZ at the conclusion of his assignment to take up a short-term secondment with the Department of Prime Minister and Cabinet. He had previously been made a Member of the New Zealand Order of Merit (MNZM) in the New Year Honours 1998.

The other recipients of the New Zealand Distinguished Service Decoration (DSD) are:

LTCOL Brett Wellington,
Royal New Zealand Infantry Regiment

MAJ Shane Ruane,
Royal New Zealand Infantry Regiment

LT Arthur Jordan Gale,
Royal New Zealand Infantry Regiment

LCPL Anatoliy Valerievich Derepa,
Royal New Zealand Dental Corps
Air Force News 143 December introduced the Nick Cree Memorial Trophy to our readers. In 2012 the first recipient was SQNLDR Pete Cochran, who subsequently retired from the RNZAF late last year after a career of over 38 years’ service.

The trophy is awarded to a Qualified Flying, Helicopter or Aircrew Instructor who displays excellence in airborne instruction and leadership. The recipient is chosen by Officer Commanding Central Flying School and the Officers Commanding 485 and 488 Wings. The citation included:

SQNLDR Cochran epitomises the ideal of instructional and aviation excellence within the RNZAF. In a career spanning six decades he has been pivotal both in the production of individual instructors and instructional policy, and in the further development of those instructors into leaders of their peers.

Since graduating as a Qualified Flying Instructor SQNLDR Cochran has consistently delivered exceptional instruction, from the ab-initio level through to the complexities of assessing as A-Category both Flying Training and Force Element personnel. In particular, he is highly respected for his ability to impart unique knowledge and skills to members of the Red Checkers display team.

The breadth of SQNLDR Cochran’s knowledge, combined with a gracious humility, ensures his opinion is often sought and highly valued by newly graduated Flying Instructors and senior commanders alike.

SQNLDR Cochran’s exemplary airborne instruction and leadership make him a worthy recipient of the inaugural Nick Cree Memorial Trophy.

SQNLDR Cochran retired from the RNZAF last year; he came into Ohakea to be photographed with the Nick Cree Trophy, especially for Air Force News.

REMEMBERED WITH RESPECT

SQNLDR Nicholas Haydn (Nick) Cree was a highly respected RNZAF rotary and fixed wing ‘A’ Category Flying Instructor. He enlisted in the RNZAF in 1996 and after completing his degree at the Australian Defence Force Academy, was posted to 199 Pilots Course. After his initial training, SQNLDR Cree flew Iroquois helicopters on No.3 Squadron, where he deployed on several operations around the Pacific, including as Detachment Commander. SQNLDR Cree was posted to the Central Flying School as Flight Commander in 2009. He was selected for the 2010 Red Checkers Aerobatic Display Team as ‘Checkers 5’ and completed three flying displays with the team.

“What have you done today to make you feel proud?” is a phrase Nick lived his life by. He was an accomplished sailor, a two-time Iron Man finisher and a devoted husband and father—a top bloke. Nick lost his life 14 January 2010, when his CT4-E Airtrainer crashed at the Raumai Air Weapons Range during a Red Checkers display practice.

FLYING INSTRUCTORS’ COURSE TROPHIES

The Central Flying School’s Flying Instructors’ Course is one of the most demanding in the professional aviation world. The role of Qualified Flying Instructor is vital for training new aircrew, maintaining standards within the operational and training squadrons and in training the next generation of instructors. One course, with three students, is currently underway at Ohakea.

The Flying Instructor’s Course has several trophies for the selected students, in addition to the new Nick Cree Memorial Trophy.

The Arundel Trophy. Presented by WGCDR E.C. Arundel in 1976; it is awarded to the FIC graduate who obtains the ‘best overall results’ in flying and instruction—the Dux of the course.

The Canteen Cup. Presented by the Armed Forces Canteen Council to the FIC graduate who obtains the highest marks in academic subjects.

The Lawson Aerobatic Trophy. Presented in 1952 by FLTLT N. Lawson and awarded to the student flying instructor who gains the highest marks in a low-level aerobatics competition between the course members.

The Eindekker Trophy. Presented by WGCDR J. M. Checketts in 1982; it is a model of a Fokker E3 Eindekker of 1915—the fighter that caused the Fokker Scourge’. It is awarded to the FIC graduate who attains the highest marks in pure flying.

Two lighter-hearted trophies are:

The Turtle Trophy, originally presented by FLTLT P.K. Frame in the 1950s as an Air Weapons trophy, it is now awarded to the FIC graduate who is considered the ‘notable character’ of the course, as determined by the course members.

The Teflon Shield is presented to the partner of the course member who supplies the best baking!
The A109 helicopters entered service around 18 months ago and they are now part way through their development trials in the RNZAF.

Our Air Force has five new A109 helicopters and four NH90 helicopters [see sidebar]. The A109 will be the training platform that will provide training for all NZDF helicopter air crew for the next 30 years. In addition, it will provide some light utility support to the NH90 helicopter and also support the Police and NZDF units.

“The A109s will lend support to the NH90 by providing airborne command and control for ground force commanders. It can also provide limited backup support to rescues, however the NH90 is bigger, better equipped and better suited to search and rescue tasking,” said SQNLDR Ron Thacker, the A109 Detachment Commander for last December’s Exercise BLACKBIRD – see AFN 144.
The RNZAF’s new medium utility helicopter, the NH90, has completed the first phase of its operational test and evaluation, the Chief of Air Force, AVM Peter Stockwell, announced on 12 February.

“The Interim Type Certificate has been approved, along with an initial release of operational capability. That means that we can now undertake some operational tasking because the NH90 is now cleared to undertake passenger and cargo tasks within NZ, which will allow the type to be used for non-tactical support to Government agencies and the other Services. We still have plenty of work to do before the NH90 is cleared for full operational tasks and deployed situations but good progress is being made,” said AVM Stockwell.

Further capability development and testing is required for SAR, tactical carriage of troops, under-slung load carrying, airborne gunnery, ship-borne operations, self protection systems and special operations support. Full capability is planned to be achieved in late 2015. This reflects both the operational test and evaluation requirements and aircrew training requirements.

The NH90 incorporates new technologies and capabilities that represent a substantial improvement over the long-serving Iroquois helicopters. The NH90 will be used for carrying large numbers of people or freight. It will be used for Army tactical tasks, but also to support other government agencies such as the Department of Conservation (DoC), Customs, NZ Police and Ministry of Primary Industries on appropriate tasks.

Four of the eight NH90 helicopters have been delivered to Ohakea; the remaining four are expected to be delivered during the next 12 months.

“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,” SqnLdr Thacker explained.

“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.”

In the future all NZDF aircrew will train on the A109 Simulator before flying the aircraft. FltLt Hayden Sheard is involved with the A109 trials and development.

“I love the Iroquois, but I am enjoying flying the A109. I wouldn’t trade it for anything”. He describes the difference between the A109 and the Iroquois as the difference between a Ferrari and a Holden. “It’s 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.”

There are seven trained A109 pilots so far, all ex-Iroquois pilots who have successfully transitioned to the A109. Those pilots are now doing the OT&E (operational testing and evaluation) and were the co-pilots during Ex BLACKBIRD. Hayden loves the instructor role. “The best thing is taking someone who has never flown before, and watch them pass and become a qualified pilot.”

FltLt Mike Adair is an A109 pilot with the Helicopter Transition Unit (HTU). He is heavily involved in the trials, development and OT&E of the A109 helicopter.

“We are conducting trials and development flights around New Zealand. When we aren’t flying we are writing Flying Guides and preparing Standard Operating Procedures (SOP) for the A109. It’s brand new, no-one else has done it before. We get to introduce a new aircraft and that’s just awesome.”

The Flying Guide is a “how to” for new pilots who may not have flown the aircraft before. The mountain flying trials and development [during Ex BLACKBIRD] will help to get the aircraft certified.

“We are taking a significantly more measured approach to how we are conducting these operations. A much wider debrief and authorisation to mitigate risks. The A109 helicopters are fast and highly manoeuvrable. The automation system is great for tasking as it allows for more situational awareness. When we certify the A109 later this year we will be able to come down here again to train other pilots in mountain flying tasking.”
Our Iroquois helicopters are 46 years old yet they are still going strong.

“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,” said WGCdr Shaun Clark, CO No. 3 Squadron and Exercise BLACKBIRD Detachment Commander.

The Iroquois will continue to operate and provide the required outputs until the A109 and the NH90 are ready to cover the tasks currently undertaken by the Iroquois. When the trials and operational test and evaluation (OT&E) phases have been completed, the new aircraft have been certified, and aircrews have been trained to fly the new helicopters, the fleet of Iroquois will be retired.

“No. 3 Sqn is getting smaller as we transition to the A109 and NH90. We used to have around 35 pilots but there are now only 13, all of whom are on the exercise. We had 62 aircrew when I took over as CO three years ago, today we have 23. We have reduced from 12 operational crews to 5.”

Ultimately, the A109 and NH90 helicopters will replace the Iroquois—and Sioux—helicopters. [The Sioux helicopters were officially retired in 2011.] The “much loved work-horses,” the Iroquois will be phased out and replaced with the new helicopters in the next two or three years.

“The new helicopters are undertaking OT&E and training and that means the Iroquois still have a lot of work to do. We will continue to undertake the search and rescue (SAR), disaster relief, and operations for the Army, NZ Police and other agencies until the new helicopters are ready for operational tasking” said WGCdr Clark.

FLTLt Shane Huisman, an Iroquois pilot, joined the Air Force in 2003 as part of the university scheme and earned a mechanical engineering degree at Waikato University before completing the officer training programme. Shane has been in the Air Force for five years. He spent four years with the Territorial Force while he was studying.

