AFGHANISTAN
— MISSION ACCOMPLISHED!
— GALLANTRY AWARD FOR HELO PILOT

AIR SHOW SEASON
EUINNANNED AERIAL SYSTEMS — EMERGING NZDF AIR POWER CAPABILITY

My First Word this month focuses on an aspect of Air Power that has been topical of late in the media. Most of you will have heard the term ‘drone’ used to describe the Unmanned Aerial Vehicles (UAV) that are now a regular feature of modern warfare—and used in an increasing range of civilian roles.

While UAVs have been around for a reasonably long time, modern technologies such as miniaturised control systems, strong, lightweight materials, and more efficient propulsion systems have seen UAVs become more prevalent, including in the NZDF. Used primarily in the Intelligence, Surveillance and Reconnaissance (ISR) role by many militaries, some UAVs have been employed in a combat role delivering air-launched weapons.

Unmanned Combat Aerial Vehicles (UCAV) such as the MQ-9 Reaper have been prominent in the news media for their part in operations in Afghanistan and other locations, delivering precision weapons against difficult targets and thus providing the ability to avoid putting aircrew at risk.

The perception that UAVs are a cheap way to provide significant military capability is a fallacy. There is no doubt that these platforms have a place in the spectrum of military capabilities, but it is important to appreciate their inherent limitations as much as it is to understand the benefits that they can provide. For a start, the vehicles themselves are only one part of a number of elements that comprise an Unmanned Aerial System (UAS). Besides the platforms themselves, the other critical elements are the airworthiness system (both technical and operating), the command and control (C2) system, the logistics support system, and a training system—which all underpin a robust UAS capability. No matter whether the platform is a small tactical system of a few kilograms, or a large high altitude, long endurance vehicle, all components of the capability must be in place to deliver the desired effects safely and effectively, albeit on different scales.

Current limitations in C2 systems, speed, payload and such things as de-icing systems also inhibit the effectiveness of UAVs compared to manned platforms, although these limitations will undoubtedly be addressed as technology advances. A critical point to make is that UAS are definitely not ‘unmanned’.

While there may not be any personnel carried on the platform, the personnel requirement to deliver and sustain these capabilities differs little from a typical manned aircraft squadron. In addition, the overall capability costs of the larger UAS are not dissimilar to manned platform capabilities, so operational requirement discussions need to be based on accurate information.

Capability Branch in HQNZDF is doing some work on the necessary operating concept and policy frameworks that are required as we investigate more closely future NZDF UAS requirements. This work will eventually lead to the inclusion of more detailed UAS requirements being included in the Defence Capability Plan.

My view is that UAS will be seen as complementary capabilities for the NZDF rather than as replacement capabilities, where intrinsic UAS features such as long endurance/persistence and reduced risk to personnel will augment current manned platform capabilities.

As I mentioned before, UAS are not new to the NZDF. For some years now the Army, in conjunction with the Defence Technology Agency, has been experimenting with a small tactical battlefield system called KAHU. KAHU has provided a valuable testing ground for us to learn about the development and use of this type of system. In addition, the Navy has also been looking into the use of UAS to augment its ship-borne capabilities.

For the RNZAF, our role is to provide the professional advice and expertise to guide the development and introduction of appropriate UAS to meet the NZDF’s operational requirements. As far as airworthiness support for UAS is concerned, we already have a Staff Officer UAS working out of 488 Wing Headquarters and we are starting to apply the principles and processes of our airworthiness system to the employment of UAS.

So things are happening in the UAS world for the NZDF, but it is important that this emerging dimension of Air Power is properly understood, as we look to make use of this very useful capability to meet future military requirements. In this regard, I encourage you to learn more about UAS so that, if the opportunity presents, as professional airmen and women you can contribute to their successful introduction and employment in the NZDF.
Afghanistan

GALLANTRY AWARD

The New Zealand Gallantry Medal (NZGM) has been awarded to Squadron Leader (then Flight Lieutenant) Benjamin Mark Pryor, now serving in 488 Wing HQ, Ohakea. During April and May 2012 (then) FLTLT Pryor served as a helicopter pilot on secondment to the Royal Air Force in support of the British Forces in Afghanistan.

On 22 April 2012, FLTLT Pryor was captain of the lead Chinook medium-lift helicopter of an eight-ship aviation assault with the Special Forces Support Group. During a complex multi-ship formation landing in very challenging environmental conditions, with almost-zero visibility at times, his aircraft came under intense enemy fire. FLTLT Pryor abandoned his initial approach after his aircraft was hit three times in the vicinity of the cockpit, but elected to make a second approach in order to get his troops onto the ground in support of their colleagues. Showing remarkable courage in the face of extreme danger, he landed the aircraft in the same area and effected the safe disembarkation of his troops whilst directing effective suppressive fire from the aircraft’s weapon system.

During May 2012 FLTLT Pryor took part in a number of casualty evacuation missions. One in particular took place on 23 May 2012, when he was required to conduct the emergency evacuation of a casualty who had suffered a traumatic gunshot wound to the neck during a fire-fight in the Green Zone of the Southern Helmand province. While the casualty was being prepared for evacuation, the Chinook came under heavy enemy fire at the emergency landing site. Despite this, FLTLT Pryor kept the aircraft on the ground until the medical team was able to recover the casualty onto the aircraft. After informing the crew of his intentions, he directed the number two crewman to engage with the enemy with one of the aircraft’s weapon systems.

While still under sustained fire, FLTLT Pryor extracted the aircraft from the landing site, and returned the casualty to the safety of medical facilities at Camp Bastion. This was the second time in as many months that FLTLT Pryor had displayed calmness, courage, and professionalism in a situation of intense pressure and while under enemy fire.

His gallantry award was announced on 20 April, and a formal presentation of the award is to take place later in the year.

Two other Gallantry awards were also announced on 20 April.

THE NEW ZEALAND GALLANTRY DECORATION (NZGD):
The late L/CPL Leon Kristopher Smith, 1 New Zealand Special Air Service Group
Note: Lance Corporal Smith was killed in action in Afghanistan on 28 September 2011

THE NEW ZEALAND GALLANTRY MEDAL (NZGM):
S/SGT (then Acting WO2) Dean Maurice Rennie (Retired), Royal New Zealand Army Logistics Regiment (The Duke of York’s Own)

RAF Chinooks off-loading troops and equipment in Helmand province. Photos: MoD(UK)
President Karzai of Afghanistan met with His Excellency the Governor-General, LTGEN The Right Honourable Sir Jerry Mateparae, the Minister of Defence, Dr Jonathan Coleman, and the Chief of Defence Force, LTGEN Rhys Jones, when they visited Afghanistan to mark the end of New Zealand’s decade-long contribution to the NZPRT in Bamiyan Province. The Afghan President clearly appreciated New Zealand’s contribution, said Dr Coleman. “He mentioned how New Zealand was so far away and such a small a country, yet we made a contribution to the lives of Afghans.”

The Bamiyan people are very grateful for the support provided by the NZPRT, said Provincial Governor Dr Habiba Sarabi. “The Bamiyan authorities and community believe the PRT support in the fields of security, good governance, tourism development, education and health and with infrastructure, have changed the face of Bamiyan. The Bamiyan people will not forget the services and the humanitarian support of the New Zealand people.”

**FLAG LOWERING CEREMONY**

It was a poignant moment as the New Zealand, Malaysian and American flags were lowered for the final time at Kiwi Base. The Provincial Governor, Dr Sarabi, key local leaders, and ISAF representatives attended the ceremony along with the New Zealand officials.

