AFGHANISTAN—10 YEARS OF ACHIEVEMENT

RAPELLING INTO ACTION!

SEARCH & RESCUE SUCCESS
Our mission
To carry out military air operations to advance New Zealand’s security interests with professionalism, integrity and teamwork. Air Force News is the official magazine of the Royal New Zealand Air Force (RNZAF)—established to inform, educate, and entertain its personnel and friends.

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

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INfANTRy fROm 2/1 BATTALION AT BURNHAM ARMY CAmP RAPPEL fROm A NO. 3 SQN IROQUOIS, IN EARLY MARCH. PHOTO: CPL JUDITH WATTS RNZAF
This will be my last First Word as the Air Component Commander. By the time you read this, AIRCDRE Mike Yardley will be close to taking over what I feel is one of the most rewarding and fulfilling command positions on offer.

As a look back at the last three and a half years (has it really been that long?) I can reflect on the many significant events that have occurred. There have been numerous highs as well as a few obvious lows, a huge number of ‘firsts’, an enormous amount of change, and unprecedented challenges—as we transition into our future fleets within an environment of fiscal austerity.

If you have access to the last three years of Air Force News then a quick scan will give you a good appreciation of how active and successful the RNZAF has been over that time.

For me, the greatest impact has been the constant tension between the demand to meet current, day-to-day air operations in support of the other Services and other Government departments and also meeting our own training needs, versus the need to ensure our future operational capability by the introduction into service of our new and upgraded platforms, along with all the necessary support that our enhanced capabilities require. Our current major projects have been on the go for so long I sometimes feel that, as a Defence Force, we have forgotten what it’s like to have our entire fleet at our disposal.

Of course, we also have to note the increased maintenance burden that came with operating near 50-year-old aircraft. I wouldn’t say the lack of aircraft to meet demands has kept me awake at night, but I’ve certainly been aware of the fragility by which we’ve been operating, and the increased pressure on the squadrons and support units. We have achieved what we have through the commitment and professionalism of a huge number of people.

Frustratingly, after one First Word in which I acknowledged the efforts of everybody, I received an email from one of our readers berating me for the article. Amongst the innuendo and poorly researched facts and figures, he suggested that as there were no Air Force units deployed, then we weren’t doing anything!

It is maddening to think there are people out there who do not appreciate that the RNZAF doesn’t have to be deployed to conduct our mission of military air operations in support of New Zealand’s interests. Take a snapshot of just some of the tasks of late (and I reiterate some):

- fisheries and Customs patrols by both No. 5 Squadron Orions and No. 6 Squadron Seasprites,
- an Orion search and rescue off the coast of Fiji [see page 8],
- the last of the summer flights to Antarctica in support of the New Zealand and United States Antarctic programs [see page 24],
- Iroquois support to the New Zealand Police in a search for a missing tramper and to assist in the eradication of marijuana crops,
- conveying the Prime Minister and his delegation through South America on a Boeing 757, and finally
- crew training in preparation to withdraw the Provincial Reconstruction Team from Afghanistan.

And of course while all this has been going on, the Introduction into Service of our new types and upgraded aircraft continues apace at both Ohakea and Base Auckland.

So, my message in this First Word? Simply to say I’ve loved my time as the ACC, and many thanks to everybody who has been involved in air operations for their fantastic efforts while I’ve been in the chair.

AIRCDRE Mike Yardley takes over as ACC on 13 May; see also page 06. AIRCDRE Moore then posts into Air Staff, HQNZDF.
New Zealand has played an important role in the international effort in Afghanistan for well over a decade. In the early days of the campaign we helped root out al Qaeda, then in 2003 deployed a Provincial Reconstruction Team to Bamyan to stabilise and aid in the recovery of a province that had suffered under Taliban rule. Later the SAS were redeployed to Kabul to help the Afghan Crisis Response Unit build its capacity as one of Afghanistan’s premier counter-terrorism units.

It has been service that has come at the cost of 10 New Zealand lives, sacrifices that have been felt deeply across the nation. Other New Zealanders have been wounded in Afghanistan and have had their futures inextricably altered as a result.

Over the same period, New Zealand citizens have died in some of the world’s most high profile terrorist actions since 9/11: the Bali bombing, the London Tube bombing, the Jakarta Hotel bombing.

That’s why New Zealand has continued to support the international effort in Afghanistan so that it cannot again become a haven for al Qaeda and an incubator for international terrorism. Not only is it important to secure the gains of the past decade, but it’s also in New Zealand’s own interest to be part of the collective security effort to safeguard the future stability of that country.

Cynics point to the historical record, tell you that no nation has ever won in Afghanistan, and complain that New Zealand is expending effort in a country where corruption is rife. While it is true that it is unwise to ignore the lessons of history, the fact is that because of New Zealand’s efforts, massive gains have been made for the people of Bamyan province, especially women and children. Before we arrived, education and health services in the province were rudimentary and women and girls were treated appallingly under the Taliban. New Zealand’s efforts have seen reconstruction of the hospital and the building of educational facilities.

In 2001 there were fewer than 15 schools open—there are now 353. Almost half of primary school children in Bamyan are girls. Now, 38% of teachers are female and many Bamyan teachers have been aided by New Zealand-supported teachers’ training programmes. There are now 2,700 students at Bamyan University, 15% of whom are women.

Our support to the health sector has helped to significantly reduce both the maternal mortality rate and the mortality rate...
for children under 5. In the Taliban era there were only two doctors working in the province. Now health care facilities are available across the province, and health professionals include 40 doctors and 150 midwives.

We’ve also contributed Kiwi money and expertise to major agricultural projects and a solar power project that will provide access to electricity to approximately 2,500 homes, businesses and government buildings in Bamyan town. It will be the largest solar energy system built in Afghanistan and will make a significant contribution to living standards and economic development.

As to the question of whether the gains in Afghanistan are sustainable, and whether the coalition can ‘win’ there, the point is that unlike the armies of history, the ISAF coalition does not want to remain in Afghanistan in the long term. For much of the last ten years, therefore, ISAF’s efforts have been largely directed at building Afghan capacity in security and governance so that ultimately the country can stand safe, secure and stable on its own. There is no doubt though that the international community can do only so much, but ultimately the will of the Afghan people will determine whether their nation prospers.

If Afghanistan is to continue along the trajectory towards a relatively secure future, it will require on-going international support. This year the wider coalition effort is moving from leading the military mission to supporting and mentoring the Afghan forces so they can manage their own security with an ISAF presence that continues to decrease over time. That is why New Zealand has announced that following the withdrawal of our Provincial Reconstruction Team in April, New Zealand will continue to make a small but significant contribution to the international security effort in Afghanistan.

The 27 personnel continuing on will be in headquarters, intelligence, planning and training roles. None will be in front-line combat roles, but they will all be making a valuable niche contribution to a collective effort. Likewise, New Zealand-funded development programmes in Bamyan in renewable energy, agriculture, education and health will continue beyond the PRT.

New Zealanders should be very proud of the efforts of our service people over the past 10 years in helping secure and rebuild Afghanistan. It’s important now that we help see the job through. 🔗

### AFGHANISTAN: THE RNZAF CONTRIBUTION

2002 –13 Task Group CRIB: The NZPRT was staffed from the outset on a joint-service basis, with specialist RNZAF personnel integrated into all 21 rotations of the NZPRT throughout the ten-year commitment.

- 1116 RNZAF personnel have been attached to the Afghanistan deployments, since 2002.

December 2001: Two C-130s with crews, maintenance personnel and other support personnel deployed to Kandahar via Jacobabad (Pakistan) for a 3-4 week deployment.

February 2002: One C-130 aircraft deployed to Jacobabad for a similar deployment.

2002: An Air Loading Management Group deployed to Oman, Karachi and Kabul in support of coalition forces. The NZDF Air Loading Team returned to NZ in August 2002.

2003: A C-130 Hercules, support crew and Air Loading Team deployed to Kyrgyzstan in June 2003 to support coalition operations.

2003 – 04: A P-3K Orion deployed to the Gulf of Oman from May 2003 until February 2004 for maritime interdiction operations in the Arabian Sea.

2003 –13 Task Group TROY: An NZDF (primarily RNZAF) joint-service team of 6 – 9 personnel remained in the UAE from 2004 to support NZ and coalition air operations.

2002 –13: A C-130 Hercules with 28 – 42 support crew deployed twice a year in support of CRIB rotations, usually in April and October each year. The deployment frequently included two weeks for NZDF and coalition taskings in theatre.

2007 – 09: TG MAANAKI: Two NZDF medical personnel deployed to the Canadian-led multi-national medical centre at Kandahar until October 2009

2009 – 12: A B757 with a support crew of 12 deployed as required for strategic movement of personnel between NZ and the Gulf region.

- Note that most other RNZAF C-130 and B757 international flights in support of our deployed missions since 2002 also included direct support to the NZ personnel in Afghanistan.

In addition, RNZAF personnel have contributed to
- Imagery analysis support to RAAF in Kandahar,
- Task Group KEA: 3-5 NZDF personnel HQ ISAF in Kabul,
- HQ CJTF 180 in Bagram, and
- the NZPRT National Support Element at Bagram.

As well, the Florida-based NZ contingent of three personnel at CENTCOM (known as TG SPEAK) was deployed from 2002 – present, to undertake national and coalition planning for Operation ENDURING FREEDOM and the campaign in Afghanistan.

Source: NZDF Annual Reports: 2002-12 and No. 40 Sqn.
Air Vice-Marshall Kevin Short took up his new role as Commander Joint Forces—on promotion—on 25 February.

Before that, he had been the Deputy Chief of Air Force, in the rank of Air Commodore*. On the same day, the previous COMJFNZ, Major General Dave Gawn, was appointed as Chief of Army, taking on the role previously filled by MAJGEN Tim Keating (who is the Vice Chief of Defence Force).