“I joined the Air Force because aviation has always interested me, and it’s a good opportunity to get what I want from a career and also to be able to give something back to New Zealand.” Shane switched from engineer to pilot, undertook a Wings Course and is now with No. 3 Sqn.

“Ex BLACKBIRD provided extra flying experience on the Iroquois in a challenging environment. It also gave us a chance to deploy away from base to the field, which is really useful because we often deploy with other agencies, such as DoC and the Police. This year we also deployed overseas to Samoa for a training exercise and to Papua New Guinea to support the PNG elections” [see AFN 139 August 12]. “I will see the Iroquois out of service, which should happen in the next couple of years. I hope to transition onto the NH90 helicopter at that time.”
With No. 5 Squadron operating both the ‘legacy’ P-3K and the upgraded P-3K2, the period leading into 2013 has been a time of very high tempo for us all. By the time you read this, the last of our P-3Ks (NZ4202) will have flown to Woodbourne for its upgrade and the Squadron is now moving forward with the highly capable P-3K2.

For our ‘K2’ crews, this year started out (as in 2012) with Operational Testing and Evaluation (OT&E) well underway. A flight to Tonga enabled us to test out Search and Rescue (SAR) procedures and we have now completed SAR OT&E. This means our focus is now testing the surveillance capabilities for the K2. Crew transition training also continues, with the second K2 transition course learning all of the aircraft’s new systems.

Our upgraded aircraft are planned to have a demanding year of deployments, starting with Exercise BERSAMASHIELD in Malaysia and Exercise ROKIWl with South Korea, which will include visits to Japan and some of the South East Asian countries. Exercise FINCASTLE will roll around again this year for several weeks, followed closely by other exercises, including another BERSAMA (Five Power Defence Arrangements) deployment. All these exercises will serve to test our new systems in demanding, yet different, operational scenarios and alongside our friends and partners. Rounding out the year will be an exercise a little closer to home during the NZDF’s major exercise, SOUTHERN KATIPO.

Meanwhile our legacy P-3K conducted several Search and Rescue missions, and even had time to fit in an air show. Two notable SARs were the yacht WINDIGO which had sustained damage after rolling 500nm north of New Zealand with two people on board. Our P-3 was tasked three times to provide over-watch and it dropped two life rafts. The yacht’s crew were eventually picked up by a merchant vessel, which transferred them to HMNZS OTAGO. Another SAR was off the Wairarapa coast, where our P-3K found (sadly) only an empty three metre inflatable some 30nm out at sea.

At the Wings over Wairarapa Air Show the P-3K wowed the crowd with a role demonstration on the Saturday and a shorter display on the Sunday, with the aircraft’s high speed pass being a crowd favourite.

As we develop our capabilities with the P-3K2 this year, our Squadron looks forward to delivering versatile and tangible capabilities for the wider NZDF.
FULL-ON SUMMER SEASON FOR NO. 6 SQUADRON*

February was a blast for No. 6 Sqn, when TE MANA Flight, embarked with Seaspire O3 in HMNZS TE MANA, undertook a successful Maverick missile firing. Missile firings are a special event, which serve to prove the procedures on board, including storage, assembly, arming and loading, as well as the helicopter crew’s procedures. Maverick-armed Seaspites are an important part of our frigates’ combat capability.

WAITANGI DAY
TE MANA was the guard ship for the Waitangi Day celebrations in the Bay of Islands. Flying operations were conducted whilst at anchor, providing a new environment for our aircrew to practise surface surveillance and low level navigation.

In addition to the ceremonies taking place ashore, the ship hosted tours for a number of school children who could experience a day on board a warship. On departing the Bay of Islands, TE MANA remained at sea for 10 days conducting training and preparation for her deployment to Australia and South East Asia. TE MANA Flight will remain embarked for the frigate’s deployment.

WINGS OVER WAIRARAPA
Led by the RNZAF, our Defence Force had a significant presence at the ‘Wings over Wairarapa’ air show held at Hood Aerodrome, Masterton in late January. The Air Force camp, erected by the Force Protection contingent, attracted big crowds and we converted them to adoring fans as we described the Air Force life!

We think the SH-2G Seaspire was the highlight of the RNZAF display, as our crew wowed the crowd with an impressive handling demonstration and Search and Rescue display.

Our display routine is carefully planned, then approved by 485 Wing, before we conduct all of our practices in front of a video camera. Those practices are also assessed. Finally, OC 485 Wing views and approves our routine at a final live display practice. On each day of the air show, the aircraft captain gave a telephone brief to the authorising officer on any updates.

EXERCISE BLUEBIRD*

Last year, No. 6 Sqn deployed during 18-23 November to RNZAF Base Woodbourne for Exercise BLUEBIRD, mountain flying in the region of Dip Flat on the Wairau River. During the course of the four day exercise, we managed to rack up a total of 50 flying hours in the mountains—26 sorties between three aircraft.

Operating within the mountains gives us the chance to train in a challenging environment. When operating from our ships we may find ourselves flying, for example, at Campbell Island, or Raoul Island, or at other locations where mountains dominate the landscape.

The higher power demands of the helicopter at altitude are made more challenging by the decreased power available from the engines, so knowing the limits of the engines and the airframe is a critical part of safe operations within the mountains. Approaches have to be carefully planned and are then executed with the whole crew doing their bit to keep the aircraft as safe as possible throughout.

Our personnel deployed to Woodbourne by C-130 Hercules. The three SH-2G helicopters made their way down, conducting
or changes to the air show plan, any aircraft defects and the weather forecast, to gain the final verbal approval.

What we aim to achieve for the crowd is a display of the Seaspriate’s agility and power—using wingovers, pirouettes, steep turns, a backwards takeoff, spiralling descents and ‘quickstop’ manoeuvres.

For the boat rescue display [when a local vehicle tows a car on a trailer with a ‘distressed crewman’ aboard] the Helicopter Crewman cons the pilot into a suitable position above the moving boat. From there, the pilot chooses his own visual references, and uses that to maintain a relative position, getting corrections verbally from the HCM, with aircraft performance information being monitored by the Observer. It is very similar to winching from the deck of a moving frigate, but with limited vertical references on the open airfield.

OUR PEOPLE

SGT Alaric Ngawaka received his LSGC Medal from Chief of Navy, on the day that the Admiral came to present LTCDR Sam Greenhalgh with his CN Commendation [see sidebar].

Mr Norm Phillips who works at No. 6 Sqn from Kaman as a Seaspriate Aircraft Specialist, organised an afternoon in the Squadron jce room for the Super Bowl. Norm is a Baltimore Ravens fan and arranged a BBQ and huge amounts of spicy chicken wings for the occasion. It was a great afternoon, especially as Norm’s team stormed to victory!

various training sorties along the way. Once in Woodbourne, the maintainers cracked into the Daily Servicing Schedule with their ever-present eagerness, which was a feature throughout the exercise.

Flying from Woodbourne, we based ourselves at Dip Flat daily. This gave us more flying time in the mountains, and significantly reduced our sortie transit times. With the support of additional refuelling personnel from Ohakea, we were able to greatly increase our training outputs. Their contribution proved valuable!

Mountain flying reminded us all of just how big New Zealand’s mountains are and how small you are compared to them. 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. This training exercise is important—it not only provides valuable maintenance challenges, but also enables the training of safe and effective helicopter operations in mountainous terrain.

* Edited from contributions by LT Jacinda Johnston, LT Vix Marais, FLTLT Kirsty Calman & LHCM Tiff Kalin

CHIEF OF NAVY COMMENDATION

LTCDR Sam Greenhalgh, (Observer) was posted to HMNZS Otago as the Flight Commander for the Seaspriate First of Class Flight Trials, early in 2012 [see AFN 136 May 12]. He was responsible for the ship’s Air Department and advice to the command throughout the period. In the conduct of these duties LTCDR Greenhalgh displayed an outstanding commitment to Otago, the RNZN, the RNZAF and the NZDF as a whole.

Working with the Ship’s staff, LTCDR Greenhalgh was the key to the development of Otago’s aviation capability, including the training programme to develop a safe aviation culture and prove the aviation procedures. These requirements were significant—the OPV has a relatively small flight deck, so the standard methods of a flight deck team were not useable.

LTCDR Greenhalgh’s leadership was vital, working with the ship’s Senior Maintenance Rating and Flight Deck Officer to establish safe and functional procedures. Since Otago has a smaller Ship’s Company than would normally be on board an aviation-capable vessel, this required the ship to carefully consider how aviation was to be conducted, such as ‘crash on deck’ emergency procedures.

During the trial, LTCDR Greenhalgh was the essential conduit between different elements in the trial, as well as being the centre-point for communications with other organisations outside the ship. LTCDR Greenhalgh completed all organisational requirements to ensure the First of Class Flight Trials were achieved within the available timeframe.

LTCDR Greenhalgh was presented with his commendation by the Chief of Navy at No. 6 Sqn on 13 January.
The School of Air Warfare

By PLTOFF Adam Palmer and PLTOFF Siale Mann, Air Warfare Officers

The School of Air Warfare (SAW), is based at RAAF Base East Sale in Victoria. East Sale is situated three hours east of Melbourne and is claimed to be ‘the jewel in the crown’ of the Gippsland Riviera.

Previously known as the School of Air Navigation, SAW conducts the Air Combat Officer (ACO) Course which our RNZAF air warfare officers attend. The year-long ACO Course comprises seven phases, including up to 32 flights and 50 simulator events.

The first phase is 10 weeks of ground school, covering the theory of met analysis, MDR [Mental Dead Reckoning, basically maths without a calculator!], aircraft systems and navigation. Once you’ve survived the ‘fire hose’ of information you move from wearing blues to the much-loved flight suits.

After just five ‘flights’ in the simulator, the instructors trust you to direct a real aircraft around the Victorian skies. Attempting to keep ‘ahead’ of the aircraft and control the inevitable overload of thinking, calculating, plotting and reporting [known as a ‘helmet fire’ from our overheated brains!] make for some interesting first few flights.