His Excellency the Governor-General said it was a great honour to be in Bamiyan as the flag was lowered for the last time. He recalled the times when the flag flew at half-mast in recognition of the eight Kiwi soldiers who made the ultimate sacrifice within the province. He also paid tribute to the thousands of NZDF personnel who have served in Afghanistan.

“CRIB 21, you leave a great legacy of which you can be proud. There is the legacy of projects completed. There is the legacy of honourable service rendered and sacrifices made. There is the legacy of friendships established and not forgotten. And there is the legacy of lives transformed for the better.”

Dr Coleman added, “Our imprint on this Province will endure and the sacrifices that have been made will be remembered. We leave this province in relative stability and prosperity, ready for the next chapter in its history to be written by the people of Bamiyan.”

A new memorial was unveiled in Bamiyan commemorating the eight Kiwi soldiers and the 23 men from the Afghan National Security Forces who died in Bamiyan. LTGEN Jones said, “We will always remember them, and our thoughts remain with their families and friends as they continue to mourn their loved ones.”

The new memorial was funded by the NZPRT, constructed by locally employed civilians and engraved locally in Bamiyan town. It is located at the Provincial Operational Co-ordination Centre where Afghan National Police, National Directorate of Security, and Afghan National Army personnel operate.

By Kirsty Taylor-Doig, Defence Communications Group

The RNZAF team from CRIB 21 fly the flag alongside our Hercules. President Karzai of Afghanistan talks with His Excellency the Governor-General.
Air Vice-Marshal Kevin Short is smiling. “I have been smiling ever since my appointment [to the post of Commander Joint Forces NZ] and to get this post is a real privilege,” he says. “In my new role, I step into the day-to-day world of operations. My focus is supporting our people on the missions. This role reminds me of my time on No. 5 Squadron, where we had a single focus; so it is in HQ JFZNZ.”

The new Commander Joint Forces’ career included a posting to CENTCOM in the early days of Operation ENDURING FREEDOM and AVM Short comes to this post from the role of Deputy Chief of Air Force. But an important time in his career was his posting in command of the ninth rotation of Kiwi troops to the NZPRT in Bamiyan province, Afghanistan (CRIB 9) in 2006.

“Commanding the NZPRT was a highlight; I was doing what you get into uniform for. I commanded about 130 personnel, mostly Army - I have nothing but respect for how our soldiers operate. The land environment was new to me [then] as I had mostly worked in No. 5 Sqn in the maritime environment.”

No. 5 Squadron (P-3 Orions) is central to Kevin Short’s Air Force career, which began when he listened to his father talk about his own days in the RNZAF.

“When I asked my father what he thought about the RNZAF, his eyes would light up; the memories would invigorate him! In the Air Force he started as an aircraft mechanic, but was selected for pilot training. In a seven year stint in uniform he flew Harvards, then Vampires - when they were brand new.”

As well, Kevin had two uncles in the RNZAF, his grandfather had served in the RAF and later his older brother joined the Air Force, so he had no shortage of role models!

“I have enjoyed every single day. The Services’ discipline creates a freedom; the rules and regulations create boundaries within which you are free to do the work and try things. It makes life easy because you know the decisions you can make are within the boundaries. I enjoyed the friendships, social activities and sport—especially rugby and cross country.”

AVM Short has over 5 000 flying hours, primarily on the Orion aircraft. “For me, Maritime was a conscious choice; I had opportunities to post to No. 42 Sqn [then Andover tactical transports] and No. 40 Sqn [Hercules] but I stayed with No. 5 Sqn as my preference. As a navigator on No.5 you were truly navigating; in those days—before we started the first upgrades— the inertial system drifted at about 3mph; the Doppler radar drifted too; you had to navigate by the stars and sun in order to check your actual position. There were Loran and Omega, all pre-GPS electronic aids, and neither were good around New Zealand, back then; navigating [then] was an art.

“I liked the crew environment on the TACRAIL [tactical rail— the line of work stations in the centre of the Orion’s cabin]. Each person on the tacrail brings the different skills you need.
to complete the task, so as their leader you have to rely on them. As TACCO (tactical coordinator – the officer in overall charge of the mission specialists and sensor operators in an Orion) you have to run the mission with each one doing their job but bring it all together.

“I became an aircraft captain as a Navigator, which is most unusual—only three or four others have achieved that [in the RNZAF]. As the aircraft captain, I signed for the aircraft and I had responsibility for the pilots. That was a more specific responsibility than simply being mission commander, the airworthiness of the aircraft and the flying skills of the pilots were my concern too.

“Each time on the Squadron I did something different: Navigator – TACCO – Navigator Leader & Instructor – Deployment Commander and Operations Flight Commander. However I never did become CO of No.5 Sqn; something I wanted but the timing wasn’t right.”

In August 1987 (then) FLTLT Short attended the year-long, General Duties Aero Systems Course at RAF Cranwell.

“That course taught us how to evaluate new aircraft equipment and systems; this course proved vital for me to be able to run flight trials, assess systems and manage projects. Later, as a Group Captain, I was posted as Assistant Chief of Air Staff for Projects and Programmes and that posting led to the HQNZDF job (as an Air Commodore) as Assistant Chief of Development (today Capability Branch). I played a direct part in starting up the P-3 Systems Upgrade Project, the C-130 Life Extension Project and the B757 purchase and modification.”

In June 1991 (then) SQNLDR Short attended No 32 Staff Course at RNZAF Command and Staff College. Subsequently, his postings included three years in Washington DC with the Air and Space Interoperability Committee. That led to the opportunity to attend the USAF Air War College in Alabama, during 1999.

“When I asked my father what he thought about the RNZAF, his eyes would light up; the memories would invigorate him! “

“The focus was on strategic studies, making it a year-long sabbatical for me, at a time when the world was still adjusting to the post-Cold War changes, the array of peacekeeping operations and the fragmentation of the USSR. The College allowed me to develop a wide network; we had our 15-year anniversary get-together recently and I still correspond with many of my fellow students.

“As Operation ENDURING FREEDOM got underway I was posted [in 2002] as CDF’s representative in CENTCOM [Tampa, Florida] when our Special Forces were first in-theatre. Amongst other roles, I was Chairman of the Coalition Senior National Officers from the various nations represented at CENTCOM.”

In December 2003 he took up the post of OC No. 485 Wing, at RNZAF Base Auckland. There he was responsible for the command, conduct, supervision and management of RNZAF Operational Force Elements; including operational capability management, and RNZAF flight safety.

From his more recent role as DCAF, he comments that the RNZAF has undergone a decade of hard work and changes. But [the Air Force’s] future is the certainty of being able to operate a fleet of very capable [new and upgraded] aircraft with a decade or more of life ahead of them.

“The RNZAF has always worked in a joint environment—our helicopters have been critical for the Army, and the Seasprites and our P-3s interlocked with the Navy. We routinely fly missions around the globe; we are already well adapted to Joint Operational Excellence. So Future 35 is very positive for the Air Force.”

It was in 2006 that then GPCAPT Short served as Senior National Officer and Commander of the NZ PRT at Bamiyan.

“This was a special opportunity. The other RNZAF commanders of the PRT have been AIRCDRE Gavin Howse, AIRCDRE Steve Moore, GPCAPT John Duxfield and Greg Elliot. So CRIB gave me an inside view of the land environment. I really enjoyed it; the group was a well-oiled machine and we all had the single focus of peace support. But again the decision to accept the CRIB deployment was for me a choice between other professional opportunities, but it was an experience that I will call on in my role as COMJFNZ.