Defence Minister Dr Jonathan Coleman had announced these appointments during mid-February. Subsequently, several other postings were announced, including the following RNZAF officers:

Group Captain Andy Woods is now the Acting Deputy Chief of Air Force.

Air Commodore Peter Port will be appointed Deputy Chief of Air Force from late May.

Air Commodore Steve Moore will be appointed Assistant Chief of Strategic Commitments and Intelligence ACSCI (HQNZDF) in late May.

AIRCDRE Mike Yardley is appointed Air Component Commander, HQJFNZ.

LTGEN Rhys Jones, the Chief of Defence Force, said “I am very pleased with these new appointments and wish to congratulate both MAJGEN Gawn and AVM Short. I also congratulate the other senior personnel and am sure they will fulfil their new roles, drawing on the training, expertise and experience they have gained during their careers with the Defence Force. We have a challenging time ahead of us as we implement Future 35 but I am confident that their expertise and experience will allow them to deliver what is required to achieve our goals.”

AVM Short joined the RNZAF from Feilding. Throughout his early career he was mainly employed on No 5 Squadron, with over 5000 flying hours mostly in P-3 Orions. He held the positions of Navigator Leader, Deployment Commander, and Operations Flight Commander.

AVM Short has attended several professional military courses:

1987—the General Duties Aero Systems Course at RAF Cranwell.
1991—No.32 Staff Course at RNZAF Command and Staff College, and
1999—the USAF Air War College in Alabama, USA.

AVM Short also filled a number of command and representational appointments:

2002—NZDF Senior National Officer, USCENTCOM, Tampa, Florida
2003—Officer Commanding No 485 Wing, RNZAF Base Auckland.
2006—Senior National Officer and Commander of the NZ Provincial Reconstruction Team (Rotation 9), Bamyan, Afghanistan.

In June 2007 he took up the post of Assistant Chief Development (AC Dev) in HQNZDF, and was promoted to the rank of Air Commodore. He was responsible for the NZDF Long Term Development Planning; in this position he initiated several major projects including the Hercules and Orion upgrades.

In December 2009 AIRCDRE Short was posted as Assistant Chief Strategic Commitments and Intelligence until June 2011 when he was posted as Deputy Chief of Air Force.

*See First Word, AF News 145 March 2013

Change of command ceremony, 25 February
Senior Officer Appointments

GROUP CAPTAIN ANDREW (ANDY) WOODS MNZM

The Acting Deputy Chief of Air Force is GPCAPT Andy Woods who will fill the post until next September.

GPCAPT Woods joined the RNZAF in 1983 as a University Officer Cadet, completed a Bachelor of Engineering degree and was posted for specialist aviation engineering training at RAF College Cranwell, UK.

On his return to NZ in 1989 (then) FLTLT Woods was posted as Maintenance Flight Commander, Pilot Training Squadron, at Wigram. Subsequently he spent two and a half years seconded to the HQ RAAF Logistics Command in Melbourne.

He was promoted to Squadron Leader in 1994 and became OC Maintenance Support Squadron. He completed No. 38 Staff Course in 1997 then joined the Directing Staff of the Command and Staff College before completing two further postings in Auckland as Technical Wing Executive Officer and OC Auckland Technical Support Unit.

Newly promoted WGCDR Woods was posted to Ohakea in March 2001 as CO, Logistics Wing. Following the decision to disband the RNZAF Air Combat Force in 2001, WGCDR Woods was involved with a new RNZAF Logistics structure. For his work over this period of substantial change, WGCDR Woods was named a Member of the New Zealand Order of Merit.

In 2005, WGCDR Woods was posted to HQNZDF where he established the new Directorate of Air Force Logistics Capability, to support the Ministry of Defence and NZDF Capability branch. During 2007, GPCAPT Woods was substantially promoted as Commander of Air Force Logistics Group, now part of the new Defence Logistics Command.

In July 2010 GPCAPT Woods was appointed as the RNZAF’s Chief Engineer and NZDF Technical Airworthiness Authority, before being posted as Assistant Chief of Air Force Strategic Management. On 13 March this year GPCAPT Woods took up his new position at Acting Deputy Chief of Air Staff.

Since May 2011 he has held the post of Assistant Chief, Strategic Commitments and Intelligence in HQNZDF, Wellington, responsible for: the strategic planning and monitoring of NZDF operations; the Mutual Assistance Programme; and the provision of military intelligence. He will relinquish this post in September for the position of Deputy Chief of Air Force.

AIR COMMODORE MIKE YARDELEY DSMD

AIRCDRE Yardley enlisted in the RNZAF on 12 January 1981 as a General Duties Navigator and his initial posting was to No. 5 Squadron with P-3K Orions. Amongst other courses, he completed No. 39 Staff Course at the RNZAF Command and Staff College. On 1 February 1999, Wing Commander Yardley was appointed Commanding Officer No. 5 Squadron.

In June 2001, he was posted to USAF Air War College which he graduated with a Master of Arts degree. On returning to NZ in 2002, he was posted as Project Manager for the P-3 Systems Upgrade Project, deploying to Greenville, Texas in 2004.

Promoted to Group Captain in November 2006, Mike Yardley was posted as Assistant Chief of Air Force Capability and then to the position of Chief Staff Officer—Joint Plans (J5). He was recognised in the Queen’s Birthday Honours List 2007, with the award of the Distinguished Service Decoration. In 2009 he was posted to the Royal College of Defence Studies in London.

Air Commodore Yardley was promoted and posted to Chief of Staff, HQ NZDF, in February 2011 and next month takes up the post of Air Component Commander, HQJFNZ.
Orion NZ4202 got airborne just before 0400 hours on Saturday 09 March, to fly up to Fiji to search for a missing 28 foot (8.3m) boat with five people reported to be on board. NZ4202 is No. 5 Squadron’s last remaining ‘legacy’ P-3K aircraft (the others have gone or are going through the Systems Upgrade Project to P-3K2 standard).

‘Kiwi Rescue 771’, captained by SQNLDR Brett McKenzie arrived at the start of the search area just after dawn, and the aircraft, with all observer windows manned, commenced a low-level radar and visual search in an area approximately ten miles off the south-west coast of the main island of Viti Levu.

Not long into a search leg parallel to the nearby coastline, Air Ordnanceman SGT Aaron Grocott called on intercom from his port aft observer window that the aircraft had flown over a large white object lying just below the surface. The pilot re-positioned the aircraft for another pass and the observer confirmed that it was a fully submerged boat complete with outboard motor still attached—of the vessel’s crew there was no sign, apart from some yellow clothing attached to an oar that had been wedged at the vessel’s bow as a location aid.

The Orion flew an adjusted visual search pattern based on the location of the submerged hulk, which was only seven miles from the nearest land. Orion navigator FGoff Cam Hitchings meanwhile made radio calls to a nearby surface radar contact, which proved to be the charter fishing vessel MILIKA II, from the nearby Robinson Crusoe island resort. Her skipper agreed to sail over to the submerged boat to help identify it.

After just a few more minutes of searching, Air Warfare Specialist CPL Reece Tamariki called in from the radio deck observer window that he had possibly sighted a couple of yellow lifejackets bobbing in the waves. This was an excellent sighting, by an alert crewman. The aircraft once again circled around the possible sighting, which was marked by a floating smoke marker fired off from the Orion by the observer. All aircraft observers now reported that they could definitely see survivors in the water, wearing lifejackets. The MILIKA II was just four miles away and was requested to make best speed in the relatively calm seas and pick them up.

The Orion made further passes around the two survivors for the next 20 minutes until the MILIKA II arrived on scene and retrieved them. Joe, the skipper of the MILIKA II, radioed the Orion to say the two survivors indicated there were two more survivors nearby. Shortly afterwards the two remaining survivors in lifejackets were visually spotted by our Orion crew, just a mile from their submerged boat. The MILIKA II crew also successfully recovered those two men, while the charter boat skipper was asked to find out from the survivors if there was a fifth man still missing.

They said their boat was carrying supplies when it capsized in the afternoon of Friday 08 March, and after some five hours in the water one of the crew had decided to leave the group and try to swim for the mainland to get help. The strong local southerly currents would not have helped his chances, but our Orion went back for a visual search of the area, where the one man was still unaccounted for.

The heavily laden MILIKA II headed back to the mainland with the four survivors, whilst a second small craft WHITE TIP agreed to remain in the area and search just off the coast.

After nearly three hours of further searching up to the reef-line off the coast, there was still no sign of the missing swimmer. Our crew had to, reluctantly, suspend the search as the aircraft was getting low on fuel—we headed back to Whenuapai.

Orion NZ4202 and her crew were stood down from operational duties just three days later, as the upgraded P-3K2 aircraft were declared operational for search and rescue duties on 12 March 2013. The sole P-3K aircraft and her crew of twelve airmen and airwomen (along with a handful of stand-ins during the time) had remained at 30 minutes recall notice for SAR callout for the majority of the last six months.

We were greatly assisted by tremendous support given from No. 5 Squadron Maintenance personnel who kept the vintage mission systems serviceable. It was fitting that the last P-3K tasked search and rescue was able to culminate with four lives saved.

By F/S Steve Graham, Air Warfare Specialist, No. 5 SQN Operations

The local fishing launch MILIKA II recovering survivors, seen from Kiwi Rescue 771 on 09 March
Since December 2012, RNZAF Orions have flown eight Search and Rescue sorties.

16 Dec 2012 (NZ local) Kiwi Rescue 574 was launched on Operation Pacific Relief as a response to Cyclone Evan.

**Day One:** Searched for four 9-metre aluminium fishing boats missing from Western Samoa. The crew found several debris fields and two wrecked fishing boats, one on a beach, one semi-submerged at sea.

**Day Two:** Continued to search for missing fishing boats, more debris fields were found. The crew also carried out Samoan Island coastal damage assessment.