This is followed by ‘Common Phase’, which comprises of ten flights and multiple simulator sorties, which cover systems navigation, diversions, and mission command. Flight 10 marks the end of the ACO Common phase, where upon all students are streamed into two categories:

- Air Battle Managers (ABM) for ground-based reporting units or the RAAF Boeing 737 ‘Wedgetail’ AEW&C, and
- Navigators for P-3 Orions, C-130 Hercules, and FA-18F Super Hornets.

ABM involves jet fighter intercepts, tanking [air to air refuelling] and airspace control and manipulation, which is often described as ‘a game of 3D Tetris’.

MPR: MARITIME PATROL AND RECONNAISSANCE

Commonly known as ‘fish heads’ or ‘the whale-watching crew’, the majority of the Maritime phase is spent patrolling the waters of Bass Strait. However, Navigators start with
a ‘reward’, a long range fuel plan and flight to Noumea.

This phase focused on prioritisation of tasks, communication between multiple parties and safety. During Maritime you are taught the basics of search and rescue (SAR), followed by advanced Intelligence Surveillance and Reconnaissance (ISR). Our SAR techniques were further developed and low-level flying to investigate targets and contacts was introduced.

The Aussies also used these four-hour flights as opportunities to correct our mispronunciations of various numbers and words!

**ACCAL: AIR COMBAT – COMBAT AIR LIFT**

In the ACCAL phase the concept of low-level time on targets is introduced. For those Kiwis lucky enough to be sent to No. 40 Sqn, we make up the Combat Air Lift part of this fast-jet dominated stream.

ACCAL involves moving you from the comfort of the back seat to the front right hand seat of the King Air B350, with the expectation to perform as a D Cat co-pilot whilst still running the mission. With only seven flights on conversion, the learning curve is near-vertical and your mistakes are a source of great amusement to the air traffic controllers at Sale Approach, as well as for our instructors.

The highlight of ACCAL is being taught low-level visual navigation from the back seat of a PC-9. The Course progresses by applying those skills learnt in the PC-9 to the front seat of the King Air. The remainder of course is spent smashing around Northern Victoria at 250ft and evading ‘threats’ to achieve a time-on-target of plus or minus 10 seconds (while the instructors even though keeping an eye on us, appeared to only reminisce about their younger days!)

Throughout course the camaraderie between the Kiwi students and Kiwi instructors is strong and ‘Kiwi only’ events were often held. Whether it was to comment on Australian sport, speak proper English or reminisce about our homeland, we tended to stay together. Of course work and study required many late nights for us to remain above the line, but the students always managed to find time to relax on most Fridays. On those days, work finished at 1230, we shared a hot dog lunch and followed it with a quintessential Kiwi game of touch.

Although the course was hard, it was also enjoyable and many good memories and friends were made. It now qualifies us for more challenges in the frontline of the RNZAF with No. 40 or No. 5 Squadrons.
The RNZAF has been involved in Antarctica for 55 years, since the Antarctic Flight was formed in 1957 to support the Commonwealth Trans Antarctic Expedition. Today RNZAF personnel, alongside their Navy and Army colleagues, support Antarctica New Zealand and the US Antarctic Programme, helping New Zealand play its part in the international effort to safeguard this pristine environment. The NZDF Scott Base team of eight spent just over four months on the ice.

The RNZAF provided a number of B757 flights in late February, moving supplies and personnel to and from the ice. In October and November several early summer RNZAF C-130 flights had taken cargo and passengers south [see AFN 143 December]. An Airdrop Rigging Team assisted with a planned C-17 air drop of freight to the South Pole station, while the Harewood Terminal Team in Christchurch has kept busy throughout the season. Our Air Force also provides emergency recovery and search and rescue standby for US aircraft operations.

**ICE POSTIE!**

By Ally Clelland, Defence Communications Group

Sending fish parts, penguin bones and live clams to New Zealand from Antarctica is not your usual run-of-the-mill job, but for Air Force cargo handler Sergeant Nicola Lang it was part of a normal day in Antarctica. A/SGT Lang, 25, deployed to Antarctica as part of the NZDF Scott Base Support Team to support the Antarctica New Zealand staff with communications, plant operations, cargo handling and operations scheduling. The team of eight Defence personnel was drawn from the Navy, Army and Air Force.

A/SGT Lang attended Queens High School in Dunedin and joined the RNZAF in 2005—in New Zealand she works at Air Movements at Rongotai in Wellington as an Air Mover, managing passengers and cargo through the terminal, and dealing with VIPs and foreign visitors.

“It’s a great job and in the three years I’ve spent at Air Movements I have travelled to a large number of places including Darwin, Townsville, Dubai, Afghanistan, Penang and now Antarctica,” she said.

At Scott Base A/SGT Lang processed all the inwards and outwards cargo for the permanent staff and the scientists who work from the base.

“Some of the scientific samples can be a bit strange. I’ve sent back live clams, penguin bones and dissected fish as well as scientific samples like rocks and ice cores. The people are the best part of the job. There’s a huge range of different people here who come from diverse backgrounds. The environment is pretty amazing and I’ve managed to get in some cross country skiing and have enjoyed doing the walks around the base,” added A/SGT Lang, who returned to New Zealand late in February.
MAINTAINING AIRCRAFT ON AN AIRFIELD IN THE SUB-ZERO COLD OF ANTARCTICA HAS BEEN A NEW CHALLENGE FOR CORPORAL CRAIG MOORE AND LEADING AIRCRAFTSMAN JULIAN HUIZINGA. BOTH AIRMEN RECENTLY SPENT TIME IN THE ANTARCTIC WORKING WITH THE NEW YORK AIR NATIONAL GUARD (NYANG) PERSONNEL SERVICING THE AMERICAN LC-130 HERCULES AIRCRAFT THAT FLY IN AND OUT OF PEGASUS AIR FIELD, WHICH SERVICES SCOTT BASE AND MCMURDO STATION.

THE RNZAF HAS AN ONGOING AGREEMENT WITH THE NYANG THAT HAS BEEN IN PLACE FOR THREE YEARS. THIS YEAR THE RNZAF SECONDED TEN STAFF [IN PAIRS, EACH FOR A TWO WEEK PERIOD] BETWEEN 2 DECEMBER AND 30 JANUARY TO WORK AS PART OF THE MAINTENANCE TEAMS FOR THE SKI-EQUIPPED HERCULES. THE RNZAF PERSONNEL WORKING AT PEGASUS STAYED AT THE US BASE AT MCMURDO STATION AND WORK 10-12 HOUR SHIFTS.

CPL MOORE COVERED THE NIGHT SHIFT. “A TYPICAL DAY INVOLVED A 11.30PM START AT MCMURDO AND WHAT COULD BE UP TO A 2½ HOUR BUMPY TRIP OUT OVER THE SEA ICE TO THE AIR STRIP. ON ARRIVAL [AT 0200] WE WOULD WORK OUT WHAT PLANES NEEDED TO BE PREPARED FOR THE NEXT FLIGHTS, WHILE ALSO SEEING-IN ANY ARRIVING AIRCRAFT. THE TASKS WE UNDERTOOK WERE AFTER-FLIGHT INSPECTIONS, CONNECTING HEATER CARTS TO THE AIRFRAME AND ENGINES, FLIGHT CONTROL CHECKS, MARCHALLING THE PLANE OVER TO THE PITS FOR REFUELLING, AND SETTING UP THE JET ASSISTED TAKE OFF (JATO) EQUIPMENT.”

“THE HERCS HERE ARE PRETTY MUCH THE SAME AS WHAT WE HAVE IN NEW ZEALAND EXCEPT THAT THEY USE SKIS TO LAND [THE SKIS ENABLE THE LC-130S TO BE BASED AT MCMURDO AND OPERATE THROUGHOUT THE SUMMER SEASON.] IT CAN BE PRETTY COLD OUT HERE WORKING ON THE ICE; SOME DAYS ARE NICE BUT OTHERS YOU CAN BE WORKING WITH A WIND CHILL OF -20ºC, WHICH PRESENTS ITS OWN CHALLENGE.”

LAC HUIZINGA SAID, “MY DAYS STARTED AT 0600 AT MCMURDO BEFORE THE TRIP OUT TO THE ICE RUNWAY. ON ARRIVAL WE WOULD HAVE A QUICK HANDOVER FROM THE PREVIOUS SHIFT; OUR TASKS INCLUDED WARMING THE ENGINES AND PROPELLERS UP AND FLIGHT CONTROL CHECKS, AS THE AIRCRAFT WAS PREPARED FOR TAKE-OFF.

THE RNZAF PERSONNEL WORKED WITH THE NYANG FLIGHT LINE CREW OF SIX PERSONNEL. THE AUGMENTEE PROGRAM BETWEEN THE RNZAF AND NYANG IS AN ATTRACTIVE OPPORTUNITY SOUGHT AFTER BY NO. 40 SQN PERSONNEL.

“It’s been a great opportunity to work with another military and I’d jump at the chance to go to the ice again,” CPL Moore said. After his shifts ended CPL Moore managed to fit in some sight-seeing around Scott Base, including Observation Hill and Scott’s Hut.

LAC HUIZINGA SAID, “THIS DEPLOYMENT WAS A REAL BIG TICK IN THE BOX! THERE AREN’T MANY PEOPLE MY AGE WHO CAN SAY THEY HAVE BEEN TO ANTARCTICA.” NOW 24, HE GREW UP IN BUCKLANDS BEACH AND ATTENDED MACLEANS COLLEGE, AUCKLAND. HE JOINED THE AIR FORCE IN 2007 AS HE “WANTED TO DO SOMETHING MECHANICAL BUT NOT WITH CARS.”