“I had missed my 25th wedding anniversary when I went to CENTCOM in 2002. Five years later I was in Bamiyan and missed my 30th. Those missed anniversaries symbolise all the many little things that our wives or partners have to put up with, when their spouse is in the NZDF. Our careers require their understanding and support”

AVM Short brings a wealth of experience and a wide professional network to his role as COMJFNZ. “As a leader you are dependent on the way your team operates; your success depends on the team effort—they will work with you, or they will work around you. As the new COMJFNZ I aim to reinforce the team and the team effort. For me this role is a real privilege.”
Defence Minister Dr Jonathan Coleman announced on 19 April that the Government has approved the purchase of an upgraded and expanded Seasprite helicopter fleet for the NZDF.

- 8 Seasprites (plus two spare airframes)
- A full-motion flight simulator, training aids, spares inventory and publications
- The Penguin anti-ship missile
- A $242 million dollar deal
- To be purchased from the US company, Kaman Aerospace.

"The price is very good with alternative helicopter replacements costing three times the amount," said Dr Coleman. "This package from Kaman Aerospace will provide the Navy with an upgraded variant, the Seasprite SH-2G(i), and increase the fleet from five to eight helicopters. It will allow helicopters to be embarked on the two ANZAC-class frigates (TE MANA and TE KAHĀ) as well as the offshore patrol vessels and the multi-role ship HMNZS CANTERBURY," Dr Coleman said.

No. 6 Sqn currently has five SH-2G(NZ) Seasprites which have been in service since the late 1990s. The current fleet of five helicopters is too small, with only two aircraft regularly available for use at sea when one is used for training and two more are in maintenance.

The SH-2G(I) feature modernised sensor, weapons and flight control systems, including a modern communications system that allows sensor data to be shared between the helicopter and ship. They were originally built for the Australian Defence Force but in 2009 the Australian government elected to cancel the contract and not to introduce them into service, after questions about their suitability to meet Australia’s requirements.

"The NZDF and Ministry of Defence officials are acutely aware that the Australian government decided not to fully introduce these aircraft into service after concerns about a range of technical issues," said Dr Coleman. "As a consequence the NZ MoD has invested considerable resources into examining all aspects of this project over the last two years. This included commissioning an independent study by Marinvent Corporation of Canada. Officials have advised the government this aircraft will prove a very capable purchase, meeting all of the NZDF’s requirements. The replacement Seasprites will have a multiplier effect on the capability of the Navy’s ships."

The first three aircraft are due in New Zealand in late 2014 and the fleet should all be in service during 2016. The aircraft will have a service life out to 2030.
Doctrine provides the fundamental principles that guide the NZDF’s actions in support of its objectives. While doctrine is not policy, it is closely related to it.

Policy directs tasks, prescribes desired capabilities, and provides guidance for ensuring the NZDF is prepared to perform its assigned roles. Policy therefore, describes ‘what’ is to be done.

Doctrine is how we do things – it helps ensure we make the right decisions based on ours and others’ experiences.

The Doctrine Cell within Capability Branch is led by Simon Eaton, Deputy Director Doctrine, with myself as Doctrine Editor. We have responsibility for the process of adopting, adapting or deriving doctrine for use by our Defence Force.

“New Zealand’s military doctrine is based on the Defence Force’s experiences for developing strategy and conducting military operations,” says Simon. “Our doctrine is developed from our own and our friends and allies, history of battles, campaigns and wars.” It’s the lessons learned that are used to inform future operations. “To enable mission success, our Doctrine is always evolving—we act, learn, apply, and refine.”

Simon stresses the importance of understanding doctrine as not mere dogma or a checklist of procedures. “Doctrine is not simply a ‘how to’ authority; military doctrine, while authoritative in nature, requires judgement in application and its knowledge is to be used according to the situation.” Doctrine describes ‘how the NZDF thinks about fighting.’

Military doctrine is important because it standardises terminology, training, relationships, responsibilities and processes throughout the NZDF. It provides the basis for inter-organisational coordination during joint operations; it acts as the foundation for building a joint culture and a basis for joint training. In an educational sense, it provides instructional material for professional military schooling. Our doctrine also informs the NZ Government, agencies and the private sector about the organisation, capabilities and philosophies of the NZDF’s military forces.

“Doctrine underpins all NZDF operations and force development. We need all of our military personnel to know how to access the doctrine that guides us,” Simon says. “Their understanding of it will ensure we can apply changes based on individual learning.

The VCDF, MAJGEN Tim Keating, stresses the value of doctrine.

“Doctrine is an expression of how military forces contribute to campaigns, major operations, battles and engagements,” he says. It helps standardise operations by establishing common ways of accomplishing military tasks. MAJGEN Keating points out that military doctrine can be a driver of change within our Defence Force.

“New developments in doctrine can lead to change in how the NZDF plans and conducts its military activities,” he says. “This change will result from the revised doctrine flowing through into policy, training, and operational planning procedures.”

More on the NZDF intranet: ILP/Capability Branch/NZDF Doctrine

Queries about doctrine?
Email: simon.eaton@nzdf.mil.nz

The NH90 passes low, fast and impressively in front of the crowd at Omaka. See story p 12.

Photo: Gavin Conroy
The role of the J8 Branch (Lessons Learned) of HQ JFNZ is to drive and embed continuous improvement in military operations and exercises undertaken by the NZDF. The Branch is led by WGCDR Leanne Woon and is structured into three teams. These are:

- Lessons Collection,
- Analysis, and
- Lessons Implementation and Delivery.

Previously, the J8 Branch at HQ JFNZ was responsible for development, OPRES reporting, evaluation and doctrine. A review in late 2011 was initiated to address the role of the branch and to redirect J8 towards the development of continuous learning to improve operational effectiveness on NZDF missions. The new structure resulted, after removing the development and doctrine functions, to focus on lesson-learning.

The J8 branch comprises a small team of 10, with a 50/50 split of military and civilian positions to optimise the corporate knowledge and expertise within the team.

### COLLECTIONS TEAM

The two collections positions, SQNLDR(E) and FTLT(E), are military and are responsible for coordinating and managing both active lesson collection activities and managing the passive reporting through the Post Activity Reports (PARs) that are received from operational missions and HQ JFNZ exercises.

This team can be deployed as collectors on operations and exercises to actively collect lessons. The first active Lessons Collection Activity to Afghanistan was conducted in March 2013, which has resulted in significant amount of information being collected.

Currently the collection positions are vacant; if you have operational experience, strong interpersonal skills and are motivated to drive continuous improvement in current and future operational missions then we would like to hear from you.

### ANALYSIS TEAM

Once the information has been collected, it is then passed to the Analysis team. This team of three is: MAJ Alex Bromham, Mr Peter Kennedy, Dr Colin Robinson.

They analyse the observations received to establish the common issues and themes. These common themes are then used as the basis for discussions with the subject matter experts and other key stakeholders to work out what actions should be taken to address the issues. This results in insights being produced – these are conclusions drawn from an identified pattern relating to a common issue or theme.

This process also develops a number of ‘lessons identified’ which are then managed through to enable the change (learning) to occur, for example a change in tactics, techniques or procedures, training, equipment or doctrine to ensure lessons are learned.

### LESSONS IMPLEMENTATION AND DELIVERY TEAM

Once the data has been processed the insights and lessons identified are passed onto the lessons dissemination team led by CAPT Dave Leonard and his team of Mr Mack MacLean, Mr Gerard Prins and PLT OFF Aeron Mellish (supernumerary appointment). They will promulgate the information out into the wider NZDF community.

This information may be in poster, booklet, or online form—tailored for best effect with its target audience. This team provides EARLLS training for all operational missions and manages the observations on EARLLS through to the lesson learned phase. While we acknowledge EARLLS has limitations this is the current application to be used for lessons learning.