**Day Three:** Continued coastal water search in Samoa and tasked to do coastal damage assessment for Fiji. This day included landing in Nadi to brief Fijian officials and an overnight in Tonga.

**Day Four:** Returned to Whenuapai. Total flying hours 32.4.

11 Jan 2013 Kiwi Rescue 367 called out to search for a Rigid Hull Inflatable Boat (RHIB) with one person on board off the South Wairarapa Coast. The RHIB was found empty. Crew searched to the limit of their endurance then returned to Whenuapai after refuelling at Wellington. Total flight time 11.7 hours.

16 Feb 2013 (NZ local) Kiwi Rescue 095 was launched to search for a 5-metre wooden fishing dingy missing from Tarawa in Kiribati.

**Day One:** The crew transited to the search area and searched till last light without any significant sightings. Flight time 9.5 hours.

**Day Two:** As the crew were preparing to get airborne for a further search, Kiribati Police informed RCCNZ that the missing vessel had been found and crew picked up by a Chinese fishing vessel. Kiwi Rescue 095 returned to Whenuapai, flight time 7.2 hours.

09 Mar 2013 Kiwi Rescue 771 was launched to locate a missing skiff near Fiji; see main story.

12 March P-3K2 despatched to Kiribati to search for a missing craft, following a request from RCCNZ. All search areas were covered but nothing found.
The anti-submarine warfare (ASW) capability currently embodied in New Zealand’s P-3 Orion maritime patrol aircraft is considered obsolete and has become increasingly difficult to support. To address this issue the Defence White Paper 2010 noted that Defence would investigate options for fitting ASW sensors to our six Orions, to improve their combat capability and enhance the ability of New Zealand to contribute more robustly to coalition operations when required. Capability Branch and the Ministry of Defence are currently investigating suitable options for an airborne ASW capability. A Request For Information (RFI) has been issued, seeking Industry advice on contemporary airborne ASW solutions that may be suitable for the NZDF. The RFI responses are required to provide high quality and up-to-date information to the Ministry, to assist in the development of an options paper for Government. But at this stage it’s important to note that the Government has made no investment decisions in this area.

The RNZAF took delivery of five P-3B Orion aircraft in 1966, with a sixth aircraft joining our fleet in 1985. After their upgrade in the 1980s, the RNZAF Orions were designated P-3K. The Orions were originally designed to conduct ASW operations. The current P-3 System Upgrade Project (SUP) is modernising the aircraft’s ability to sense and detect surface and airborne targets in maritime and over-land operations; the SUP has led to their re-designation as P-3K2.

Since entering service the Orions have kept vigil over New Zealand’s maritime region—which includes the Cook Islands, Niue, Tokelau and the Ross Dependency—taken part in meeting our nation’s Five Power Defence Arrangements commitments to Malaysia and Singapore, and deployed as part of allied and coalition operations to the Gulf of Oman, Arabian Gulf and Arabian Sea.

The Underwater Intelligence, Surveillance and Reconnaissance (UWISR) Project is investigating the modernisation of the sub-surface sensor capabilities of our Orions, for the detection, localisation, identification and tracking of submarines.

Anti-submarine warfare is a complex and cooperative activity that employs a range of warships and aircraft. A restored ASW capability in the RNZAF Orions would be intended to support NZDF or allied / coalition maritime operations. The purpose of the capability is to protect civilian and naval shipping from attack or harassment by detecting and identifying adversary submarines as early and as quickly as possible.

**AIRBORNE ASW**

To detect submarines, Orions drop acoustic sensors called sonobuoys from the aircraft into the ocean.

- Passive sonobuoys are used to listen for tell-tale signs of submarine activity, like submarine engine noise or the sound of propeller blades slicing through the water.
- Active sonobuoys transmit acoustic energy into the water (in the same way that a boat echo-sounder operates) then listen for sound reflected back to the sonobuoy from underwater objects.

Information gathered by the sonobuoys is transmitted back to the aircraft where processing equipment calculates the location, speed, bearing and depth of the submarine. Acoustic information can be used to identify the class or even the particular submarine that has been detected, determining whether it is a friend or foe. If a foe, information can be passed to friendly forces enabling surface vessels to either avoid the submarine or engage it in combat.

Within the RNZAF the weapons currently employed by the Orions to attack submarines are to be retained. These includes the Mk 46 Mod 5A (SW) shallow water torpedo and the Mk82 general purpose bomb.
NZDF PILOT TRAINING CAPABILITY PROJECT—UPDATE

On 12 November 2012, Cabinet approved that the Pilot Training Capability (PTC) Project would move into the acquisition phase.

Until that approval, the Project had been run by Capability Branch and focussed upon defining the issues we faced with the current pilot training system. With the introduction of new and upgraded operational aircraft types equipped with modern systems, we need to ensure that our pilot training system and aircraft meet all of our current and future needs.

So what are the issues with the current system? When the Aermacchi jets were retired in the early 2000s, the Advanced Phase of the Wings Course was consequently moved onto the B200 Kingair. While the B200 is a great multi-engine conversion trainer and commuter aircraft, it is not ideal as an advanced military pilot training aircraft.

In addition, the current lease on the CT-4E Airtrainers is due to expire and the type is approaching the end of its fatigue life (they have been in service since 1998).

Taking all this into account, a recommendation was made to Cabinet to consider pilot training in its entirety, rather than just addressing the advanced phase of the Wings course. Cabinet accepted the NZDF’s recommendation to investigate options to introduce a more modern and capable pilot training system; that investigation has now moved to the next phase.

The PTC Project is looking at a total solution—pilot selection tools, modern aircraft, simulation, computer-based training and associated systems—to support the training of NZDF Pilots and Qualified Flying Instructors. Whatever aircraft solution is accepted, it will already be proven in the military pilot training role, through its development stage, and in production.

With the move into the acquisition phase, the Ministry of Defence has taken over the leadership for this part of the Project [see sidebar].

On 10 December 2012 the Request For Tender (RFT) was released to industry seeking responses to provide the specified capability. The deadline for tender responses was 21 March 2013. In order to establish the best option for the NZDF, respondents have been asked to consider many different factors including:

- a single aircraft type vs. a two aircraft type solution,
- NZDF ownership vs. leasing of aircraft, and
- in-house vs. outsourced maintenance.

There are a number of solutions worldwide that could potentially satisfy the tender requirements and, given the large number of downloads of our RFT documents, our team is expecting a good number of responses. Receipt of responses will be just the start of a comprehensive evaluation process. From there we’ll submit a recommendation to Government for approval of a solution that meets our needs, is affordable, and supportable throughout the life of the new fleet.

Once a preferred solution is identified, Capability Branch will establish an Introduction Into Service (IIS) team, to work in parallel with the MoD acquisition team and ensure the Air Force is ready to implement the solution when it is delivered.

This may mean some new facilities at Ohakea, refurbishment of existing facilities, and the establishment of a Pilot Training Transition Unit. The goal will be to manage the transition to the new capability, while maintaining pilot trainee throughput. The oversight of this work currently rests with WGCDR Geoff Comber (Deputy Director Air Capability Delivery) but will pass to the IIS Project Manager in due course.

Our project team is very aware that delivering a solution on time is important. We will all be working hard to introduce what will be an exciting new capability as safely and quickly as possible.

THE MINISTRY OF DEFENCE PROJECT TEAM
Mr Frank Dyer (an ex-Air Force Engineer)—Project Director
SqnLdr Steve Wright
SqnLdr Brett Clayton
W/O Andy Evans
PltOff Matt Comber.

With specialist input from the Directorate of Project Engineering and Certification (DPEC)
SqnLdr Torin Kells
FltLt Craig Kenny.

Please don’t hesitate to contact us at:
pilot.trainingcapability@defence.govt.nz
The last Antarctic flight of the season took place on Saturday 09 March. Boeing 757, NZ7572, flew the last few passengers to Scott Base and McMurdo for the long winter stay-over and brought home 60 passengers who were not wintering over.

Flying RNZAF B757 aircraft to the Antarctic is relatively new, they have only been operating on the Ice route for four years. It is challenging. The biggest risk is the remoteness. We are flying to one of the most remote places on earth.

FLTLT Ben Woodhouse, the co-pilot, explains, “Flying to the Antarctic is a unique experience. The weather is extremely changeable and that can make the journey extremely difficult. It’s really important to get all the passengers loaded and away as quickly as possible as the weather can change dramatically on the Ice.”

The B757 can take up to 156 passengers, and from Christchurch to the Ice the passenger list typically includes scientists and support staff. The RNZAF has transported almost 5,500 passengers this season, and approximately 2.5 million pounds of cargo to McMurdo.

FLTLT Woodhouse describes his role as co-pilot as like an apprentice, with a great deal to observe and learn. After training and experience, a co-pilot will eventually move across to the left-hand seat as the Captain of the B757. For the Antarctic flights, he served alongside experienced Captains,
some with as many as 20 flights to the Ice.

There is a minimum of two pilots for every B757 flight and they work as a team to control the aircraft and to communicate with Air Traffic Control, FLTLT Woodhouse explained.

“The challenge for junior pilots is that the B757 aircraft goes a lot faster and flies a lot further away than they are used to. This season there have been a few challenges with the weather so it’s great to get this mission completed successfully, even though it was a week later than planned.”

The B757 doesn’t have enough fuel to go to the Antarctic and return to New Zealand without refuelling. As the flight one way is approximately four and a half hours, the ‘point of safe return’ is three hours into the journey. After that point, if the weather deteriorates, or the aircraft malfunctions, the aircraft can only proceed South—they can’t turn back! That is why the decision at the three hour point is absolutely critical to flight safety.