CPL MOORE (27) ATTENDED OTAGO BOYS HIGH SCHOOL, JOINED THE AIR FORCE IN 2005 AND TRAINED AS AN AIRCRAFT TECHNICIAN. IN AUCKLAND BOTH AIRMEN UNDERTAKE FLIGHT LINE WORK ON THE RNZAF C-130 HERCULES AND BOEING 757S.
If he could choose a time to be Chief of Defence Force, it probably wouldn’t be now, reflects Lieutenant General Rhys Jones. On his watch so far there has been a devastating earthquake, a string of combat deaths, and he is leading what has at times been a bruising defence restructure. But he remains staunch and optimistic. One of his favourite movie lines comes from Gandalf in “Lord of the Rings.”

“He’s sitting in a cave talking to Frodo and he says something like, ‘We all wish for different things but we have to deal with the life in front of us and make decisions based on that.’

“I think the next three years will be exciting. We will transition to new taskings and new operational roles. We also have new people to work and train with – the Americans are now back in our region in strength. We’ll be doing different things, with different people in different locations.”

Under his lead, the NZDF is planning to increase its combat capability and the effectiveness of its amphibious operations, and aims to be an integrated force by 2035. Its whole focus is changing.

For example, the Army has become proficient through its time in Afghanistan in a range of counter-insurgency tasks in mountainous terrain. Now, Kiwi soldiers could well find themselves on operations in a totally different geographical and tactical environment.

“We need to familiarise ourselves with the tropical environment, and the Polynesian, Melanesian and Southeast Asian cultures. We need a good foundation in order to operate there or wherever the government may choose to send us.”

Deployments to Africa could be on the cards, or the Middle East or Central Asia, surmises LTGEN Jones. The United Nations is looking closely at Africa as instability spreads throughout its equatorial region.

“The world has been distracted by Afghanistan for the last 10 years, and many countries are now training their eyes on a continent that needs help.”

Although New Zealand servicemen and women are no strangers to Africa— they have served in Angola, Sierra Leone, Somalia, Mozambique and Sudan in recent years—it would be a very different kind of help. That is why, says LTGEN Jones, the NZDF needs to have the structure and depth to be able to sustain that type of operation.

“And that’s why we need to re-focus ourselves so that we can have our command and control, our logistics and our strategic deployability, ready for whatever operation comes up next. An amphibious capability gives us the greatest flexibility for whatever might be ahead. The Australians, Singaporeans, British, French and Canadians are all dedicated to joint amphibious operations, so we are all faced with a lot of different, exciting, possibilities over the next two years for joint and combined work.”

The NZDF is at the midway point of finding about $350 million within its budget by 2015 to cover increasing costs and also reinvest into operational capabilities. While CDF acknowledges people have been hurt and morale dented by the restructure, he is confident he and his advisors are on the right path to achieving what the government demands of its Defence Force. If the first half was tough, the second will be no easier, but for different reasons, he says.

“We are about half way through our savings budget, and the second half is not going to be easy because we have harvested the easy stuff already. We have done well so far but endured a lot of structural and emotional pain. No one wanted to do that, but the reality is, there is no more money until at least 2015, and to keep our head above water we have had to introduce quite drastic changes.

“The Defence Force must be able to maintain operationally deployable forces that can meet the government’s
leadership requirements. To complete the rest of the journey we need to think carefully about our profession, to look at all of our processes and identify where we can make savings or, just as importantly, achieve more for the same cost.”

Retention issues and morale are being closely monitored, he says.

“We knew the civilianisation decisions of 2011 would affect morale, and therefore retention. Poor retention figures spiked during 2012, but have now come down to a manageable level—yet the problem has not disappeared. We have had a lot of people leave, then want to rejoin after they discovered that while things were tough in Defence they were really tough outside.

“We have to accept that this Defence Force will be smaller than it has been, but we don’t need to make people redundant in big numbers to get down to the size we require,” he says. Attrition and adjustments to recruiting numbers should ensure the force numbers remain sustainable.

LtGen Jones is buoyed by and proud of Defence personnel who have taken it on themselves to make changes—in some cases marked changes—to save money without compromising quality or the operational capability which is at the crux of Defence reforms.

Removing unnecessary duplication across the three services has been a major theme. For example, joint enabling will mean one organisation instead of three will be responsible for the delivery of certain functions to the three Services, and training in particular will be scrutinised.

“Over the next few years, we’ll see a lot of progress in this area. It makes sense to look at trades or skills that are common to each of the services, and amalgamate or at least synchronise the way they are organised. We recognise that the Army, Navy and Air Force all have specific equipment and training needs, but much of our overall training could be done together.”

LtGen Jones acknowledges the importance of preserving maritime, aviation and land-based excellence, and not drifting too far into the one-size-fits-no-one zone.

“We have to avoid the ‘vanilla’ approach at the expense of operational excellence. We need to provide the assurance that we can still operate excellently in each of our three environments, but we don’t have to do it exactly the way we are doing it now. That is the reality we face, compensated for by technology, and different work practices and processes.

“Change isn’t over for us, and never will be over because we always want to be aware of what’s going on in our environment, and constantly adjusting our capabilities to be the best we can be.”
CPL Dessa Rukuwai from Ohakea (left) with comrades CPL Edwina Taua & SGT Hemi Poipoi on top of PT Hill in Bamiyan, late last year.

On 12 Feb, the Governor-General hosted a morning tea at Government House in Auckland to mark the 120th anniversary of women’s suffrage and celebrate women in the armed Services, Police, Fire Service, St John’s, Civil Defence & Corrections. Here is the RNZAF group who attended.

SqnLdr Ben Pryor describes the RNZAF display with TV3 Presenter Brooke Howard-Smith during the Auckland International Air Show on 26 January.

On 28 January at HQNZDF, AVM Stockwell made various awards and presentations to a number of RNZAF personnel (L to R): WgCdr B. Nelson (NZAF), Ms E. Griffin (CAF’s Commendation), SqnLdr S. Watson (CAF’s Commendation), AVM Stockwell, SqnLdr M Peters (NZAF), SqnLdr T. Fletcher (commissioning parchment), SqnLdr M. Thompson (CAF’s Commendation) & WgCdr S. Alexander (NZAF).

The Base Auckland Sports Person of the Year awards evening featured London Olympians Jo Aleh & Polly Powrie (gold medalists for yachting), with them are CFlt Craig Moore, FltLt Mark Chadwick & FltLt Andrew Mockford.

LAC Jess McLean (fourth from left) with other members of the NZ contingent in Timor-Leste in December.

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Our People

Winners of the RNZAF ATC Flying Scholarship 2013 were (L to R) ATC cadets Chris Horne, Brad Basham, Cam Bailey & Patrick Richardson.

The RNZAF contingent within the MFO as at last November: SQNLDR Andrew Bannan, CPL Katrina Gardiner, WO Ange Hockenhull & LAC Tim Nepe. Since then, CPL Gardiner has posted to RAAF East Sale, and the others will return to NZ soon.

During the Auckland International Air Show, Helicopter Crewman SGT Rick Davies fits a flying helmet on Samson Matika from Mt Wellington, Auckland.

Director of the Air Force Museum, Therese Angelo, with the Governor-General on 19 February. See page 27.

The No. 6 Sqn Detachment, aircrew and support team, pose at Hood aerodrome with their Seasprite and their flash ute from Southey Nissan of Masterton.

SQNLDR ‘Macka’ Mackenzie at Masterton, before flying the reproduction Fokker DVII during the recent air show.
GOAL SETTING

By SQNLDR Maurice Jennings

The new year is traditionally the time for setting resolutions, and considering your goals for the year ahead. But what works? The psychology of goal setting has been extensively studied over the years. Here are some of the strategies that have been shown to work:

**PLAN IT** People don’t attain success in any area of their lives without some forethought. Aimlessness and a lack of direction won’t get you to where you want to be. Successful goal setters have sub-goals: step-by-step actions which remove the hesitation to change. These sub-goals are especially effective when they are measurable, time-based and specific. For example, if your goal is to enjoy exercise more, the likelihood of success increases if you describe what it is that you will do when you are fit.

**TELL IT** Successful goal setters tell friends, family and colleagues about their goals. Keeping goals a secret means you only undermine your motivation and increase the likelihood of failure. You only undermine your motivation and increase the likelihood of failure.

**IMAGINE IT** Successful goal setters tend to remind themselves of the benefits in achieving their goals. Don’t imagine your perfect self (this has been shown not to work); rather list how life will be better once you achieve your goals. For example, reflect on the benefits of the new post or promotion you are aiming for—or, if your goal is to lose weight, imagine how life will be better once you achieve your goals. Don’t take the ‘Michael’, help them cycle!

**REWARD IT** Successful goal setters attach a reward with each sub-goal when they are planning how to achieve their overall goal. It can be something small, so long as it does not conflict with the main goal, e.g. knocking back 24 beers to celebrate a month of being alcohol free! Rewards give you something to look forward to and provide that feeling of success and achievement which reinforces your motivation and application to reach your goal.

**RECORD IT** Successful goal setters have a tendency to make their plans, progress, benefits and rewards as real as possible by recording it in some way. This could be a journal, an excel spreadsheet, covering the bedroom wall with images of your goal or setting up a graph of your progress. Whatever your system, the act of documenting your improvement increases the likelihood you will achieve your goal.

**STOP IT – PROCRASTINATION** Procrastination is an ever-present and real problem for many of us. It chips away at our best intentions and undermines our efforts to achieve a goal. But, thanks to a Russian research student’s observations of waiters in a Viennese café in 1920, there is a solution. The student noticed that the waiters could recall complex orders when customers came to pay their bill. When some customers came back to query the bill, the waiters couldn’t remember the order anymore. It was as if paying the bill brought closure to the waiters, who then dumped their memory of the order. Experiments in the lab confirmed this finding: interrupting an activity once started allows a person to be better able to recall the details of the interrupted task, but all is forgotten when the activity is complete. This is called the Zeigarnick Effect (named after the Russian research student).