### APPLICATION AND DATA MANAGEMENT

Mr Peter Arnold is part of the J8 Branch providing the Application and Data Management function for HQ JFNZ. Peter is responsible for EARLLS on DIXS, SWAN and the Management Reporting, including Executive Strategy Management, Quarterly and Annual Reports for HQ JFNZ.

### THE FUTURE

While we are still developing the new lessons capability this year will see the release of the Joint Lessons Handbook, active management of all PARs for operational missions, lessons collection on selected Joint Exercises and information on lessons learned distributed via newsletters and Front Line Poster.

If you would like to know more about the role of the branch please feel free to contact any of the J8 team. Details on the branch can be found on the Continuous Improvement intranet site: ILP/ HQJFZN/ old HQJFZN site/ Branches/ J8 development.

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**By Nicole Munro**

**Defence Communications Group**

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**THE NEW HQ JFZN J8 BRANCH**

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**Jobs Around The Joint**

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THE RAF ‘SEEDCORN’ INITIATIVE

In 2010, UK Prime Minister David Cameron announced the cancellation of the Nimrod MRA 4 project and the closure of RAF Kinloss. The Strategic Defence and Security Review (SDSR 2010) decision to eliminate the Royal Air Force’s Maritime Patrol Aircraft (MPA) capability led, in 2011, to the MPA Seedcorn Practitioner Cadre initiative. The Seedcorn initiative preserves operator expertise while options to restore MPA capability are explored.

The aim of Seedcorn is ‘to preserve a nucleus of skills previously possessed by the RAF Nimrod Force by placing high-quality individuals with Allied MPA forces.’ The initiative involves 41 personnel serving overseas: 25 with the USN, four with the RAAF, six with the RCAF and six with the RNZAF. The RNZAF employs Seedcorn personnel on No. 5 Squadron, No. 42 Squadron and in the Directorate of Systems Evaluation at 485 Wing.

Seedcorn exploits the long history of co-operation between the participating air forces on operations and through exercises such as JOINT WARRIOR, RIMPAC and FINCASTLE. Common doctrine, tactics, skills, techniques and procedures all allow allied MPA to seamlessly integrate with, and provide support to, friendly naval forces in complex operations. Aircraft of the five allied air forces are interchangeable in their ability to defend allied naval vessels against underwater threats while contributing to a common maritime picture that identifies and tracks friendly ships, potentially hostile combatants and other contacts of interest.

By FLTLT Eric King, RAF

The integration of RAF personnel into the RNZAF was made easy because of common policies that promote interoperability with key allies. Previous experience and broadly similar system capabilities enabled our RAF personnel: MACR Trevor Parker, F/S Andy Burrows and F/S Danny Parsons, to adapt quickly to the duties of Air Warfare Specialists (AWS) on our upgraded P-3K2 Orion.

For FLTLT David Irvine and FLTLT Eric King, their transition to operational test and evaluation duties at 485 WG was made easy by their backgrounds as aircraft captains, and experience in instruction and standardisation duties. SQNLDR Simon Shaw, an experienced Nimrod Qualified Flying Instructor, is assigned to No. 42 Sqn, where he is proving influential in the introduction into service of the Proline 21 B200 King Air.

The benefit to the RAF of the Seedcorn Initiative is clear, and its objective will be realised when the RAF personnel return to the UK to introduce a new Multi-Mission Aircraft into service. In return, the program provides to us as one of the host air forces, a group of experienced frontline operators with easily transferable skills, an intuitive understanding of over-water and over-land surveillance operations, and specialist knowledge of the sophisticated new technologies and capabilities being introduced with the upgraded P-3K2 Orion. Building on a history of cooperation, Seedcorn perpetuates an exchange of ideas and expertise that enhances interoperability between the RAF and its allies.

Interoperability

As it used to be—an RAF Nimrod takes off from Whenuapai during a Fincastle Trophy exercise hosted by the RNZAF in 2005.
This summer has been an ideal season for air displays throughout the country. The Red Checkers’ display tour began on 26 January with a performance over the Hampton Downs motor racing track, and continued throughout the country until April, when they closed their season with a display at the Anzac Air Show at Masterton. As well as displays at specific events, the Red Checkers also joined other Air Force units in displays at the major air shows. At Omaka, the new NH90 gave its first full public display and proved to be a huge drawcard.

By Elizabeth Griffin, Communications Manager, Air Force

RNZAF ON SH AT CLASSIC FIGHTERS!

It arrived without the stirring ‘thwack – thwack’ of the rotors of the much-loved Iroquois, but instead with an impressive display of stealth and power. At Omaka, the NH90, the Air Force’s newest helicopter, gave its first full display away from its home base. It proved to be incredibly popular with the crowds at the Classic Fighters Airshow over the Easter weekend.

The show attracted over 30,000 people over the three days. It’s a major event for Blenheim. It’s a pretty location, with the backdrop of the Wither Hills and the crowd enjoying the warm temperatures.

“I always warn my people that the two biggest dangers of coming to this airshow are dehydration and sunburn,” said SqnLdr Jim Rankin, RNZAF Display Director. Omaka has a nice quaint feel to it and it attracts almost all the well-known vintage and classic aircraft, including Spitfires, Kittyhawks, the Mustang and Corsair, and the many other air show regulars, as well as the RNZAF contingent.

An enthusiastic Air Force team supports our display aircraft. This year at Omaka, the RNZAF display included both the NH90 and the sleek A109 along with a Boeing 757, a Seaspriate, the Iroquois, the Red Checkers aerobatic display team and Kiwi Blue, our parachute display team. Classic Fighters provided the opportunity to showcase the skill and professionalism of our Air Force and our display aircraft put on a terrific and popular show.

The wider NZDF was well represented too, with a contingent of tri-Service personnel and an impressive tented camp area showcasing NZDF ground displays, a retail shop run by the Armed Forces Canteen service, and Defence Careers—complete with their recruiting bus. The tented camps provide an excellent opportunity for people to interact with our Service men and women and talk with them about what they do in New Zealand and around the world. SqnLDR Rankin explained there are three main reasons for Defence Force participation in the summer season air shows.

First, it’s the PR value. It’s a chance for the public to get close to our personnel and our aircraft. “Most of our jobs are done out of sight, and out of mind, and the public don’t really get to see what the capabilities are of our aircraft, or otherwise meet the people on the ground who make it all possible.”

Second, it’s great training for the Air Force. The skill and precision and teamwork required for a good display is exactly the sort of skill set required to conduct operations overseas. “Just as adventure training is a good way to prepare individuals, air display events are a great way of preparing our people as a team to deploy and conduct operations,” he said.

The third reason is the clear recruiting value. Many families
SQNLDR Jim Rankin was not only the RNZAF Display Director, but also the display pilot for Harvard 15 from the Central Flying School Historic Flight. What is the highlight for him?

“Going home on Sunday with all of my people happy and all the aircraft safely back in the hangar”, he said.

“It’s good fun. I have been doing this for a lot of years now. I sometimes think I have got rocks in my head for continuing to do it because it’s fairly full-on.”

There’s no doubt that there is a great deal of hard work required to mount a successful air show.

“We go out of our way to make sure it looks very professional, and I think we achieve that and at the same time we manage to have some fun along the way.”

He has been in the Air Force for many years and is a very seasoned and experienced pilot. Air Force News asked what his favourite aircraft was.

“The Macchi, hands down. It was the sports car of the sky. I liked its performance, handling, and ease of operation. I was lucky enough to fly it for twelve years. There was just so much that you could do with it,” he said.

But there are an awful lot of ‘close seconds’. “I have been flying the Harvard for twenty-five years (one of us must be getting old). It’s a sheer delight to fly and a real privilege to fly such a venerable aircraft. I also spent a lot of time on the Airtrainer, including five seasons with the Red Checkers. It’s been a magnificent trainer for the Air Force and it’s done a pretty good job for us over the years.