There are strict criteria for aircraft serviceability and how to deal with malfunctions in remote areas. The RNZAF flights to the Antarctic include three or four maintenance crew on board. Only qualified B757 aircrew are selected to do Ice Flights. One of the requirements is Survival Training, which includes training with immersion suits, survival equipment for the pilots, studying the Antarctic weather and flight planning. “We have a very developed process to methodically check everything, strict weather minimum, and strict Standard Operating Procedures (SOP). We are as prepared as we can be.”

FLT Woodhouse remarked that “People [on the Ice] are pretty happy to see us as they are usually pretty keen to go home to warmer climates!”

“Flying to the Antarctic is a really unique experience. We are operating in one of the most remote places on earth.”
During the latter half of 2012 D Sqn conducted a number of activities both within New Zealand and abroad. Commandos specialise in direct action, with a focus on domestic counter-terrorism, therefore our training regularly takes us around the country as we train to operate in New Zealand’s key cities.

Some of the last six months has been dedicated to maritime counter-terrorism—one of D Sqn’s key areas of responsibility. This involved training in real-time aboard ships in various locations, to ensure we can board, fight through and secure a vessel of interest. Surface approaches, fast roping onto ships and helo-casting were some of the key skills we honed during this period.

In addition to maritime counter-terrorism, D Sqn has undertaken training within a number of New Zealand cities. On a recent activity we conducted drawn-out siege operations in Napier, Rotorua and Auckland. Tasks associated with those operations included direct action tasks on buildings and aircraft, vehicle interdictions and helo sniping.

The nature of D Sqn means that we are constantly on call, therefore our training is as close to real-time as you can get. Unlike most training within the NZDF, using explosive charges and live rounds is normal, rather than the exception. When we are in camp we look to conduct skills-based training like any other NZDF unit. An average week may see Commandos spending a couple of days shooting and conducting room combat, followed up with a team assault on one of the Regiments training facilities, or at a live venue in Auckland.

We might then spend a day or two conducting roping or rappelling training (on the interior or exterior of buildings), with or without explosives depending on what we are trying to achieve. D Sqn works very closely with the RNZAF, which results in Commandos quickly building up their air hours. Of course, there are always equipment and vehicles to maintain, but that is all part-and-parcel of having to remain at a high level of readiness.

Pretty much every week is different and the training is relevant and realistic. D Sqn has close ties with a number of other Special Operations Forces around the globe, so between training and overseas exchanges, the next six months looks to be pretty busy too.

Special Forces

The author is a member of D Squadron, 1 NZSAS Regiment. He comments that much of the work they do is closely guarded for operational security reasons. This article provides a snapshot of what the Commandos do on a regular basis.
Soldiers from 2/1 Battalion in Burnham undertook their Helicopter Co-operation Rappelling and Dispatch course in early March—leaping from Air Force helicopters at the height of a 10 storey building, attached only by a single rope. Staff Sergeant Pani Houia, in charge of the training, said groups of four soldiers rappelled from the No. 3 Squadron Iroquois 60 times each day as their training continued.

“The helicopter rappelling and fast roping skills taught on courses like these, provide soldiers with the capability to access many different environments, from building roof tops and ships, to forest and jungle settings,” the Staff Sergeant said.

“Soldiers can deploy at speed in order to do a range of tasks such as providing assistance to civil defence emergencies, medical support, or conventional war fighting. The training has been exhilarating and adrenalin pumping—it’s not natural to throw oneself out of a perfectly good aircraft at 30 metres, suspended only by a rope to slow your descent to the ground.

“The training has assisted in overriding people’s natural instincts of self preservation, in order to carry out the correct techniques, procedures and principles of helicopter rappelling. Of course there was a lot of perseverance and perspiration as well!”

The NZ Army provides the land combat component to the NZ Defence Force’s three Services operating as one. The soldiers are all professionals who are highly trained, disciplined and well-equipped to rapidly respond to a range of situations both here in New Zealand and overseas. Rappelling from helicopters is one of the techniques they use to fight and win.

Residents around Burnham and Rolleston heard the distinctive sounds of the RNZAF Iroquois for several days as the soldiers added this skill to their repertoire.

**RAPPEL AND Dispatch!**

Infantry from 2/1 Battalion at Burnham Army Camp rappel from a No. 3 Sqn Iroquois, in early March

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**1NZSAS Selection Course**

If you are interested in challenging yourself both professionally and physically, are highly motivated and have a desire to work with 1 NZSAS Regiment as a Commando, register your interest now by completing an AFNZ3.

More information can be found on the NZDF Intranet: ILP/HQNZDF/NZ Special Operations Forces/Recruiting or e-mail: SASRec@nzdf.mil.nz

Pre-Selection: 17 – 19 May 2013
Selection: 20 – 28 May 2013
Officer Testing: 29 – 31 May 2013

Act now if you have an interest in joining the NZ Defence Force’s premier combat unit. If you haven’t already, you need to:

- Submit your AFNZ 3 (at ILP/HQNZDF/NZ Special Operations Forces/Recruiting)
- Commence the Selection Course Training Program
- Pass the NZ Army RFL (within 3 months of course start date)
- Complete a MED Board (within 3 months of course start date)
- Send your UPF to the 1NZSAS Recruiting Cell NLT 01 May 13
- Be mentally focused and have the desire to win.

Any queries contact the 1NZSAS Recruiting Cell: 021 743096 or email: SASRec@nzdf.mil.nz
OUT OF THE SKIES AND INTO THE STRATEGY

By Nicole Munro, Defence Communications Group

A job behind a desk at HQ Joint Forces NZ (HQ JFNZ) might not be an airman or airwoman’s first choice, but it is a crucial role for the Air Force, and one that Wing Commander Geoff Pierce has had the opportunity to do. WGCDR Pierce has just finished a two-year posting to the NZDF’s operational HQ at Trentham, where he was posted as the Director of the Air Operations Centre, responsible for all RNZAF taskings.

It was a busy and challenging tour, which included the repatriation of fallen and wounded soldiers and several short-notice disaster relief efforts. WGCDR Pierce says working at HQ JFNZ has provided him with a good working knowledge of the strategic environment and ‘NZ Inc’, as well as appreciating and acknowledging the needs and idiosyncrasies of the other services.

“Working at Joint is a great opportunity to see the NZDF as a complete unit, and you are able to get an overview of what the NZDF is contributing to overseas missions. As a number of the Multi-Agency Operations and Task (MAO&T) requests or commitments come through the National Maritime Coordination Centre or through the Strategic Commitments & Intelligence (SCI) Branch of HQNZDF, the team in our J3 Branch are often working on requests to support all-of-government requirements.”

As well as providing a dynamic role within a good team, WGCDR Pierce found that Joint also delivered on the career front, at times giving him responsibility that outweighed his former rank of Squadron Leader and enlarged his experiences as an Air Warfare Officer.

“I directly supported the ACC and had a lot of responsibility for VIP and MAO&T deployments. With very few assets, some hard decisions needed to be made and with time constraints it was important to present the issues and the best option to the commanders. Working at Joint was definitely a great opportunity to be seen within the command structure, and work with the operational senior officers amongst the three Services.”

With the future of the Defence Force outlined in CDF’s Future 35 vision, the ability for all three Services to work together is even more important. WGCDR Pierce encourages other personnel to take on a role at Joint and have a direct impact on where the NZDF is heading.

“My role at Joint has been the only opportunity I’ve had so far to bring the capabilities of the three Services together. It’s a dynamic place with a good team and a lot going on. Too often we’re worrying about our own Service and not understanding the implications of what we do and how that can affect the others, but time at Joint gives you an understanding of how the three Services work together.”

These are the first in a series of articles to demystify the workings of HQ Joint Forces NZ, and to look at the career opportunities there. HQJFNZ, often referred to simply as ‘Joint’, has the mission to prepare, deploy, command and support assigned forces. The HQ’s work is vitally important to the success of our operational missions.

There are currently around 200 personnel in the HQ out at Trentham, employed in the Command, Co-ord, PR, Legal, Personnel, Health, Intelligence, Operations, Logistics, Planning, CIS, Training, Doctrine and Finance branches.
AROUND THE JOINT—
J4, THE LOGISTICS BRANCH

By CDR Phil Simpson*

The J4 Branch is responsible for planning, organising and supporting the ‘stuff’ that our deployed units on operations or exercises need, in order to carry out their mission.

Putting to one side the doctrinal definitions of logistics in the operational environment, the role of the J4 Branch is basically: what material is required, when, how much, how to get it there, how to sustain it, and eventually, how to bring it home.

There are four sections within J4 Branch, each with a distinct but overlapping role, and all requiring logisticians who are knowledgeable and experienced in their trade, and who are comfortable operating in a dynamic and often time-constrained environment.

J43 CURRENT LOGISTICS OPERATIONS (LOG OPS) SECTION

J43 is responsible for sustaining current operations, working in support of the J3 Operations Branch Desk Officers. J43 manage the supply lines for deployed elements. Their focus is not on specialist platform logistics support—which remains the responsibility of the experts within each Service—rather they are responsible for the generic materiel: clothing, ammunition, fuel and contracts support. Staffed by junior officers and SNCOs from all three Services, the J43 Section spending their time reacting to, and solving, real-time logistics problems.

They work closely with the NZDF Movements organisation, Overseas Purchasing Offices, single-Service Fleet Managers, and prime supporting contractors. For those working within the section, the experience provides good insight into the conduct and support of joint operations.

J45 LOGISTICS PLANS SECTION

J45 is responsible for planning the logistics requirements associated with all J5 Plans Branch and most J7 Training & Exercise Branch planning—whether these involve longer-term activity planning, or are in response to an immediate crisis or unplanned contingency. Comprising Logistics Officers (at the Major or equivalent) level from all three Services, it is the J45 staff who join the reconnaissance teams that deploy into theatre early in any planning process. The J45 representatives take part in those reconnaissance missions to scope out the situation, assess the operating environment, see the requirements, develop options and work-up detailed logistics responses.