Now we procrastinate for all sorts of reasons: we don’t want to fail, we feel bored, we feel overwhelmed by the size of the task or by all the other jobs we have to do, or we think there are more important things to do. Whatever the reason, if you can apply yourself to a task for 5-10 minutes you induce the Zeigarnick Effect and research shows you are then more likely to see the task through to completion. Sure it takes a little bit of effort, but you will get those jobs done and feel the satisfaction of completion.

Apply these simple strategies and you will increase the likelihood of achieving your goals. Good luck!

**References**


The 76th Anniversary of the formation of the RNZAF will be marked by a commemorative service at St Paul’s Cathedral Wellington on 7 April—the nearest Sunday to the actual anniversary, 1 April [which was the beginning of a new financial year back in 1937].

A central and distinctive feature of the commemorative service will be the calling of the Colours into the Cathedral. Colours, Standards and Pennants are a special feature of our military heritage and at this service the following will be paraded:

- The British Commonwealth Air Training Plan Commemorative Pennant,
- The Standard of No. 42 Squadron,
- The Standard of No. 3 Squadron,
- The Standard of No. 40 Squadron,
- The Standard of No. 5 Squadron, and
- The Queen’s Colour of the RNZAF.

Each of these represents a particular aspect of our Air Force’s shared heritage.

It is worth taking a close look at the Squadron Standards which carry battle honours, representing specific campaigns that the particular squadron took part in. The battle honours which are, in total:

- **Pacific** 1941-45
- **Rabaul** 1945
- **Guadalcanal** 1942-43
- **Central Solomons** 1943
- **Bougainville** 1943-45

These names evoke the campaigns of WWII, when the RNZAF was our nation’s primary force in the South Pacific theatre. Many of these names will still be familiar to today’s personnel—in the years since the last World War the RNZAF has continued to operate with distinction in the South West Pacific, as it does in so many other regions across the globe.

The purpose of the commemorative service is remembrance and thanksgiving for the foundation of the RNZAF and of all those people who have served in our Air Force in peace and war—and particularly to remember those whose lives were lost whilst serving. The service also allows us to give thanks for the service and dedication of the men and women of today’s Air Force.

The Commemorative Service is open to the public, but we are particularly keen that current and former RNZAF personnel and their families join in and celebrate our living heritage of selfless service to our nation.
Integration across the three armed Services and interoperability with key allies are fundamental elements of NZDF policy, strategy and operating concepts. Interoperability allows military forces to train, exercise, and operate effectively together in the execution of assigned missions and tasks.

The Air Standardisation Coordination Council (ASCC) was formed in 1948 by the Chiefs of the Air Forces for the United States, Canada and the United Kingdom. The United States Navy formally joined the ASCC in 1951, and it was extended further in 1964 and 1965 to embrace the Air Forces of Australia and New Zealand, respectively.

In 2005, the ASCC became the Air and Space Interoperability Council (ASIC), to better reflect the ascendant importance of interoperability over standardisation in the post-Cold War, post-9/11 international security environment. Today, ASIC fosters interoperability by encouraging the five allies to review lessons from operations and exercises, participate in multinational experimentation and simulation, and collaborate on the development of future capabilities, operating concepts and tactics, techniques and procedures.

DCAF is the National Director (ND) for New Zealand, representing the NZDF on ASIC. The ASIC NDs meet annually to formulate policy and strategy, and to direct activities of the ASIC.

The day-to-day coordination of ASIC activities is performed by a permanent international secretariat, the ASIC Management Committee (MC), located in Washington, DC. The ASIC MC is supported in its work by a National Programme Manager (NPM) designated by each participating nation. RNZAF participation in the ASIC is coordinated by the NPM (myself) and I report to the Director of the Air Power Development Centre. The ASIC NPM serves as DCAF’s Executive Agent for all ASIC activities, and exercises specified authorities as delegated by the ND.

The work of the ASIC is executed by Working Groups (WG) that meet annually:

- Aerospace Medicine,
- Agile Combat Support,
- Air Mobility,
- C2ISR,
- Force Application,
- Force Protection and
- Fuels.

The ASIC NPM also manages RNZAF participation in the NATO Helicopter Inter-Services Working Group. The effort of each WG is directed by a national Head of Delegation (HoD), appointed by DCAF, who is responsible to their chain-of-command for their ASIC responsibilities. HoDs are supported in turn by designated subject matter experts (SME), also identified and tasked through the chain-of-command.

Project Groups may be formed to tackle large, long-lasting or complex interoperability challenges. The current activity of each of the Working Groups will be discussed in future issues of AFN.

Agreements between the ASIC nations are published as Air Standards. ASIC Advisory and Information Publications are produced when formal agreements cannot be reached or when the information is not appropriate for publication in a binding Air Standard. ASIC publications must address the ASIC capability elements: Concepts, Doctrine and Experimentation; Organisation; Information; Collective Training; Facilities; Equipment and Logistics; and Personnel.

Projects and information and equipment exchanges facilitate the timely and efficient pooling of unique expertise and scarce resources between the ASIC nations to achieve interoperability objectives. Interoperability is an essential enabler of deployed operations, and is vital to our reputation as a credible international partner. Every member of the RNZAF is expected to play their part to support our interoperability objectives, and to identify interoperability challenges and opportunities as they arise.

The RNZAF ASIC Team
- National Director (ND)
  AIRCDRE Kevin Short
- National Programme Manager (NPM)
  SQNLDR Robert Nash

Working Group Heads of Delegation:
- Agile Combat Systems
  WGCDR Pete Johnson
- Aerospace Medicine
  WGCDR Paul Nealis
- Air Mobility
  SQNLDR Dave Brenssell
- C2ISR
  WGCDR Glenn Gowthorpe
- Force Application
  SQNLDR Simon O’Neill
- Force Protection
  SQNLDR Pete Cain
- Fuels
  Mr Mark Knight
UPGRADED ACCOMMODATION FACILITIES AT DIP FLAT OPENED

A ceremony took place on 01 February to mark the completion of the Air Force’s upgraded accommodation and facilities at the Dip Flat outdoor training camp in the St Arnaud Nelson Lakes area.

AVM Peter Stockwell said, “The ceremony is a good chance to recognise all of the people who have helped to see the project to completion, including the NZ Army Engineers who carried out the construction work.”

Eight huts, each capable of accommodating six people, replace 17 old huts built some 70 years ago. The opening coincides with 50 years of Dip Flat use by the Air Force. Prior to that Dip Flat was used a forestry and a deer culling school.

The RNZAF uses Dip Flat for recruit training, initial officer training, adventure training, promotion qualifying training, as well as mountain flying training for both the Air Force and Navy.

Dip Flat is also utilised by groups from the NZ Police Search and Rescue, NZ Army, and the NZ Cadet Forces.

NZDF SOCIAL MEDIA HANDBOOK 2013

This handbook has been developed for all NZDF personnel. It is designed to help navigate the world of social media without getting yourself, and your friends and family, into difficulties.

We encourage you to read this handbook and use as a tool to guide your social media activity. This handbook will be updated yearly to remain current.

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NEW MACHINE GUN

The NZDF has adopted the 7.62mm Light Support Weapon (LSW), a new machine gun to replace the old 5.56mm C9 light machine gun.

In total, 600 weapons have been procured from the manufacturer, FN Herstal, at a cost of $15,000 per weapon. The total budget for the project was $16.04 million and includes ancillaries, storage facilities, and simulation training measures required for a successful introduction into service.

NZDF training staff completed their own training in November 2012 and the new machine gun will now be phased into service across the NZDF during the first quarter of 2013.

Check out the LSW in action at www.youtube.com/nzdefenceforce

CAF (in his flight suit) at Dip Flat with (L to R) S/L Dave Woodhouse, Major Alistair Mitchell, SSGT JJ Moore (both Army Engineers), S/L Sarah Woodhouse, Mr Dave McFarlane (Facilities Manager) and at right WGCDR Pete King with W/O Dennis Moratti, WOAF

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In 2009, I was working in Levin, in credit management. I woke up one day and thought ‘I could really do with a career!’ My dad is a volunteer with the Levin Fire Brigade, and after being a volunteer fire fighter for seven years I chose a new career path in the RNZAF.

Someone had told me about being a Fire Fighter in the Air Force, so I contacted Defence Careers and found out what it would take for me to ‘step up’ and become a fire fighter in the RNZAF. After taking the aptitude tests and being interviewed, in December 2011 I attended the induction day, where I signed my Offer of Service. The following January I started my career in the RNZAF.

First, came 12 weeks at Command and Recruit Training School. The recruit course was the best thing I have ever done; making friends for life. I was lucky because on the course there were three other girls under training to become fire fighters as well; AC Rochelle Hailwood (Whenuapai), AC Karen Brown (Woodbourne), AC Freda Vaimoso - Forrest (Whenuapai).

We graduated and were posted to Ohakea where we covered basic Fire Fighting Skills and team building—to get us working as a team prior to going to Linton Camp. From Ohakea I was temporarily posted to Linton Camp in May 2012 where I commenced the 12-week long Junior Fire Fighter course. This course was challenging and educational. It was also good interacting with Army personnel in a joint arena.

On completion of the course I was posted to the base of my choice, Ohakea. Since being at Ohakea I have completed several courses which include Class 2 Licence and driving a light 4x4. We also covered gunnery at Raumai Range. The
Our People

Late last year, Warrant Officer Dale Kutia celebrated 40 years service to the RNZAF and people of New Zealand. She has had a remarkable career, beginning as the Admin Clerk at No.1 Sqn [then operating B170 Bristol Freighters—see AFN 138 July] in 1974. Since that time Dale has risen up the enlisted ranks and undertaken a wide variety of key jobs, including service overseas in Timor Leste.