Jim’s emotions are still stirred, every time he sees an Iroquois fly past. “I had some of the best flying of my career in the Iroquois.” said SQNLDR Rankin.
As Number Two in a seven Fokker Triplane battle formation, looking back at five other aircraft flying over the Marlborough vineyards left that indelible memory. That was the first time seven Triplanes (Tripes) had been in a formation since 1918. I could sense that was how it must have been—the black and white photos from WWI can never do it justice. As one of the pilots that day, it took weeks to wipe the smile off my face!

When I was asked if I would like to get rated in a Tripe to fly as part of the Jasta 11 Flying Circus, my reply was instant—‘yes please!’ The RNZAF had trained me as an Iroquois pilot. Flying the Tripe was to be my first rating in a single-seat aircraft, which means no-one shows you how to fly it, or gives you pointers as you get familiar with the aircraft. The instruction was simply “sit in here, be careful of this, this and this … now away you go.” No radios, poor brakes and very little instrumentation—what could possibly go wrong?

As I lined up on the runway there was a little trepidation on my part. Open the throttle slowly, keep straight and (quickly) airborne. I left the ground, and any worries, below me. Turning, stalling, wingovers, five circuits and 18 minutes later I was taxiing back in with a big smile on my face.

“Looks like you’ve got the hang of it, let’s do a three-ship formation with a tail chase!”

Short and stubby, with a set of ailerons that are seemingly there for decoration rather than control, you fly the unstable Tripe with mainly rudder and elevator. You are constantly working the all-flying rudder (no vertical fin in front of the control surface) when you are changing power,airspeed or direction, which is all of the time in formation. Once you get over the fact that you are in balance only briefly, as the ball goes from one extreme of the indicator to the other (the turn and balance indicator was one of the earliest flight instruments to be developed) only then you can relax to enjoy the flying. Ironically, the best view from the Tripe is over the back of the aircraft, but looking forward through the iconic three wings at another aircraft in close formation is an awesome feeling.

Other WWI aircraft are a little more forgiving due to their increased stability. Energy and engine management, along with controllability, are what you are acutely aware of, more so than the more modern aircraft which have most vices designed out.

Landing is the tricky part, as from when the main wheels touch down to the tail touching down there is a small period when the wings are blanking the rudder and elevator and you are not in control of the aircraft. Your setup had better have been good. There are many great pilots who have been bitten while landing these aircraft and they say that ‘there are those that have and those that will’.

In contrast to the Tripe, the Fokker D VII (D7) is a really enjoyable aircraft to fly, stable yet manoeuvrable, but is has no windscreen so your goggles had better be on tight! Not surprisingly, the NZDF insect repellent struggles to keep the bugs off your face here as well! The DVII was the only aircraft to be specifically mentioned in the 1918 Armistice Day agreement, because of its high performance relative to Allied fighters. The Vintage Aviator Limited (TVAL) has the Fokker DVII that was built for the 1965 movie Blue Max.
Air Shows

Air show formation flying and dogfight scenarios are carefully choreographed due to the lack of radios. Good situational awareness is a must but a few simple rules keep us safe. We use layered altitude bands, with opposing racetracks and figure 8s to give the illusion of a chaotic dogfight. The shooting down of an aircraft signals others to move onto the next part of the scenario. Due to mainly flying Axis aircraft (and even when I do fly Allied aircraft) I often get ‘shot down’.

As our group of WWI pilots gained familiarity with the dogfight scenarios, our briefings could get more succinct. One memorable pre-flight practice brief reached me via text message for the 2008 Warbirds over Wanaka; it read as follows (text language expanded for clarity):

3 ship tripe formation, you #3, Tripes takeoff in Vic, Vic pass, line astern pass. Nieuport and Camel takeoff and engage. 1 & 2 go high, you engage Camel at 500’ and below. 3 passes, you get shot down … sorry.

Among the highlights for me was flying the Fokker D VII at the RNZAF 75th Anniversary Airshow against the Bristol Fighter (of which the NZ Permanent Air Force had eight), which show-cased the early fighters in the same air show with the RAAF’s modern F-18. I then flew the Bristol Fighter from Ohakea to Wanaka—at just over one mile a minute and needing six fuel stops! Tracking across the South Island on a gin-clear day in a WWI biplane is an amazing experience—my camera got a workout!

While I am very privileged to fly these amazing historic aircraft, I think New Zealand is extremely lucky to have the TVAL collection here. Without the vision, passion and dedication of Sir Peter Jackson, this slice of history would not be in our country. And, in a good old-fashioned Kiwi way, you can get up close to these aircraft in Masterton and Omaka—a wonderful experience you are unlikely to get anywhere else in the world. Check out the collections at Masterton or in the Aviation Heritage Centre at Omaka. You won’t be disappointed.

CADETS MEET RED CHECKERS!

By FLTLT Rick McNabb NZCF

On Sunday, 10 February, an awe-inspiring acrobatic display was given before the people of Nelson by the RNZAF Red Checkers team. On the ground at Nelson Airport, a group of cadets from Nelson’s No. 23 Sqn Air Training Corps, were left spell-bound by the display and also excited. Excited both by the display they had just observed and because they were going to meet the pilots and their aircraft before the aerobatic team flew back to base at Ohakea.

After the team landed at Nelson and taxi-ed over to the ATC cadets, each Cadet took the opportunity to sit in the cockpit of one of the Airtrainers. They were the envy of many on-lookers standing at the Nelson Airport perimeter.

Special thanks to W/O Ashley Wilson, SQNLDR Garry Dunn and the pilots of the Red Checkers team for making the visit possible. The pilots were great—they really took the time to explain things and were only too pleased to have the Cadets there. The fact that they took time out of their busy schedule to let Nelson’s ATC Cadets have this opportunity is testament to the support the Air Force gives the Air Training Corps and the sorts of opportunities that the general public does not get.

Afterwards, the Cadets could talk of nothing else other than the wonderful opportunity that had just been afforded them. The visit ensured a group of young ATC Cadets is now much more keen on a career in our Air Force; it is an event that will be recorded in the No. 23 Sqn History Books and talked about for months to come.
On 21 March this year, Air Marshal Sir Ewan Jamieson died in Taupo; he was 82. AVM Kevin Short represented CDF and CAF at the funeral, which was attended by many former RNZAF and NZDF mourners. Sir Ewan’s defence career had culminated in his posting as Chief of Defence Staff, but his time at the top was also a time of political controversy, as he tried to prevent the ANZUS rift. While the public obituaries focussed on the politics of Sir Ewan’s time as CDS, in this obituary we look at his professional career in the RNZAF.

Leadership

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SIR EWAN JAMIESON

CHIEF OF AIR STAFF AND CHIEF OF DEFENCE STAFF

By Richard Jackson, Editor

Ewan Jamieson was 15 when WWII ended; he joined the RNZAF in 1949 as a trainee pilot—at that time the Berlin Airlift was dominating the headlines. On No. 4 Pilots Course at Wigram he flew the Tiger Moth, Harvard and the twin-engine Oxford. He also played rugby, being selected for the Wigram team in the RNZAF’s inter-base competition.

Ewan gained his Wings with a distinguished pass and was immediately assigned to instructing—he was a talented flyer and a posting straight away as an instructor is rare.

He also flew the P-51 Mustang; his son recalls that “he loved the freedom of flying, and recounted racing the clouds home to Wigram as they came in a ‘pincer movement’ around the Port Hills.” Ewan commented later:

“Military flying is a mixture of sport and intellect. You are trying to perfect physical skills but it has to be done with a good degree of mental application. There are also elements of a team game and a strong sense of competitiveness.”