J44 LAND EQUIPMENT SECTION

J44 is an Army-staffed and focused section, primarily supporting Land formations and activities, but also providing technical and logistics support for land systems deployed on joint operations.

J48 LOGISTICS CONCEPT SECTION

Comprising a single Major (or equivalent) J48 is responsible for developing future operational logistics concepts and Standard Operating Procedures, working closely with Defence Logistics Command and Capability Branch.

J4 Branch extends an open invitation for all NZDF Logisticians to contact and visit J4 Branch whenever in the Trentham region, so you can gain more understanding of what the Branch does in daily support of NZDF operations.

*CDR Simpson is now deployed to UNTSO. The current J4 is COL Peter Hanrahan.
Our People

Spitfire PV270 flies over Whenuapai during the No.485 (NZ) Sqn reunion. See also p35.

No. 40 Sqn conducted TACEX in mid-March. Hercules NZ7003 releases a cargo pallet during a low-level drop.

A Tri-Service Royal Guard greeted the King of Tonga at Government House on 25 February. The Queen’s Colour of the RNZAF was carried by FGOFF Thomas Hayes.

The RNZAF Component Commander for the Royal Guard was FLTLT Charanjit Singh from Ohakea.

SONLDR Allsion Wells currently deployed to UNTSO, enjoys a snow fall while on the top of the UNTSO HQ in Jerusalem.

SONLDR Stu Hight with winter jackets donated by the Marton Rotary Club to people in Bamiyan province.

Shave for a Cure was supported at Woodbourne, and (above left) in HQNZDF. CPL Sifty Searle reports that at Ground Training Wing, Woodbourne, 61 personnel had their heads shaved and in total $2200 was pledged to the cause. At left above, AIRCDRE Mike Yardley shaves PLTOFF Todd O’Hara NZCF. With higher priced heads, HQNZDF raised over $3000!
Our People

The Under Secretary of the USAF, Ms Heidi Grant, visited the RNZAF during February. Here she is escorted by SGT Karl Gush during the powhiri at Base Auckland, at right is her Military Assistant CAPT Sean Burke.

On 16 February OverWatch, an NZDF support and networking group for gay, lesbian, bi-sexual and transgender personnel, took part in the Auckland Pride Parade. The photo shows OverWatch members and supporters prior to the Pride March. The OverWatch chairperson is SQNLDR Stu Pearce.

An RNZAF contingent visited the Australian International Air Show trade day on 27 February; they saw a USAF F-22 Raptor make a rare public demonstration.

CPL Paul Robinson is an aircraft technician with No. 40 Sqn. He is seen with the RNZAF B757 at the Australian International Air Show on 27 February.

GPCAPT Shaun Clarke talks with WGCDR Andy Scott (right) at HQJFNZ. See story on page 22.
Leadership

SQNLDR Michele Thomson

Squadron Leader Thomson enlisted in the RNZAF as an Aircraft Mechanic in January 1996 and received a commission as an Engineering Officer in 2002.

Whilst in the Boeing Technical Support role in 2010, SQNLDR Thomson became aware of the challenges in verifying the RNZAF’s conformance with Service Bulletins and Airworthiness Directives released by Boeing and the Federal Aviation Authority (FAA).

Due to the inefficient nature of verifying these service bulletins, the staff work backlog was large. SQNLDR Thomson initiated and led the development of a more efficient Service Document Compliance (SDC) process with the support of those around her.

After over 18 months of putting in many extra hours, and balancing a high

The Chief of Air Force Commendation may be awarded to all ranks or civilian employees of the Royal New Zealand Air Force for outstanding zeal and devotion to duty.

CHIEF OF AIR FORCE COMMENDATIONS

SQNLDR Stu Watson
Leadership

WOMEN’S DEVELOPMENT STEERING GROUP

A group of RNZAF personnel, at the launch of the NZDF Women’s Development Steering Group at HQNZDF. The WDSG was commissioned in February by the Chief of Defence Force following recommendations from the NZDF Women’s Development Forum in 2011.

The WDSG is established as an enabler, to help achieve Joint Operational Excellence, the NZDF’s vision for Future 35. The WDSG aims to give women within the NZDF a greater opportunity to influence at the strategic decision-making level. It will also provide advice on ways to increase women’s participation across the Defence Force. The RNZAF representatives on the WDSG are: WGCDDR Leanne Woon, Chairperson; WGCDDR Lorena Thomas, W/O Jody Boyd-Ewens & Cpl Rhea Hornby, Air Force Representatives.

LTGEN Rhys Jones, the CDF, says: “The NZDF needs to be an organisation that people want to join and to remain engaged in. I expect commanders and managers to ensure that NZDF women have full access to all opportunities. This expectation is supported by a strong equity and diversity policy. Furthermore, with specific initiatives such as the Women’s Development fora and this Women’s Development Steering Group, I am confident that we will see an overall increase in the numbers of women at senior levels in the Defence Force.”

SQNLDR Stu Watson and the C-130 Life Extension Project Team

This award was to the last of the nine individuals who comprised the core team of RNZAF personnel who deployed to Edmonton, Canada in January 2008 to support the C-130 Life Extension Project (LEP). SQNLDR Watson was not available when the other eight in the project team were awarded their CAF Commendations in 2011.

Originally planned to be a four-month detachment in 2008, issues with the aircraft systems extended this detachment until the first aircraft was provisionally accepted in October 2010. SQNLDR Watson and the eight others were continually involved in the development of the C-130 LEP.

Throughout that time, they conducted themselves in a manner consistent with the finest traditions of the RNZAF and were at all times aware of their position as representatives of New Zealand, and the Defence Force, in a foreign environment. Whilst in Edmonton, they cemented close links with the local ex-service community and maintained the tradition of Commonwealth co-operation.

On the closure of the Canadian Prime Contractor, the Project moved to Waco, Texas. This presented a new set of challenges, working alongside contractor’s personnel who had little detailed knowledge of the project or of the capabilities of individual systems within the platform. Despite constant project slippage and uncertainty over the date of their final return to New Zealand, the team’s professionalism, enthusiasm, dedication and determination remained outstanding.

The uncertainty over the project development effectively placed each individual’s personal life ‘on hold’ for three years. Individually and collectively, they responded superbly to the challenges and demonstrated fortitude and resilience under considerable stress, to ensure that the modified prototype C-130 LEP aircraft was delivered to New Zealand with the required capability. The modernised aircraft are now designated C-130H(NZ).

The C-130LEP Team were awarded the Chief of Air Force Commendation for their performance, professionalism, team cohesion and determination in delivering the intended system.

- SQNLDR Stu Watson
- SQNLDR P.G.M Saunders
- SQNLDR R.F Deihl
- FLTLT J.I Beldock
- SGT S.R Miles
- F/S L.G Mayer
- F/S J Hargraves
- F/S KJS Wright
- SGT K.F Gush
Leadership

LEADING AT THE TOP

By Nicole Munro, Defence Communications Group

Group Captain Shaun Clarke didn’t expect to be camped in a hootchie in a sheep paddock in near gale force winds on Somes Island (Matiu). Nor did he expect to be recorded in a video message to CDF about how he would step up as a senior leader.

Those events were part of the Lead Defence Course, the highest level course on which the NZDF delivers its Leadership Development Framework through the newly formed Institute for Leader Development (ILD).

After completing the initial psychometric testing and 360 degree reports, an intense five-day programme pitched at the Air Commodore/Brigadier level saw GPCAPT Clarke and his Navy and Army colleagues talking leadership in a closed-door setting.

“It was a really stimulating and challenging course, which had us plucked out of our business-as-usual locations and put into a closed-door environment with very honest and very senior public and private sector leaders who gave unguarded accounts of their political and personal challenges,” says GPCAPT Clarke.

The course met with senior leaders in both the public and private sectors in Wellington and Auckland, shared experiences with other course members—including an Assistant Commissioner of Police—recorded their video messages, and had enforced ‘time to reflect’ during their ‘solo experience’ in freez ing Somes Island weather.

“Amongst other things, the course offered useful insights into how to make progress in a high-level environment which is crowded with usually well-meaning but competing stakeholders and agendas” GPCAPT Clarke summarised.

The fact that (under the Future 35 perspective) the long term future of Defence rests significantly with its emerging senior leaders was made very clear to GPCAPT Clarke and the other participants.

“We are all accustomed to, and appreciative of, the opportunity to lead, but this course was a call to arms to apply ourselves directly to the biggest current and future issues confronting Defence. It was not about exploiting our ‘local’ leadership opportunities; it was about an invitation and an obligation to apply ourselves to the really big whole-of-Defence issues. This course really made me conscious of that, and has shaped my thinking.”

At the highest level, the Lead Defence Course is about increased self-awareness, understanding the political authorising environment and fully coming to terms with the expectations Defence has on each of its senior leaders. ILD Director, LTCOL Karyn Thompson says that the Lead Defence Course that GPCAPT Clarke attended was structured so the participants could get an insight into what they will face when leading at a senior level.

“We want attendees to learn from each other. It's beneficial for them to learn about being outside Defence, and this makes them more effective in the political and business leadership realms. They need to understand the political environment and how to lead within it.” GPCAPT Clarke can’t speak highly enough of what the course has done for him. “The course was a remarkable challenge to lead Defence, at every level.”

THE INSTITUTE FOR LEADER DEVELOPMENT

The Institute for Leader Development (ILD) was established in late 2011 to deliver the leadership courses for the NZDF Leadership Development Framework from its base in Trentham. The ILD provides seven levels of courses to suit all ranks and levels, starting with ‘Lead Self’ and ending with ‘Lead Defence’ (see table).

The courses differ to those already on offer within the NZDF by specifically developing leadership. They are a way to help leaders gain a clearer perception of themselves and how they work within the tri-service and civilian environment, with the intent to achieve CDF’s aim of a more ‘joined up’ Defence Force.