W/O Kutia is one of the many people who are working with the Human Resources Management Information Systems (HRMIS) project; Dale is a Business Process Specialist with the project out at Trentham, where the team is developing a more efficient and reliable HR system.

“...The new system will ensure we will have one single source of HR data we can really rely on. Some of our existing HR processes have been redesigned to make them more streamlined and transparent. I enjoyed working with people from the Navy and Army.

“My role focuses on what works for Air, but I also had to think what this meant to the Navy, Army and for civilians as well. The new system will be easier to use and more efficient—now I can’t wait to start using it.”

The HRMIS project team is now moving into the ‘Realisation’ phase, where they will set up and test the new HRMIS and prepare the training material.

W/O Kutia has been instrumental in shaping the way that the RNZAF admin and HR functions will evolve. As well, she has been active in mentoring junior personnel and for sport she supports RNZAF/NZDF softball and Harriers.

W/O Kutia is the first to say that others who have completed 40 years should also be recognised. They are:
AVM P.J. Stockwell  CAF
W/O P.A. Hilliard  HQFJNZ
FLT Lt. J.R. Voice  HQNZDF
F/S K.V. Shanahan  CIS Branch
G/ Capt. K.I. Pollock  HQNZDF

MAJOR MILESTONE FOR SENIOR WARRANT OFFICER

Class 2 Licence course included driving a Unimog around the top of the South Island. The ‘office window’ was definitely different, after being used to sitting at a desk in Levin! Then came the Light 4x4 course—this was off-road, up and down hills, through rivers and along gravel roads, exhilarating!

After the 4x4 course I attended Exercise BLACKBIRD as one of a crew of three, along with LAC Matt Cameron (Woodbourne) and CPL Wayne Bonner (Ohakea). That was the first exercise that I had attended; we covered hot refuels for the Iroquois and fire cover of the camp at Dip Flat. We were fortunate enough to go up in the Iroquois for a decent flight, flying over the picturesque snow-topped mountains.

Now, I am part of a crew of six on Green Watch at Ohakea: SGT Hausman, CPL Hutton, LAC Mills, LAC Brown, LAC Ormsby. I am currently working towards Airport NZQA Unit Standards through On Job Training and Experience, to obtaining my Class 4 Licence which will enable me to drive the major foam vehicle (the Buffalo). As well I look forward to completing my Intermediate Fire Course at the end of the year, back at Linton Camp. This will entail seven weeks of training as a crew leader, which will take me out of my comfort zone and expose me to a leadership role.

I am part of a team with the NZ Fire Service delivering the Fire Awareness Intervention Programme, dealing with children under the age of 18 who have a fascination or curiosity for fire lighting. With the programme we teach the children fire safety and of the dangers that come with fire play.

I am currently one of only two females at the Ohakea Fire Flight—the other being a civilian watch room attendant—and one of only six females in the Air Force Fire Trade. All six serving females have only been in the trade for about two years.

This was definitely the right career path for me, I have so far found it exciting and challenging—and I have made life-long friends. From here I am motivated to develop more skills, and push myself outside my comfort zone as my career progresses.
On 16 January some 150 RNZAF personnel and family members from Auckland, Ohakea and Wellington, visited the Air Force Museum of New Zealand, at Wigram in Christchurch. The opportunity arose from discussions between the Museum Director and the RNZAF leadership: they were aware that not only had many in the RNZAF not seen the Museum, but some of the younger staff did not know the significance of Wigram [the former RNZAF base closed in 1995].

The idea was born to conduct a flight for interested personnel and dependants to Christchurch and then bus them to the Museum. The flight was approved—for the Museum staff the unknown was how many would take up the opportunity?

The answer arrived quickly; once the flight was advertised seats soon filled up—a ballot was required. On the day the aircraft, a B757 of No.40 Sqn, carried a mixture of ranks and civil staff and some families, spread equally between the Bases and Wellington. The working relationship between HQJF NZ, Air Staff, RNZAF Museum, Air Mov Staff at all bases and No. 40 Sqn made this museum flight run smoothly. All units showed their professionalism and this became a memorable visit.

At Harewood Air Movements (Christchurch Airport) the passengers joined three buses; Museum staff were on-board to describe the day and outline the programme. At the Museum, which remained open to the general public, the RNZAF group were welcomed by the Director, Mrs Therese Angelo, and the whole museum team. The visitors had the opportunity to see not only the public exhibitions, but also the Museum’s storage and restoration areas and to walk through the new Museum extension.

The extension is impressive, the main space is designed to accommodate a Bristol Freighter [which presently is out of public view in one of the storage hangars] while the ceiling trusses are strengthened to hold not only the roof but also two tonnes of displays hanging from them. However, the new extension is first going to benefit the whole city of Christchurch [see sidebar].

For the RNZAF staff and families on the flying visit, the back room tours were a highlight. The Museum has a WWII P-40E (recovered as a wreck from Vanuatu) under restoration, alongside an Airspeed Oxford and, remarkably, a future Vickers Vildebeest (the biplane torpedo bomber from 1935). Aircraft engines line the shelves, including a WWI-era Hall-Scott A7 from one of the original Walsh Brothers’ flying boats, and a very battered Junkers Jumo 211 V12 recovered from a shot-down German Heinkel 111 of WWII.

The document and photo collections were similarly fascinating, and the enthusiasm of the staff was evident. Equally as important, the Museum’s buildings are in fact a preserved corner of RNZAF Base Wigram. But the Museum is not content to be simply a heritage site, the staff have a strong on-line presence and are working hard to give virtual access to the objects (about a million of them) and the documents of their collection [see page 34].

The staff are also looking to the future; the Wigram site totals 37 hectares, and the Director says, tongue in cheek, that in 2025 when the last Hercules makes its final flight, they can land it there and her team will wheel it straight into the collection! More seriously, the Museum does display objects, images and documents from today’s Air Force and its array of peacekeeping and operational deployments; it is a showcase for today’s RNZAF.

The reaction of the visiting Air Force families underlines the success of the ‘flying visit’ but also the high impact of our own, impressive Museum:

“Thanks so very much for organising an excellent and informative visit to give us the great opportunity to see RNZAF history so well presented. All the staff involved from flight crew, Airmovers and Museum staff all did a great, friendly job!”

“Judging from the comments and chit-chat on the bus and on the aircraft as we returned, the mission was a great success, and hopefully each visitor will be an advocate for more of these trips. The Museum staff impressed with their enthusiasm, warm welcome, and their obvious dedication and pride in their work.”

“It was so nice to be able to visit ‘our’ museum and see all of the exciting things being developed. I also enjoyed the walk around
Air Force Museum

Wigram itself with my little girl, bit of a walk down memory lane!
Overall, I thought the museum quite beautiful, loved all the aircraft displays and my little girl (2) loved all the planes and the helicopter ride in the foyer!”

The Museum Director, Therese Angelo, summed up the ‘flying visit’.
“From the positive feedback I am certain this venture will continue with the intent to have our people learn some of the history of the RNZAF. This includes all of our regular force, reservists, civilian staff and their families. The Museum is run on the smell of an oily rag, but what we deliver to the public, especially guests from overseas, should make us all feel proud as we are promoting all current and previous members of the RNZAF.

Ehara taku toa, i te toa takitahi, engari he toa takatini
Our success is not on the achievements of one but of the many”

NEW EXHIBITION HALL OPENS

On 19 February the new extension to the Air Force Museum was formally opened. The Deputy Chief of Air Force, and AVM Adamson, Chairman of the Museum Trust Board, hosted His Excellency the Governor-General, the Minister for Culture and Heritage, the Hon Chris Finlayson, Christchurch Mayor Bob Parker and the Chief of Air Force, along with other officials, friends and supporters of the Museum for the event, which marked the completion and handover of the new wing.

The Governor-General unveiled the commemorative plaque and the Christchurch City Choir sang “I vow to thee my country” as their thank you gift for the assistance they have received.

Because of the 2011 earthquake, Christchurch currently has no large convention space. To meet this need, the front of the new exhibition hall—which has easy access to the Museum’s café and atrium—will be made available for city conventions and conferences.

Meanwhile the major part of the remaining space and associated work rooms is to be used by other city museums and cultural institutions. Since the earthquake the Air Force Museum has been providing storage for the collections from the damaged museums; the new exhibition area will become a cultural collections recovery centre.

The Museum Board’s decision to make this new space available for those purposes over the next three years means our Museum’s team have to defer many of their plans, but it serves to place the Air Force Museum at the centre of Christchurch’s efforts to rebuild its cultural heart.
RNZAF HYPOBARIC UNIT ASSISTS ‘THE BIG CYCLE’ HIMALAYAN CHALLENGE

The RNZAF’s Hypobaric Chamber at Clark House (Hobsonville) and our team of aerospace physiologists recently assisted the ‘THE BIG CYCLE’ team of tetraplegics, who are preparing for a high altitude hand-cycle crossing of the Himalayas in June.

The team, led by Catriona Williams of The CatWalk Trust, conducted a hypobaric chamber run on Sunday 2 February, in preparation for their 1000km cycling fundraiser from Lhasa in Tibet to Kathmandu in Nepal. Catriona will hand cycle with two fellow tetraplegics, Neil Cudby and Rob Creagh, in June 2013—to raise $1 million for spinal cord injury research.

Catriona said a number of doctors had expressed concern about people with spinal cord injury and decreased lung function going to high altitude. “We stepped up to the altitude challenge with thanks to the support from the RNZAF and their hypobaric chamber. A real confidence booster that means with good guidance on ascent we might just make it!” Catriona Williams explained.