A colleague recalls Ewan would rather have been flying the (then new) Vampires instead of instructing, but his chance came in 1953 when he was posted as a Flight Lieutenant to No. 75 Sqn and converted onto the Vampire. Within a year he was selected for an exchange post with the RAF, flying Vampires and Venoms in West Germany. Ewan went on to log flight time on Meteors and the (then brand new) Hawker Hunter. In West Germany, Ewan saw the hard realities of the front line of the Cold War. The Soviet armed forces occupied East Germany; military flights had to be carefully planned to avoid creating diplomatic incidents along the Iron Curtain.

Always a fighter pilot, Ewan Jamieson about to fly a US fighter

Back in New Zealand in 1956, FLTLT Jamieson joined the Fighter Operational Conversion Unit at Ohakea, and by 1959 he was promoted to Squadron Leader and posted as OC of the FOCU. With seven years on fighters he was experienced and expert. In 1958 he earned a Green Endorsement to his log book:

“...for an outstanding display of airmanship and captancy whilst flying a Vampire. During a final handling check the pupil inadvertently spun the aircraft whilst executing a slow roll at 29,000 feet. Despite initial attempts to recover by the pupil, followed by persistent use of all the then approved techniques by the instructor, the aircraft continued to spin. ... the student was instructed to bail out. He experienced considerable difficulty in raising his head and shoulders higher than cockpit level and it was only after repeated efforts by SQNLDR Jamieson that the pupil was able to leave the cockpit.

It is extremely doubtful whether the pupil would have been able to clear the aircraft unaided by his instructor who, despite the disorientation following a prolong spin, remained calm and competent ... displaying the highest qualities of airmanship and captancy. Once the pupil had cleared the aircraft SQNLDR Jamieson also bailed out ...”

A period in Wellington as RNZAF Flying Safety Officer preceded Ewan’s 1960 posting to the RAAF Staff College. He subsequently joined the Directing Staff of the RNZAF Staff College in Auckland. Three years of mentoring students, meeting guest lecturers and studying defence policies reinforced his knowledge of strategy and policy.

He returned to Ohakea in 1964, newly promoted to Wing Commander, as OC Flying Wing. By then the Canberra was our primary strike aircraft. That year No. 14 Sqn deployed to Singapore for a routine exercise and had it change to an operational deployment. Confrontation between Indonesia and the new nation of Malaysia had begun and the
Commonwealth nations stood together to protect Malaysia against Indonesia’s Soviet-equipped armed forces.

Confrontation was a major military commitment; WGC DR Jamieson was sent to Singapore as OC of the RNZAF contingent. He said later: “The Commonwealth effort was an excellent example of the deliberate minimal use of the military in order to deter the opposition from increasing their effort and so discourage them from expanding the war and eventually lead to resolution by negotiation rather than conflict. And, as I’ve seen from contact in later years with Indonesians, it also left no scars.”

As senior national representative for the RNZAF, Ewan worked within the Far East Air Force staff and alongside the staff of the NZ High Commission. He also flew to South Vietnam several times, as that conflict grew.

When back in New Zealand Ewan was appointed as CO of No. 3 Battlefield Support Squadron (1964-67), equipped with new Iroquois and Sioux helicopters as well as Bristol Freighters for tactical airlift, and Austers for Air Observation. During his time in command, the Squadron added a Naval Support Flight with Wasp helicopters. Commanding No. 3 Sqn required joint-Service thinking.

Ewan stepped up in late 1967 to the post of Senior Air Staff Officer (SASSO) at Operations Group, Auckland, before going to the UK to study at the Joint Services Staff College, Latimer. There, the Directing Staff summed him up: “Jamieson is a self-confident, determined and purposeful officer with a direct, forceful approach to life and a dry sense of humour. His personality is firm and forthright and commands respect but his somewhat set manner can be disconcerting. ...he has the intelligence, drive and breadth of outlook to succeed.”

Following the British staff course, WGC DR Jamieson returned to Defence HQ in Wellington, and in 1970 became CO of the RNZAF Transport Wing, where the Hercules and DC6 aircraft were in service.

In July 1971 he was promoted to Group Captain and took command of RNZAF Base Auckland until February 1973, when he was appointed SASSO, Air Staff, in Defence HQ, Wellington. Throughout the 1970s the RNZAF modernised its aircraft fleet: New Zealand-built CT-4 Airtrainers and Hawker-Siddeley Andovers from the RAF. As a senior officer with wide experience and a reputation for good staff work, Ewan would have been involved in the policies behind these aircraft purchases.

For the 1974 Royal Tour GPCAPT Jamieson was appointed as the Air Liaison Officer. In December that year he was promoted to AIRCDRE and as AOC Ops Group. A major change for the RNZAF at that time was the integration of the Women’s Royal New Zealand Air Force in 1977.

That same year Ewan was posted to Royal College of Defence Studies, London, generally considered to be the necessary course for top-level promotions. On his return in January 1978, the Air Commodore was appointed as Deputy Chief of Defence Staff, in Defence HQ. Just under two years later, he was promoted to Air Vice-Marshal and Chief of Air Staff. He relieved AVM C L (Larry) Siegert.

During his time as CAS the Devon navigation trainers were replaced with ex-Air New Zealand Fokker Friendships, then in 1981 two Boeing 727 jet transports were purchased, to replace the DC6s and support the world-wide transport commitments of the Defence Force.

Ewan was appointed as Chief of Defence Staff [head of the three NZ armed forces] and promoted to Air Marshal, in April 1983. After the 1984 election of the Labour government, led by David Lange, the CDS was confronted with implementing the anti-nuclear policies which he personally and professionally strongly opposed.

He was deeply involved in the negotiation of the projected visit in 1985 of USS BUCHANAN, the sudden rejection of which by the government led to the termination of New Zealand’s active participation in the ANZUS alliance. Although dismayed by the conduct of his political masters, he acted with complete professionalism throughout this period.

It was the Labour government in fact which recognised his many years of distinguished service to the RNZAF and Ministry of Defence and his outstanding service as CDS, by recommending him to the Queen for the award of a KBE. During a Royal Visit in March 1986 he was proud to be invested with his knighthood at a special investiture in Wellington.

On 15 October 1986 Sir Ewan Jamieson retired after 37 years and 5 months total service. It is reported that he had been offered an extension of service as CDS, but he saw retirement as giving him an opportunity to speak out publicly in support of New Zealand’s alliance relationships and to tell Kiwis about the realities of the Cold War.

He contributed a number of articles to professional journals, gave speeches and, in 1989, was granted a one-year appointment to the Institute of National Strategic Studies in Washington DC. The result was his book Friend or Ally: New Zealand at Odds with its Past.

To look at the book now, Sir Ewan’s descriptions of the ANZUS rift and the machinations of the Lange government are still vivid. Part 2 of the book paints a comprehensive picture of the world at that time, when change was dramatic and little was predictable. Sir Ewan had many deep insights—he saw trouble in central Europe (the subsequent Balkan wars were to last a decade) and forecast the economic rise of China, for example.

But his over-arching thesis was the permanent value for New Zealand of alliance relationships with like-minded nations, and New Zealand’s recent military rapprochement with the USA would have been a source of satisfaction for him. 

Friend or Ally: New Zealand at Odds with its Past. Ewan Jamieson, Brassey’s Australia, 1990.
Our People

RNZAF Anniversary church service at St Paul’s Cathedral, Wellington, 7 April; the Queen’s Colour of the RNZAF is marched out of the Cathedral.

At RNZAF Base Woodbourne on 9 April, five new AVMECHs celebrated their graduation from AVMECH Course 12/02.