To attend an ILD course you must be nominated by your Commander or Manager. Course fill up fast, so please phone 04 527 5457 and talk to the ILD team.
A house fire, code ‘K99’, is something that very few in the RNZAF Crash Fire Section get to attend, because our first area of concern is our aircraft and fire and rescue on the airfield. So when the opportunity arose to attend a house burn, most of us volunteered. But only a few slots where available and they were allocated to the LACs—the working class of the Fire Section!

The planned house burn was near Hunterville; the Police had requested to have it destroyed because it was a former drug hide. The house was a five bedroom 1930s house, with rimu interiors.

Early one blustery drizzling morning, with our pack lunches, the selected four LACs headed off in a Major Foam Vehicle and van, to travel into the windy back roads near Hunterville

On arrival we met the 20 or so civilian volunteer fire fighters before the necessary safety speeches. We all dressed in our Level Two protective fire gear, cracking awkward jokes with false bravado about being in a burning building. For us ‘hard core’ military crash fire fighters, we can’t be seen to be weak or tired in front of these experienced civilian brethren of ours.

This is something we train for in the controlled environment of special purpose training buildings, but this was a real wooden house that had been lived in, that people grew up in, that memories had been made in. We had all seen the videos of how a fire can go wrong—they show them to you on your fire courses.

We set about running hoses in slow time. Then came the walk-through of the house before lighting it. The plan was to burn one room at a time and rotate the Breathing Apparatus (BA) crews through until the room became too fire damaged, when the next room would be lit and so on

This worked well, until the unpredictability of fire was proved again, and the fire travelled through the ceiling space

So up went the ladders and we climbed onto the roof to take a few sheets of roofing iron off and gain access to the now well-established ceiling fire,

Then a fire fighter in BA with a branch (hose and nozzle) leaned into the newly made hole, despite smoke and, in some cases, flames rushing past his body, to attack the fire. This was fine, until the ceiling made from Pinex (which absorbs a lot of water) became very heavy so this set up a new experience— the ceiling on fire as well as soaked with water (yes, it can have both), started crashing down on the fire fighters below, showering them in sparks and debris. In fact this proved not dangerous, but worked as a good wake-up for us all that nothing is ever as it seems when a building is on fire.

With more confidence we went deeper into the building which was now fully on fire, until the safety officers decided to pull us out. The Civvy crew left the building, but the Ohakea fire fighters stayed in with the safety officer to continue to control the four rooms. We admire and respect our civilian brethren, however we love to compete with them! As we are more static than the civvy firefighters—as we watch and are ready to react to anything on the airfield— they usually win with the work stories!

So given the opportunity to compete and work along side our civvy brethren we grab it—to absorb their knowledge and experience. So this training fire was a chance to push the envelope, to arrive sooner, to run the hose faster, to secure, remove and treat the patient faster, to stay in the heat that little bit longer. No amount of power points or videos can compete with the real thing, and I can’t stress enough the invaluable experience this training gave to us. We took the experience back to our station, to share with all in our trade.
The RNZAF Aviation Medicine Unit

By SQNLDR Andy Campbell,
Specialist in Aviation Medicine & Officer Commanding,
Aviation Medicine Unit, Clark House, RNZAF Base Auckland

The RNZAF Aviation Medicine Unit (AMU) is responsible for providing training to aircrew and other Defence Force personnel on health issues related to the aviation environment. Our unit has its home in Clark House, Hobsonville; a historic building a short distance from RNZAF Base Auckland.

AMU’s purpose is the application of Aviation Medicine to enhance human performance and flight safety—by research, equipment trials, training and policy development work.

At present AMU has only four permanent staff members, with the newest being Dr Darrell Bonetti, who joined the team in September 2012 from the Australian Institute of Sport. However, AMU can not do all it needs to do without the valuable additional support of Auckland- and Ohakea-based Medical and Psychology personnel and Reservists as well as temporary attached personnel, such as ‘holdover’ aircrew.

AMU is therefore one of the smallest units in the RNZAF, but its services are extended to the entire NZDF.

In 1947 the Defence Department bought Clark House from the influential Clark Family. Clark House had various uses until 1966 when AMU moved into the premises from RNZAF Wigram. A new concrete building was constructed to house the newly
arrived 9A9 Vacudyne Hypobaric Altitude Chamber. After more than a year for installation, the chamber became fully operational in June 1968. Since this time there have been hundreds of chamber runs allowing aircrew to experience the effects of hypoxia (lack of oxygen to the body) due to high altitude, which is one of the most deadly and silent killers they can face. As well, they get to experience the more dramatic effects of a rapid decompression, simulating a sudden failure of aircraft cabin pressurisation.

In 2002 all operations of the hypobaric chamber ceased to allow AMU and engineering staff to assess the structural integrity, maintenance procedures and inherent safety of the chamber. Since the reopening of the chamber in 2007 there have been several major upgrades which have allowed AMU to provide this essential training more safely and efficiently. AMU now also provides important hypoxia recognition training to civilian groups including aero medical personnel, gliding clubs, parachutists and private aero clubs as well as academic institutions and Universities.

Now approximately 250 NZDF personnel attend the AMU for courses each year. AMU staff provide initial and refresher training in Aviation Medicine to aircrew, health specialists and others. A recent addition to the syllabus is familiarisation training and instruction on using Night Vision Goggles (NVG) and AMU hopes to secure funding for a new NVG Simulator / Virtual Terrain Board that will allow air crew to experience challenging night sorties, disorientation and hazardous illusions in a controlled safe environment.

Recently AMU has supported Starship Children’s Hospital, Auckland, where we were able to help in assessing a young child’s fitness to fly long-haul overseas to visit relatives, following surgery for a serious medical condition. In early February 2013 AMU assisted the Catwalk Spinal Cord Injury Trust with the planning and preparation for their major expedition to the Himalayas later this year (see AFN 145 March).

AMU aims to re-establish its place as one of the leading research and development organisations in New Zealand for Aviation Medicine. Collaboration with other Health and Human Performance specialists, universities and industry will be key to allowing the Air Force to enhance human performance and air capability in the aviation environment.

For more information on AMU please call the Officer Commanding SQNLDR Andy Campbell (09) 417 0044.
A new chapter in the story of our Air Force Museum was marked when His Excellency, the Governor-General Lieutenant General Sir Jerry Mateparae opened the new extension to the museum on 19 February.

Some 200 dignitaries shared in this significant occasion, with (then) Deputy Chief of Air Force, AVM Kevin Short as MC for the event. The speakers were the Governor-General, the Minister for Arts Culture and Heritage the Hon Chris Finlayson, Christchurch Mayor Bob Parker, Air Force Museum Trust Board Chairman AVM Peter Adamson (Rtd) and the Chief of Air Force. It would be difficult to find a more esteemed group of speakers! Invited guests (including three knights) comprised representatives from other organisations that will be using the new building, funding partners, supporters, and colleagues.

As the Governor-General unveiled the plaque, the Christchurch City Choir sang. The Choir is one of the many organisations that the Museum has assisted during the last two years and specifically asked if they could contribute a song as a way of saying ‘thank you’.

The concept for the extension was initially proposed in 2004 but it has taken time to refine the design and raise the $14.3 million required. It has been a long journey—as AVM Adamson said, “At times the light at the end of the tunnel was indeed a train!” The funds have been raised by the Museum Trust Board through its own revenue-generating activities and investments, and from philanthropic grants, corporate sponsorship and gaming trusts.

Warren and Mahoney, architects, and Beca, Rawlinsons and Alan Reay Consulting have been part of the project team since the very beginning; the building is testament to their work.
**THEASIC FORCE APPLICATION WORKING GROUP**

The ASIC Force Application Working Group (FA WG) most closely aligns with the RNZAF's 'Engage' function and the air power roles of command of the air and attack. It is also allied with the 'Sense' function, weapons-related aspects of Logistics and Engineering, and Army offensive support staff.

Its current members are drawn from the RAF Air Warfare Centre, USAF LeMay Center, RAAF F-18 Programme Office, RCAF Canadian Forces Aerospace Warfare Centre and the RNZAF Air Power Development Centre. Since 2010 the FA WG has also been closely aligned to, and meets with, the NATO Air Operations Working Group.

Last year, the FA WG developed guidance for the development and employment of national Targeting Engagement Authorities within a coalition campaign. Targeting Engagement Authorities are the 'red card' holders who can approve or deny targets during an operation. It is intended that this publication will be incorporated in NZDF doctrine to promote alignment between our approach to this capability and those of our major allies. NATO will consider adopting it as part of its operational doctrine this year.

Other FA WG activity in 2012 included reviewing Digitally-Aided Close Air Support (Dacas) technologies, investigating the feasibility of a common certification model for advanced Survival Evasion Resistance and Escape (SERE) competencies, and developments in distributed simulation technologies.

The intent of the 2013 FA WG programme is to continue to promote awareness of force application issues and capabilities, and to continue to work with NATO on interoperability issues of mutual concern. This is of particular importance to New Zealand following its entry into an Individual Partnership and Cooperation Programme with NATO in 2012.

RNZAF participation in the FA WG fosters awareness of key air capabilities that have been latent (in the NZ context) and positions us to consider our contributions to NZDF Joint Fires Support, to the Joint Amphibious Task Force.

[This article continues the series on ASIC, which began in AFN 145, page 22.]

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The project was on budget and on time, reaching practical completion and code compliance on 31 January, thanks to the oversight of the principal contractor, Mainzeal and the skills and dedication of a group of subcontractors. It is unfortunate that Mainzeal went into receivership just before the building was officially opened but while some finishing and commissioning work is still to be completed, the building is already in use.