RNZAF Aerospace Physiologist Fltlt Gareth Iremonger assisted the team with the testing and explained the hypobaric chamber could be used to demonstrate the physiological effect altitude has on exercise performance. “Tests were performed at easy, moderate and hard intensities at ground level, 5,000, 10,000 and 15,000 feet to mimic expedition conditions,” he said.

THE BIG CYCLE Team will cycle from Lhasa to Kathmandu along a route at over 4000 metres altitude, including the Everest Base Camp at 5,300m. Catriona, who is the founder of the CatWalk Trust, said the tri-national team from the UK, Australia and NZ aims to raise awareness of spinal injury in all three countries. She hopes ‘THE BIG CYCLE’ will encourage people to participate by becoming a sponsor or donating to the appeal.

AIMING TO RAISE $1 MILLION
The CatWalk Trust of New Zealand and the Spinal Cord Injury Network of Australia are collaborating on the ‘THE BIG CYCLE’ to raise funds for spinal cord injury research. One person a day sustains a life-altering spinal cord injury in Australia and New Zealand, at a cost of $2.2 billion annually.

The CatWalk Spinal Cord Injury Trust was founded in 2005 by Catriona Williams, and aims to challenge the current boundaries of research to help those with a spinal cord injury walk again. Patron of the Trust is Hon SQNLD Ritchie McCaw.

For more information about the ‘THE BIG CYCLE’ visit catwalk.org.nz/
To become a ‘Peak Partner’ visit catwalk.org.nz/content/big-cycle-get-involved to make a tax-deductible donation to the ‘THE BIG CYCLE’ visit www.fundraiseonline.co.nz/TheBIGCycle/

Blokarting events have been running at Ohakea since 2009—that year we held the first Blokart Masters’ Games at the base. I have been lucky enough to get permission from CO Operational Support Wing and Officer Commanding Operational Support to use the airfield, and the RNZAF’s cooperation has been well received by Blokart users nationwide.

With such a smooth surface as our runway and taxiways, (which have less friction than grass or sandy beaches) a
BOOKS FOR SCHOOLS IN SOLOMON ISLANDS

In November last year, a request to deliver charitable freight to the Solomon Islands was fulfilled. Vavanga primary school on Kolombangara Island was one of the recipients for some of the 190 boxes of donated children’s books.

The freight was carried in one of our B757s, flight NPB 871, when it was tasked for a visit to Henderson Field, Honiara. The receiving authority was the Assistant Deputy Commissioner for the Inland Revenue Division of the Solomon Islands’ Government; his staff assisted in the distribution of the books to various schools throughout the island nation.

The Assistant Deputy Commissioner subsequently emailed: “We have received the books on Wednesday [28 November 2012]. Thank you very much for the continued support to the education of our children in our country. IRD staff will distribute the books to selected rural schools throughout country. Please pass our appreciation to your colleagues.”

The Headmistress of Vavanga Primary School also wrote: “Thank you for your great support to our school. My students have really enjoyed themselves reading these library books that you have sent. Thank you for contributing to our children’s education.”

The book collection is a private initiative by Raymond Marshall of Datatorque and others, who had personal involvement with the Solomon Islands and see the need to support the children in having sufficient recreational reading so as to not merely learn to read at school, but to develop a love of reading as a lifelong habit.

This recent book delivery by our Air Force was one of many in recent years. The ‘Books in Hands’ charity team are very appreciative of the RNZAF’s willingness to take the books to the Solomons, on a charitable freight basis.

Please see: www.booksinhands.co.nz/

Blokarts fly at Ohakea!

Blokart needs only a light wind (7 knots or 13 km/hr) to get really moving. The Blokart sail can be as large as 5.5m². With the right wind the smallest area needed for Blokarting is about the size of a netball court, but that means rapid manoeuvring.

Members from the eight Blokart clubs nationwide (63 competitors from Auckland, Kaimai, Bay of Plenty, Hawkes Bay, Manawatu, Capital, Top of the South (Nelson) and Christchurch) attended our 2013 meet at Ohakea, as it is regarded as the best venue for us—where else can you get access to such a massive expanse of tarmac? The Blokart community enjoy working alongside Base Operations. There were obviously strict security measures in place, and contingencies planned for, in the event of the airfield having to be used for urgent aircraft movements.

In January 2014, the Blokart World Championships will be held on the dry lake of Lake Walyungup, near Perth, Western Australia.

See www.blokartworlds.com

Ohakea Base Welfare have 2 karts and a shadow (clip on seat for taking small children or disabled people) available for hire. Permission must be sought from Base Operations if you intend to use any part of the airfield. Blokart encourages the safe and fun use of your kart so please wear a helmet and consider others when at public parks or beaches.
RNZAF BASKETBALL
AUSTRALIAN TOUR 2012

By PLTOFF Laura Ansell, OCDT Magnus Holding and LAC Joel Wiapo

Action during the RAAF vs RNZAF match

The RNZAF haka

Anzac mates, the RAAF and RNZAF men’s teams
Last November a contingent of RNZAF basketballers travelled across the ditch to play in the Australian Defence Basketball Association (ADBA) Combines Tournament, held at RAAF Base Williams, Laverton (near Melbourne). As with the nature of an Australian ‘combines’ tournament, each team was made up of players from Army, Navy and Air Force representing the state they were posted.

Being the first basketball tour in 10 years for the RNZAF, it was anticipated to be a good one, with our mix of fresh rookies and wise veterans for the tour. With no idea what the competition would be like, we had a tough two-day training camp to prepare for the competition.

Once in Australia, Day One saw our Men straight into their games whilst the RNZAF Women, not starting until Day Three, took some time out for a bit of retail therapy in Melbourne! Game One for the Men was against a well balanced Australian Capital Territory side. We stayed up for the entire game and with fresh legs and high spirits we entered the fourth quarter with a decent lead. RNZAF legend, Valve Schroder, stepped up and gained a nickname from the Aussies: ‘the ninja’ as he darted into good spots and snuck the baskets through the hoop.

ACT introduced a full court press in an attempt to gain the lead and in doing so exposed a weakness that would trouble us this tournament. We buckled and gave up the lead, losing by one in the last few seconds.

The first night at the “booza” (Aussie-speak for ‘tournament-venue–for-networking–and-socialising’) allowed us to break the ice and debrief. Much banter laid the foundations for a friendly weekend which would strengthen our ties with our Aussie comrades.

For the first game by our Women’s team, we played the combination team of South Australia/Northern Territory/Victoria, and despite a few cobwebs, we still came out on top winning 44-26.

But the next day brought a tough game for our women and we were outmatched by the sharp three point shooters of the ACT side.

Our Men had losses against South Australia, New South Wales, Queensland and Northern Territory. We were hindered by injuries to Steve Lee, Valve Schroder, and Magnus Holding, thus with a small bench, the humid climate and highly skilled Australian teams, we kept coming up short. However we were able to walk off the court each time with our heads held high, as every game was fought with high intensity and good heart.

On Day Five the Kiwi women thrashed the NSW team 53-18 and then that night we played in the much anticipated RNZAF-RAAF women’s match. It was a fantastic game, whereby all our women stepped up and played well. Joe Atkinson, unable to miss from the wings of the 3 point circle, took her personal game point total past the total points of the RAAF team! We won 47-9.

That same day our Men had their first win against the Western Australia team, who were unable to match the determination and desire of the Kiwis.

The challenge was set and what followed was a classic Australia vs New Zealand test.

Day Six brought about a 39°C day, with temperatures in the gym reaching up to 46°C. The court was slick and the air was thick, but our Women fought hard, yet came up short against the Queensland side (who became eventual championship winners).

By Finals Day, our whole squad had battered bodies but high spirits. Our Men had had a demanding draw with 7 games in 7 days, while our Women had played 5 games in 4 days. Although that had taken a toll, the last hurdle was to be the Men’s RNZAF vs. RAAF game. It started with the same formalities, but as the Aussies moved forward after the anthems to shake hands, we broke into a haka and shook the court! The challenge was set and what followed was a classic Australia vs New Zealand test. Every basket had to be fought for. Every rebound created a struggle. Every pass had to be on the money. Neither team let anything slide. And ultimately, the RAAF came away with the win.

It wasn’t all basketball and hard work. Some of the social highlights included:

- a fun-filled night at Dracula’s Cabaret
- the costume zoo night
- Dinner at an obscure Mexican restaurant in the Bronx, and
- figuring out how the Melbourne train system worked.

On one interesting train ride home, Kieran—with his ukulele—found himself playing for a bunch of Kiwis singing ‘Loyal!’ Fellow passengers whipped out their mobile phones to film the fun!

The final night function was the awards dinner. The ADBA handed out many awards with a great sense of culture, family and history. Touching speeches brought tears to the eyes and it was a vivid reminder of how lucky we all were to be part of something like this. SQNLDR Joss Adlam was invited to respond and thanked ADBA for all the effort they had gone to on our behalf in order to include us in this unforgettable tournament. We thanked them with a waiata and haka.

On trips like these you realise that playing basketball is a small part of what it is all about. (Of course the level of basketball throughout the tournament was high.) The best result was the number of new friends, the memories we made, the shared culture, and the laughs. In the Kiwi contingent we all put rank aside and became close.

It was a fantastic opportunity to spend time with our comrades across the ditch. We were privileged to be welcomed into the ADBA family and it is a trip that will be remembered fondly by all. It also sets the scene for a great season in 2013!
**Book Reviews**

**SINAI JOURNAL: 30 YEARS OF KIWIS SERVING WITH THE MULTINATIONAL FORCE AND OBSERVERS**
Sarah Chandler and Charlie O’Hara-Smith (Eds)
NZDF with Wilson Scott, Christchurch NZ 2012

One of New Zealand’s longest military commitments is the subject of Sinai Journal. Sarah Chandler and Charlie O’Hara-Smith have gathered anecdotes, essays and photographs from some 80 NZDF personnel of the more than 1500 Kiwi soldiers, sailors, and airmen and women who have served at the MFO since its inception in 1982.