The Prime Minister of the Kingdom of Thailand, Her Excellency Yingluck Shinawatra, was greeted with a tri-Service Guard of Honour at Government House, Auckland on 22 March; she is escorted by FLTLT Bradley Scott.

SGT Hemi Poipoi supervises the loading of a chartered Mi26 helicopter as it lifted a 26,660lbs armoured vehicle out of Bamiyan.

SONLDR Scott McKenzie (2nd from right) and other vintage aviation pilots dressed as aircrew from the Imperial German Air Service pose with their Jagdstaffeln of Fokker Triplanes – see story on p 14.

Cadets of No 5 (Rodney District) Sqn ATC pose with their soap box derby car, entered into competition at Silverdale, over the weekend 6-7 April.
Past and present members of the RNZAF, including veterans of No. 485(NZ) Fighter Squadron, stand in front of the refurbished Spitfire Mk XVI on its new plinth in front of HQ 485 Wing.

CAF undertook a tandem parachute jump recently with Senior Instructor SGT Justin Tamehana of PTSU.

The Executive Assistant to CAF, Mrs Amanda Lockyer, was given her first flight in an Airtrainer recently, her smile says it all!

The Mayor of Auckland Len Brown meets SONLDR Andy Cant and Mr Richard Hardeman during an afternoon tea at Base Auckland.

Two Moped riders approach a bend at the Ohakea Mopedathon, held on 02 March; a report on this event in the next issue.
Greetings from the Holy Land, where I am serving in the United Nations Truce Supervision Organisation (UNTSO). I am based in Jerusalem as the Deputy Chief Military Personnel Officer.

Jerusalem is a small city with a land area of 125 sq km and a population of 800,000. At its heart is the walled Old City, home to the cornerstones of the world’s three major faiths: Christianity, Islam and Judaism. The historical and religious significance of Israel cannot be overemphasised:

- the Western (Wailing) Wall of Judaism,
- the Via Dolorosa, which traces the last steps of Jesus Christ,
- the Church of the Holy Sepulchre, which was built around the site of Christ’s crucifixion, burial and resurrection, and
- the Dome of the Holy Rock, which is the third holiest site of Islam.

All these sites are within walking distance of the UNTSO headquarters. ‘Breathtaking’ doesn’t begin to describe the view from our HQ overlooking the city. We did not have a white Christmas because the snow came two weeks late. But looking out over a snow-covered Jerusalem landscape, I could not help but appreciate how special this part of the world is.

UNTSO was established in 1948 when the state of Israel came into being and is the first United Nations peacekeeping mission. UNTSO operates in Syria, Israel and Lebanon with a liaison office in Egypt. It remains in the Middle East to monitor ceasefires, supervise armistice agreements, prevent isolated incidents from escalating and assist other United Nations peacekeeping operations in the region. With 153 Military Observers, UNTSO is relatively small by UN standards.

My current job is challenging as I deal with all aspects of personnel management to meet the staffing challenges in an organisation that relies on the constant rotation of military personnel from 25 countries. The job is even more complex at this time due to the ever-changing security environment. My boss, LTCOL Ulf Staredeldt, is Swedish and I work with representatives from the Netherlands, Estonia, the United States, France, Switzerland, Denmark, China, Finland and Ireland.

I spent my first five months in Syria, working in Damascus and the Golan Heights, where I spent most of my time working in a two-person outpost for seven-day periods, either inspecting or patrolling the Syrian-administered Golan Heights and surrounding areas. We used an armoured vehicle for patrols, or carried out static operations from the outpost’s lookout tower.

I have had many highlights in my deployment so far but the greatest is the amazing friendliness of the local people and those I work with.

I am not sure whether driving on the ‘right-hand’ (wrong) side of the road counts as a highlight but I learned very quickly not to complicate things (or rather, frighten myself) by looking in the rear vision mirror—or indicating. In Syria they followed the French rule of giving way to traffic entering a roundabout. I found this rather daunting at first on a four-lane (or more, depending on the day) roundabout with seven exits!

There are no words to describe what it’s like driving in Israel...

I feel very privileged to be part of UNTSO. I have also had many other memorable experiences, before I returned home this month. ➤
Our People

Aircraftman Te Rina Naden joined the RNZAF in 2011 and is in the Ground Defence specialty within the Air Force’s Force Protection trade. She describes her career...

AIRCRAFTMAN
TE RINA NADEN
FORCE PROTECTION OHAKEA,
NO.209 (EXPEDITIONARY SUPPORT)
SQUADRON RNZAF

I find my career in the Air Force is very spontaneous, because one minute you could be sitting at a computer reading emails and the next you could be on your way urgently, providing support and security for a tasking like search and rescue.

I have done a number of security taskings, with the most recent one being in Mitimiti, just south of Kaitaia, for the funeral of Ralph Hotere, the artist. [Ralph Hotere’s funeral was assisted by the RNZAF and the Army, because as a Member of the Order of New Zealand he was entitled to state support for his funeral.]

I was involved with the Royal Tour [last year] and our team maintained the security of the aircraft. We flew Prince Charles and Camilla (the Duchess of Cornwall) around New Zealand and also went to Australia and Singapore. When I was selected to be in the security team for the Royal Aircraft I was very excited.

So far, that has been the highlight of my time in the RNZAF. I am only 19 so it was a little intimidating being the youngest and lowest ranked person on the tour but I was privileged to be part of something so big. I got a bit tongue-tied when I crossed paths with Prince Charles and Camilla, but it’s something I’ll remember for a long time.

I was attracted to the RNZAF because it stood out in terms of life-style and travel and the fact that I have always loved to fly. I had originally moved to NZ from PNG when I was two years old and I grew up in Gisborne. I am half Papua New Guinean on my mother’s side and my father is Māori.

My iwi is Te Aitanga A Hauraki from the Tokomaru Bay area. I went to Gisborne Girls’ High School and I joined the RNZAF, four weeks after finishing my 7th Form exams.

I joined the Tairawhiti Services Academy when I was in the 6th and 7th Forms, and I was also a prefect. The Academy instructors were both ex-military and took us to Waiouru to get a taste of what life in the military would be like.

That Academy experience made me determined to pursue a career in the RNZAF. The RNZAF has several different trades and we all rely on each other for different things.

I haven’t completed all of my training for Force Protection, but so far I love it. I aim to become a Military Working Dog Handler. The Military Working Dog Handler course began in April and is three months long. After that, I will be posted to the Dog unit in Whenuapai.

Last year, after my initial training I was posted to Ohakea and there I got involved with the Māori Cultural Group. Joining the MCG gave me a sense of whanau and it was something that felt familiar to me. The group helped me overcome homesickness, made me feel at home and helped me meet other people outside of my own trade and in the Army and Navy too. I think it’s awesome how the NZDF takes us around NZ to do a haka for people like the King of Tonga or the Singaporean Chief of Defence Force.

This has allowed me to experience other aspects of the Defence Force.

You can always better yourself with anything you do in the Air Force and I find it’s very rewarding. I would also love to further my education and study through the military so I have something other than a driver’s license, to walk away with after my career.
Our People

SQNLDR ALLANAH PARKER
CHIEF CONTROLLER
OF THE OHAKEA SKIES

By Angela Lamont, Airways Corporation

Squadron Leader Allanah Parker looks right at home leading her team controlling the busy airspace over RNZAF Base Ohakea—and at just 26 years old, she’s already clocking up a few firsts. SQNLDR Parker is the new Chief Controller of Ohakea air traffic control tower, operated by Airways New Zealand. She’s the youngest and the first female Chief Controller in the tower, and one of the youngest Squadron Leaders in the RNZAF since World War II.