As previously reported in *Air Force News* most of the space has now been set aside for the restoration, storage and rehabilitation of heritage and cultural collections affected by the Canterbury earthquakes. The ‘Christchurch Cultural Collection Recovery Centre’, as it is named, will use most of the new building to house and care for collections until permanent long-term arrangements can be made. The collaborative project would not have been possible without significant grants from the Ministry for Culture and Heritage and the Christchurch Earthquake Appeal Trust. The Christchurch Appeal Trust grant of $1.5 million was one of the first given by the Trust and at a time when our project was still just an idea. Government contributed a further $2 million to assist with the work of storing and rehabilitating collections.

Several small museums now have their artefacts housed in the new building and more are being transferred every week. Air Force Museum staff will also take a lead role in managing the Recovery Centre and providing practical support and training to small museums and other heritage organisations. While this means some of our museum tasks have to go on hold, that is a minor inconvenience compared to the hardships some other institutions are going through.

The remaining area is also being used for the community. Vbase, the Christchurch City Council-governed event centre and conference management company, has partnered with the Air Force Museum to use the rest of the extension space as a temporary substitute conference, exhibition and events facility. At the opening Mayor Bob Parker noted that “this exceptional conference and events facility will be a tremendous asset for Christchurch.”

Before the earthquakes, the conference and convention business was a $100 million-a-year industry for the city, but the public buildings devastated in the earthquakes included the Convention Centre, Town Hall, several large hotel conference facilities, and AMI Stadium. Our new extension has already started regenerating this important revenue stream for the city—the first conference was held just two days after the official opening.

The final word belongs to Board Chairman AVM Peter Adamson: “It has been an enormous effort by many people to get to this point. We are delighted that the extension is now officially open and able to contribute meaningfully to the recovery of Christchurch.”
A number of NZDF families took part in this year’s French families exchange, with similar families from the French Armed Forces in New Caledonia. The French Armed Forces in New Caledonia (FANC) and New Zealand Defence Force Exchange scheme is an annual exchange of teenage dependants of military personnel which involves up to 30 teenage dependants (aged between 13 to 16 years) from both countries and enables participants to experience a new culture and language, while promoting friendship and cooperation. Four of the RNZAF participants share their experiences....

AMELIA WHEELER AND KATRINA RENSHAW

On 27 December 2012, 30 FANC teenage dependants arrived at (in turn) Whenuapai, Ohakea, Wellington and Christchurch, to begin their eight day stay with their corresponding NZDF families.

During their stay with us, our families took them to Weta Workshops and locations for The Hobbit movie, the Huka Falls Jet, rock climbing, horse trekking, and of course, we introduced them to fish and chips, hokey pokey ice cream, BBQ and other Kiwi foods. The time we spent travelling around our beautiful country passed by incredibly fast and soon it was time to accompany our FANC billets home, for our eight day experience in New Caledonia.

It was somewhat daunting to wave goodbye to our families as we boarded the RNZAF B757 to fly to Tontouta airport. When the Boeing doors were opened, we stepped out into a wave of heat, the first of the tropical temperatures we were to enjoy during our stay.

For the next eight days, most of the 30 NZDF dependants would stay in Noumea, but some travelled to their host families’ homes in the countryside. Our experiences: swimming and snorkelling, tasting French food (including raw meats, snails, and lots of bread and cheese), the museums and aquarium, and—for some—a night at the movies viewing The Hobbit in 3D and in French! The small islands, l’ilot Canard and l’illot Maitre, a short distance by Taxi Boat were breath-takingly beautiful.
On 12 January we began our flight back to New Zealand on the French Air Force CASA 235. We had formed close bonds with our new friends throughout the exchange—both our FANC billets, and also with the other NZDF dependants we were fortunate to share this wonderful experience with.

**SHEA TOOMEY**

*Bonjour je m'appelle Shea et je suis Neo Zelandaise*. This summer I was one of the lucky participants in the annual exchange. Prior to the exchange, my French contact, Chloe, and I were able to introduce ourselves by chatting on Facebook. Even though there was a language barrier, our mixture of English and French allowed us to get by with a lot of laughs with the occasional assistance of Google Translator.

Chloe arrived from New Caledonia on 27 December and after we first met, we quickly became comfortable in each other’s company. We did a lot of travelling, sight-seeing, shopping and eating Burger King! Our whirlwind three-day trip took in Taupo, Cambridge Rotorua and lots more. Before we knew it the first week together was over and we were heading to New Caledonia.

Chloe’s family spoke next to no English; no problem, this is what the exchange is all about! We stayed two nights in Noumea sight-seeing including the aquarium, before travelling north to Chloe’s home town of Koumac. The beaches were awesome and the walk up the mountains provided amazing views. While at Koumac Chloe and I were interviewed about the exchange and we featured in the local newspaper—we joked about being famous. We returned to Noumea on the last night, staying at a nice hotel, and we went swimming as the sun set.

It was the best time but also sad as I knew our time together was coming to an end.

**RAMON POWELL**

This was my second trip to New Caledonia with the FANC Exchange. Last year my exchange family focused most of the trip around the beautiful city of Noumea. My favourite place was a bay in the centre of the city called Lemon Bay with platforms you can swim to from the beach, while just up from the beach is a huge shopping plaza.

My second year in New Caledonia was very different—we spent most of the time camping, working our way up the coast and crossing over the island through the dense jungle to the other coast.

At a waterfall up north near Pouebo we found many people swimming in the waterholes made from the impact of water blasting its way through ancient rock. We could safely slide down the less steep parts of the waterfall—heaps of fun!

New Caledonia is one of the most beautiful places I have ever experienced. I love their culture, language and their landscapes.

**THANK YOU**

We all want to express our gratitude to:

- CAPT Nigel Elder
- The NZDF Accompanying Adult SQNLDR Severn Smith and his wife Kim
- The RNZAF and FANC aircrews, and
- both the FANC and NZDF for providing us with this incredible and memorable experience.

For those NZDF teenage dependants considering being part of this exchange in future years, we recommend applying. The exchange provides a great opportunity to meet new people, experience the culture of another country, and share New Zealand’s culture. Everyone should take up the challenge!
**FIGHTING THE COLD WAR**

Reviewed by the Editor

The Cold War is now a distant memory, yet from 1948 to 1991 that conflict shaped our world. Western air power was critical to winning the Cold War and these three books offer differing perspectives.

*English Electric Canberra* is primarily a technical discussion of the Canberra bomber, and its Rolls Royce Avon jet engines. The Canberra quickly became one of the most versatile and active aircraft in many air forces, including the RNZAF. This book is clearly a labour of love by the author and he describes the development of the aircraft and its service in the RAF. He covers the other air forces—but only sketchy coverage of the RNZAF—including a rare personal account of Argentine Canberras in action during the Falklands War (1982).

The book has a rather idiosyncratic structure and includes a wide range of photos—although many deserve better captions.

During the dangerous weekend of 27/28 October 1962 the world went to the brink of atomic war—the Cuban Missile Crisis. That story is well known from the American perspective but in *Britain on the Brink* author Jim Wilson describes the crisis from the British perspective.

In the UK, Bomber Command’s aircraft and the RAF’s American-supplied Thor missiles went on alert, as did the USAF bombers deployed there. However, the British public was not officially warned—which was a deliberate policy choice by the British Prime Minister of the time.

The Cuban Missile Crisis was a central event in the Cold War—before it atomic war was thinkable; afterwards the prospect of mutual assured destruction served to constrain the great powers. The missile crisis is an exciting tale, but in this case Wilson’s style makes what should be exciting, rather heavy going.

Happily, Paul McDonald writes with a lighter touch in *Winged Warriors* as he tells of his experiences flying in the RAF (photo reconnaissance Canberras and Tornado GR 1 bombers). McDonald served from 1971 to 2005, rising to the rank of Group Captain. His front-line service was when the Soviet Union was at its most threatening—he photographed Soviet warships in the Mediterranean, and in Tornadoes he rehearsed low-level strikes on the Central Front.

His story contains lessons for aviators, examples of good and bad leadership, and shows the value of determination and good humour. Throughout his career he faced a continuing toll of comrades killed while flying—the Cold War was not without casualties.

McDonald’s post-Cold War years included being the Chief Instructor, Flying Training Wing, Directing Staff at RCDS and being an Adviser to the Kuwait Air Force. *Winged Warriors* is more than past history, it is relevant to leadership studies and aviation culture; recommended.

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**ENGLISH ELECTRIC CANBERRA: THE HISTORY AND DEVELOPMENT OF A CLASSIC JET**
By Bruce Barrymore Halpenny; Pen & Sword Aviation, UK. 2005

**BRITAIN ON THE BRINK: THE COLD WAR’S MOST DANGEROUS WEEKEND, 27-28 OCTOBER 1962**
By Jim Wilson, Pen & Sword Military, UK. 2012

**WINGED WARRIORS: THE COLD WAR FROM THE COCKPIT**
By Paul McDonald; Pen & Sword Aviation, UK 2012

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**FLIGHTPATH TV SERIES ONE**

Reviewed by David Kerslake, DCG

A celebration of all things mechanically airborne, this 13-episode 6-disk DVD will delight aviation fans of all ages. Certainly this reviewer’s 11 year-old son found plenty at which to marvel, as did the reviewer himself. The series first screened on the Discovery Channel.

Thanks to the wonders of ‘dash cam’ and expansive camera-work, the series captures the magic of being in the cockpit—*Each week we put the viewer in the pilot’s seat and take them on an aviation adventure*. Helicopters feature as well as fixed-wing aircraft of many types; sea-planes are in there too. Viewers get lessons in towing banners, and flying loops, for example.

Those of us for whom the gladiators of yesteryear are the real masters of the sky will not be disappointed by the comprehensive episodes of warbirds. And our present-day Defence Force colleagues and their aircraft are also featured prominently.