The MFO was established to uphold the conditions set down in the Treaty of Peace signed between Egypt and Israel in 1979 and 12 nations contribute to the peacekeeping organisation. The initial NZ contribution was in fact by the RNZAF, as for several years, with the RAAF, we provided the Anzac Air squadron.

There is a very good introductory essay and the personal stories range from the humorous and irreverent, to the sad—all helping illustrate the experiences of our NZDF personnel doing an extraordinary job in difficult circumstances. Currently 28 NZDF personnel are serving at the MFO, providing expertise in operations, driving and training, and the mission seems likely to continue for a long time yet.

**LIFELINE IN HELMAND: RAF BATTLEFIELD MOBILITY IN AFGHANISTAN**
By Roger Annett
Pen & Sword Aviation, UK 2010

The author lived and worked alongside RAF personnel deployed on operations in Afghanistan, and this book is structured around the training, deployment and return home of a particular Chinook detachment. The author also covers the work of the RAF’s Hercules tactical air lifters in-theatre, the air-bridge and from the UK (largely RAF TriStars) and the RAF’s aeromedical evacuation teams.

In this book, Annett tells the stories through the eyes of the RAF personnel but he also includes relevant background and scene-setting information—it all adds up to an impressive book and a valuable account of the critical value of contemporary air power.

**WINGS: ONE HUNDRED YEARS OF BRITISH AERIAL WARFARE**
By Patrick Bishop
Atlantic Books, London 2012

Patrick Bishop tells the story of the evolution of aerial warfare from a British perspective—beginning with the rickety contraptions that flew over the Western Front in WWI, to the high-tech fast jets and pilotless drones operating in Afghanistan today. He describes some of the extraordinary characters who filled the ranks of the Royal Air Force and outlines the achievement of the RAF in both world wars. He tells the story by means of anecdotes and incidents; this is not a dry history.

However the post-WWII era (now some 65 years long) is covered a bit too briskly. The RAF can take credit for some formidable achievements since WWII, from the Berlin Airlift and the Malayan Insurgency, to the current campaigns in the Middle East. I would have liked more detail in this part, along with a discussion of the often harsh politics of post-war British defence (for example, in 1957 a misguided White Paper forecast the end of manned aircraft—leading to the near-death of the British aircraft industry).

Patrick Bishop has served alongside and written about 3 Para in Afghanistan, so he has seen the value of contemporary air power first hand. In this book he has created a good introduction to the history and value of air power.

**BORN TO FLY**
Illustrated by Andrew Burdan;
story as told by Julian Arahunga
Huia Publishers, Wellington NZ 2012

A graphic novel may not appeal to most readers of AF News, but this book is aimed at younger readers, telling the story of John Pohe, a young Maori lad who joined the RNZAF after WWII broke out. He trained at Wigram and went to Britain to fly with the RAF. He was among the first Maori candidates to qualify as pilots.

Johnny was assigned to No. 51 Sqn RAF (Whitley bombers) and, according to the graphic novel, dropped parachute troops for the famous Bruneval raid. Among other missions, he flew on the first 1000 bomber raid. His squadron converted to the Halifax bomber, but on a mission to Hanover Johnny’s aircraft was damaged and crashed into the North Sea. Johnny and his crew were rescued by the Germans and soon he was in Stalag Luft III. There he took part in the Great Escape (May 1944) but was recaptured and was one of the 50 airmen shot on Hitler’s order.

The graphic novel tells this story with vivid illustrations, which will appeal to young readers. But perhaps Johnny—and our other Maori airmen of WWII—deserve a more formal book, to cement their place within the RNZAF’s history.
Air Force News has four copies of FlightPathTV Series 1 to give away!

FlightPath TV is a global aviation magazine show providing an entertaining, action packed and informative look inside the world of aviation. The series, produced in NZ, has screened in 60 countries and the 13 episodes include 25 NZ aviation stories, among them 12 stories about the RNZAF, including:

- RNZAF mountain flying
- RNZAF Red Checkers
- RNZAF P-3 Orion
- RNZN Seasprite & Maverick Missile firing

To go in the draw to win, simply tell us the correct answers to the quiz below. All entries in hard copy—no emailed entries please; one entry per person. Competition closes 31 March 2013.

Send your entry to: Air Force News FlightPath TV Readers’ Competition Defence Communication Group HQNZDF Wellington 6011 New Zealand

AF NEWS READERS’ COMPETITION QUESTIONS

- What are the runway headings at Ohakea?
- How many P-40 Kittyhawks were delivered to the RNZAF, 1942-44?
- How many sorties did the No.3 Squadron detachment fly in PNG during Op KUMUL last year?

Note: Air Force News is the primary source; no correspondence will be entered into.
OBJECT OF THE MONTH

By Michelle Sim, Archives Technician

Our Air Force Museum holds a diverse collection of artefacts, numbering in the millions. As many of these objects never get to be placed on public display, our staff endeavour to ensure they are made accessible in other ways.

The “Object of the Week” feature is a new online initiative designed to highlight a small sample of the wide range of fascinating objects we hold. On the Museum’s website and Facebook page we feature a different artefact every week, drawn from one of the main areas of the stored collection: documentary and photographic archives, memorabilia, textiles, art and technical collections.

We have received some great responses and recollections through the social media network from ex-service personnel and others who can identify with the objects or images in some way. The Museum’s Collections team welcome any suggestions, comments or memories that these items may generate, so please feel free to email us on: research@airforcemuseum.co.nz. See also page 26.

1996/184.1—DATA PLATE FROM CORSAIR NZ5535

NZ5535 was assembled at Hobsonville on 28 June 1944 and assigned to the Corsair Conversion and Testing Flight at Ardmore. NZ5535 was written off in operational training on 27 October 1944 after it overturned on landing, when the pilot applied too heavy braking. The aircraft was converted to an instructional airframe, INST104, with the Technical Training Squadron, Woodbourne, in November 1944.

The Data Plate shows that the aircraft was built by Chance Vought and was an F4U-1; the Manufacturing Number shows it was number 5321 off the Chance Vought production line.

It had the Pratt & Whitney R-2800-8 engine:
R = Radial,
2800 = 2800 cubic inches
—the volume of the 18 cylinders in this powerful twin-row engine.

The Customer Number is a Chance Vought code and not specific to the RNZAF. Aircraft were often re-directed from the production line to where they were needed urgently.

Chance Vought F4U-1 CORSAIR

This month’s photo shows one of the RNZAF’s Corsairs at a forward airfield in the Solomon Islands, in 1944. This summer, nearly 70 years later, one of the regulars at New Zealand air shows is an FG-1D Corsair in US Navy colours.

The big fighter is usually displayed by Keith Skilling, an ex-RNZAF pilot. Built by Goodyear—hence the FG instead of the F4U designation applied to Chance Vought-built airframes—the display aircraft is actually Corsair NZ5648 (c/n3305, Bu92044) which was rescued from the Rukuhia scrapyard in the 1960s. Subsequently, NZ5648 was sold and went to the US, then to the UK, before it came to back to NZ for the 2004 Wanaka airshow. It was then moved to Masterton, since then it has been displayed throughout NZ.

The Corsair’s story began in 1938 when the Chance Vought Corporation began to design a new shipboard fighter for the US Navy, using the new, 2000hp, Double Wasp engine. They adopted an inverted gull-wing to allow sufficient ground clearance for the 13 ft diameter propeller—necessary to take full advantage of the engine’s power.

The XF4U-1 was first flown in May 1940 and soon became the first aircraft to exceed 400mph. However as the aircraft was developed for operational service it was strengthened by a large fuel tank forward of the cockpit—which reduced the pilot’s forward view during landing (not good for carrier operations). In addition the shock absorbers and suspension mechanism on the undercarriage proved to be ‘bouncy’—dangerous when deck landing, trying to hook arrestor wires. The aircraft was quickly rejected for carrier operations but entered service in mid-1942 with the US Marine Corps, who used it in action in Norway.

Beginning in March 1944 the RNZAF was also issued with Corsairs; thirteen squadrons (Nos 14 – 26) subsequently flew the 424 aircraft that were delivered to NZ or direct to RNZAF units in the Islands. No 23 Sqn was the first to take the Corsair into action, in November 1944. RNZAF Corsairs were first delivered in the US Navy’s ‘three-tone’ colour scheme, which soon faded to a ‘greyish-pink’ under the tropical conditions and the effects of coral dust from the wartime island air strips. Those repainted by the RNZAF Servicing Units were painted overall dark blue but with light grey fuselage and wing centre-section under-surfaces. Later ones, notably the FG-1D Corsairs delivered in 1945, were painted the USN’s overall ‘midnight blue’.


Despite its unpromising start in 1942, the Corsair evolved into a powerful fighter bomber; the US Navy also took it to sea in 1945. The type remained in US Navy and Marine Corps front-line service during the Korean War. Corsairs were used by the French naval air arm during the Suez operation in 1956 and the type was last in action during the 1968 “Soccer War” in Central America.
**F4U-1D Corsair**

- **Span**: 12.5m (41ft)
- **Length**: 10.15m (33'4ft)
- **Max weight**: 5,465kg (12,039lb)
- **Power Plant**: 2000hp P&W R-2800-8
- **Max speed**: 684km/h (425mph)
- **Range**: 1,633km (1,015miles)
- **Armament**: 6 x .50 (12.7mm) MG
  - 2000 lbs of bombs, or
  - 8 x 3" (76mm) rockets

*Photo: Air Force Museum of NZ*
STEP UP
AND SEE WHAT YOU CAN BE

DEFENCECAREERS.MIL.NZ/AIR-FORCE