The DVD’s special value is through the people to whom we’re introduced: a Pearl Harbor survivor, a test pilot, a former Air Force One captain and Kiwi Ray Richards, who in one episode is reunited with a Corsair some 64 years after flying them against Japan in WW II. Series One is narrated by North American Mike Binis, now living in New Zealand. With footage including the Reno Air Races, Battle of Britain celebrations, and the RAAF Roulettes, it’s little wonder FlightPath TV’s popularity extends beyond New Zealand. It’s been shown in 60 countries, with a second series reportedly having been commissioned by the Discovery Channel.

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30 Air Force News
QNLDR Simon O’Neill from the Air Power Development Centre and MAJ Tony Robinson from Capability Branch attended an international conference in Belgium last year; they took the opportunity to attend the Menin Gate Ceremony at Ieper (Ypres) which has been held every night at 20:00 hours, since 1928. (During the four years of the Nazi occupation, 1940 – 1944, the daily ceremony was continued in England.)

In 1928, a year after the inauguration of the Menin Gate Memorial, a number of citizens decided that some way should be found to express the gratitude of the Belgian nation towards those who had died for its freedom and independence. The ceremony is now part of the daily life in Ieper.

The busy road through the memorial is closed to traffic. For a few moments the noise of traffic on the cobbled road ceases.

At exactly 20:00 hours there is the ‘Call to Attention’ by the Buglers. The privilege of playing is given to buglers of the local Volunteer Fire Brigade—they then sound the ‘Last Post’. This is followed by a minute’s silence. The Buglers will then play “Réveille” before marching off, and the ceremony ends.

On occasions, after the sounding of “Last Post” visiting dignitaries or groups lay wreaths; there may be music by a band or a choir, or a parade of Standards and military personnel. After the wreath-laying a VIP or representative will be invited to say the words of the Exhortation, taken from Laurence Binyon’s poem “For the Fallen”.

SQNLDR O’Neill reflected on his visit: “The rows and rows of headstones at the military cemeteries are one thing, but the lists of names on the Menin Gate and at Tyne Cot cemetery really hit you, when you realise that these thousands and thousands of names are just those of the missing, not the total number of casualties. This is a type of conflict that we need to really work at to avoid, if there are ever future conflicts…”

THE MENIN GATE CEREMONY

Because of Anzac Day this month, the Object we have chosen is a large colour printed commemorative scroll presented to the relatives of Flying Officer Lindsay David Hutton by the residents of the Hawarden-Waikari District of North Canterbury as a token of sympathy from the community.

FGOFF Hutton from North Canterbury was a 23-year old pilot with No. 18 (Fighter) Squadron deployed to Ondonga in the Solomon Islands who died on operations on 16 November 1943. His P-40N Kittyhawk had been damaged by flak while strafing enemy anti-aircraft positions on South Bougainville and he was forced to abandon it during the return to base.

By the time he managed to get clear of the cockpit, however, the aircraft was below 500 feet altitude, and his parachute opened only just before he hit the water. Other pilots reported seeing him struggling in the water, but he quickly sank below the surface and was lost without trace.

FGOFF Hutton is commemorated on the Bourail Memorial in New Caledonia.

The scroll includes a photograph of FGOFF Hutton at the bottom, with the signatures of members of the District Committee on either side. The artwork at top shows a pilot in his flying gear and three fighters overhead, with a soldier at right and a sailor, equipped for a Landing Party, at left.

OBJECT OF THE MONTH

By Michelle Sim, Archives Technician

2012/114.2—COMMEMORATIVE SCROLL FOR FLYING OFFICER LINDSAY DAVID HUTTON
On Friday 22 February the Air Force’s Sports Person of the Year prize-giving for the 2012 seasons, was held in HQNZDF Wellington.

“Completely blown away!” was the reaction of Sergeant Leo Wiapo as he received the Sports Person of the Year award, for the second time in two years. The Chief of Air Force said “I note that Sgt Wiapo is not only an outstanding sportsman in a number of codes including basketball, volleyball, and touch rugby, but much of his involvement has been about leadership and giving back to others as a coach.”

Sgt Wiapo’s accomplishments include being named Marlborough Basketball Association Coach of the Year, captaining the Air Force Men’s volleyball and basketball teams—leading the basketball team to their 14th Inter-service Basketball victory in 17 years—and captaining the NZDF Men’s Basketball Team. Originally from Whangarei Sergeant Wiapo has been adopted by Marlborough where he works as a physical fitness instructor at RNZAF Base Woodbourne, Blenheim.

“I am grateful to my most ardent supporters my wife Cara and my daughters I know that all my family and friends both in Marlborough and Whangarei will be so pleased for me,” Leo commented.

AVM Stockwell said, “Sport plays a critical part in the Air Force. We use it to keep our people fit to perform their military duties, to help build team cohesion, and to perform under pressure. It is also important in terms of building esprit de corps, and friendship and understanding between different ranks.”
**The RNZAF Sports Awards 2012**

**Les Smith Memorial Trophy** — RNZAF Sportsperson of the Year
Sergeant Leo Wiapo (Blenheim) — Basketball & Volleyball

**Niki Carr Memorial Trophy** — RNZAF Under-23 Sports Person of the Year
AC Ben Wyness (Christchurch) — Rugby

**RNZAF 141 Fight Trophy** — Most outstanding single achievement in Sport
FLT Lt Rob Weavers (Methven) — Powered Flying Aviation Sports Club

**Flag Trophy** — RNZAF Sports Administrator of the Year
SQNLDR Ian Cokayne (Feilding) — Rugby

**RNZAF Team of the Year 2012**
RNZAF Men’s Rugby:

**Gold Badge Recipients**
W/O Gary Clark
SGT Nathan Hodges
SQNLDR Craig McIntyre
F/S Chris Mitchell
FLT Lt Andrew Mockford
Mr (former SGT) Jason Price
F/S Peter (JC) Thompson
SQNLDR Dave Woodhouse

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**The RNZAF Gold Badge Recipients (L–R):** SQNLDR Dave Woodhouse W/O Gary Clark, SQNLDR Craig McIntyre, FLT Lt Andrew Mockford, SGT Nathan Hodges, F/S Chris Mitchell, F/S Peter (JC) Thompson & Mr (former SGT) Jason Price

**Above Left:** The RNZAF Basketballers (L–R): SQNLDR Tawhio Coromandel (2012 RNZAF Men’s Coach and Defence Colour) CPL Grete Nurall (RNZAF SPOTY Nominee) SQNLDR Joss Adlam (Gold Badge), LAC Janice Anderson (RNZAF U-23 SPOTY nominee) FLT Lt Paul Smillie, Mr Lawrence Turner — RNZAF Woman’s coach (Gold Badge) SGT Leo Wiapo, F/S Murray Smith (Gold Badge) Mr Craig Searle (Gold Badge) & W/O PCP Davies (Defence Colour)

**Above Right:** RNZAF Rugby stalwarts (back row): F/S Peter Richardson, FLT Lt Andrew Mockford, AVM Peter Stockwell (wearing a new ‘CAF’ rugby jersey), FLT Lt Mark Chadwick, FLT Lt Robbie Harlow, W/O Tony Katting, Mr Kerry Hodges, & SQNLDR Tua Atkinson. (Front row): SQNLDR Dave Woodhouse, AC Anthony Stiebel, AC Ben Wyness with KGV Cup, SQNLDR Ian Cokayne, holding the Shield, & Mr Jason Price
Salute to our Anzac Airmen!

The climax of Wings over Wairarapa at Hood aerodrome on 20 January was this unique formation of WWII fighters, captured here by noted aviation photographer Gavin Conroy. Sadly the printed page doesn’t capture the swelling sound of five Rolls Royce Merlins, two Allison V-12s and the Pratt & Whitney R-2800 radial engine, as the powerful piston-engine aircraft approached the crowd!

Of note all five types in the formation had served in the RNZAF, and all, except the Corsair, in the RAAF. The aircraft are (from L to R):

• Spitfire Tr IX painted as FL-A of Wg Cdr Colin Gray, No 81 Sqn RAF, when deployed to Algeria and Tunisia in 1943 [see FLTLT Alan Peart’s recollections, AFN 143 December]. This fighter is based in Auckland.

• P-40N CA-G, Currawong, served with No. 75 Sqn and No. 78 Sqn RAAF in PNG. Damaged in a landing accident in 1944 it was pushed off the runway and forgotten. Recovered in 1974, it was rebuilt in 1997-2000 and restored in its wartime markings. It is now based in Auckland.

• Mosquito FB 26 displayed as EG-Y of No. 487 (NZ) Sqn RAF. The Mosquito has since been shipped to Virginia, USA.

• P-40E is ex-RNZAF NZ3009, but displayed in Chinese Nationalist markings. It is Masterton-based.

• Spitfire IX PV 270 ‘AL’ as flown by Wg Cdr Alan Deere when Wing Leader at RAF Biggin Hill, 1943. This Spitfire is based at Ohakea.

• P-51D Mustang is an ex-USAAF and RCAF fighter which was brought to NZ in the 1980s and is presented in the colours of No. 3 Sqn RNZAF (Canterbury Territorial squadron). The ‘Cadillac of the Skies’ is based at Ardmore, Auckland.

• FG-1D Corsair in the colours of fighter squadron VF-17, US Navy. The actual aircraft is ex-RNZAF NZ5648 and is based at Masterton.

Gene de Marco, one of the well-known pilots on the Warbirds scene, said in Gavin Conroy’s book Precious Metal, “A lot of credit must go to the people who preserve and keep aircraft [like these] in the air where they belong. We are just the caretakers … they should be shared and passed down from generation to generation to remember, commemorate and enjoy. They are symbols of conflict, patriotism and hope.”

* Precious Metal, Classic Fighters in New Zealand; CraigPotton Publishing, NZ. 2011.
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AND SEE WHAT YOU CAN BE

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