“It’s a real privilege to work on Ohakea base, and to wear the RNZAF uniform,” says SQNLDR Parker, who was given her promotion recently by the Chief of Air Force AVM Peter Stockwell and GPCAPT Darryn Webb (OC 488 Wing).

SQNLDR Parker has climbed the ranks through Ohakea Tower since mid-2010, after being posted there straight from her air traffic control training at the Airways Training Centre in Christchurch. Her posting to Ohakea was a happy coincidence, she explains: “My uncle was a Skyhawk pilot, and I grew up spending some school holidays at Ohakea base. I had planned on joining the Air Force after high school, before a flying scholarship changed my plans.”

She was awarded the Avery Brothers Scholarship and gained her private pilot’s licence, then continued clocking up her flying hours to gain her commercial pilot’s licence. “I applied for Air Traffic Control school while I was training for my commercial—I had visited the Hamilton control tower a few times and it looked like fun, being on position and in control of the skies.”

SQNLDR Parker completed her air traffic control training in October 2010 and has been part of the Ohakea community ever since. When she’s off duty, she can be found taking part in many RNZAF Ohakea activities—including as a member of the base’s voluntary emergency response team, and as an Aviation Sports Club committee member. This full-of-life Chief Controller clearly doesn’t do things by halves.

“I’m loving being an active part of the Air Force community. I’ve been involved in a few WISE OWL exercises, and I’m keen to organise some flying competitions—Air Force displays and exercises are so dynamic and exciting,” SQNLDR Parker says.

Her competitive nature is evident both on and off base. She’s a competitive race walker, currently training to compete at the 2013 national long distance walking championships in October. She also organises and participates in regular Airways-Air Force challenges: “Airways lost at Laser Strike to an Air Force team in November, and we need to win back the trophy with a lawn bowls challenge coming up soon!”

Working on RNZAF Ohakea base is a “dream come true,” and she’s keen to make the most of every opportunity while on base.

“There’s a strong relationship between Airways and RNZAF Ohakea, and it’s part of my role to build on that and continue to provide a safe and efficient service. I’m lucky to have an experienced and supportive team, they’ve always encouraged me and I’m grateful for that,” SQNLDR Parker says.

New Zealand air navigation service provider Airways has a long association with the RNZAF, having provided air traffic control services at military bases since World War II. Nine Airways air traffic controllers operate out of Ohakea Control Tower, and most are members of the Air Force Active Reserve. They control the military airspace in shifts, giving coverage from early morning to late night and coordinating with military and other aircraft to allow a smooth and efficient flow of air traffic.

Ohakea Tower staff participate in Exercise WISE OWL deployments around the country, operating out of an Airways mobile control tower to provide the aerodrome control service. The mobile tower can be operational within 24 hours and deployed via a Hercules if required.

Controllers from Ohakea also played a critical operational role at the RNZAF’s 75th Anniversary Air Show at Ohakea in March 2012. They were responsible for getting all aircraft to Ohakea on time, and kept control over the busy airspace as 100 light aircraft came and visited, in addition to working with the RNZAF display director to sequence all displays on the day.

Ohakea is used by many international airlines as an alternative to Auckland Airport, if landing is difficult there due to fog and low visibility.

The RNZAF and Airways have recently signed a navigation replacement contract—Airways will be building the latest electronic VHF Omnidirectional Range (VOR) navigation beacon at Ohakea. The Instrument landing system (ILS) will also be replaced, coinciding with the introduction of the new NH90 helicopter and upgraded Kingair fleet.
Seventy years ago this month, two New Zealanders took part in one of the most daring RAF operations of WWII. On 17 May 1943, 20 specially modified Lancaster bombers took off from RAF Scampton in Lincolnshire to attack secret targets in Germany—the Ruhr Dams. The Lancasters were from a specially formed squadron, No. 617 Sqn, which became known as the ‘Dambusters’.

Using top scientist Barnes Wallis’s secret weapon, the ‘bouncing bomb’, the Squadron breached two out of the three dams and caused widespread destruction. But it came with great cost on both sides: eight aircraft failed to return and 53 members of the unit were killed. In Germany, possibly up to 1400 people lost their lives in the resulting flooding.

The Air Force Museum of New Zealand is opening an exciting new exhibition to mark this anniversary, which explores the background, build-up to, and dramatic events of, this famous raid. It also looks at what the Squadron achieved after the raid and the stories of the New Zealanders who served with this elite unit during WWII.

Real archive film footage of the people and technology involved in this remarkable attack will be on display. Part of the exhibition showcases the simple but brilliant scientific devices that were used to drop a spinning cylindrical bomb at a precise height, speed and distance in order to damage the dams. Visitors can learn about some of the science involved and see just how these devices worked.

The raid was immortalised in a 1954 feature film; the accompanying music, ‘The Dambusters March’ (Eric Coates) is now a staple of RNZAF Band concerts.

The exhibition opens on 15 May 2013. Entry to the Museum and the exhibition is free.

SQNLDR Les Munro, one of the Kiwis selected for No. 617 Sqn, recalls the events very well.

As those of us selected gathered in the mess, discussion centred on what was the target that was so important it warranted calling together such a group of experienced crews. Obviously it was something special and beyond the scope of a normal Bomber Command operation.

None of us gathered together at Scampton had ever heard of Barnes Wallis, yet [the planned attack] was entirely due to his knowledge of aircraft and engineering. Barnes Wallis’s development of the bouncing bomb, codenamed ‘Upkeep’, required that the attack be carried out at low level which in turn would require moonlight conditions and the further decision was that the complete flight from base to target and return would be at low level.

By the end of training and as the day of the operation approached a strong sense of esprit de corps had developed.
In 1959 New Zealand was closely linked to Britain, economically, culturally and through defence ties. And most Kiwis were proud of that association. When we wanted to celebrate the immense civil engineering success of the new Wellington airport at Rongotai, what better way than an air display starring Britain’s then front-line V-bombers? The opening of Wellington International Airport in October 1959 was intended to be memorable—the capital city now had a modern airport close to the city centre (instead of the distant airport at Paraparaumu).

The RAF of the 1950s was centred on the V-bomber force, Avro Vulcans, Handley Page Victors and Vickers Valsiants, jet bombers designed to carry atomic bombs into the heart of the USSR. They represented the elite of the RAF and the best of British technology; New Zealanders were keen to see them and proud that some would visit.

But there had been a sad prologue to the 1959 visit. In 1956 a Vulcan returning from Operation Tasman—a visit to New Zealand and Australia with the Air Officer Commander-in-Chief, RAF Bomber Command, on board—was due to land at London (Heathrow) to a VIP welcome. In very bad weather and using a Ground Controlled Approach the big bomber was too low on approach and its wheels impacted half a mile short of the runway. The undercarriage was forced up into the wings, severing the control runs and rupturing the fuel tanks; it became an unguided ballistic missile. The pilot and the AOC ejected but the other five on board, who had no ejection seats, died in the resulting very public crash.

In 1958 the New Zealand Government requested that the RAF attend the opening of Wellington Airport; the RAF in turn saw a great opportunity to fly its new bombers around the world, gaining operational knowledge and good publicity. No 1 Group RAF Bomber Command was given the task, No. 617 Squadron selected, and (then) Sqn Ldr Bryn Lewis detailed off to plan the epic flight. On board the lead aircraft would be Air Vice-Marshall John Davis, AOC 1 Group.

The overall deployment was to be the RAF’s first four-ship jet circumnavigation, with three aircraft visiting New Zealand. Flying from Ohakea, the three Vulcans ‘showed the flag’ as widely as possible. Avro Vulcan B Mk1 XH498 flew down the Southern Alps and over Mt Cook before displaying (at 500ft) over Invercargill, then flying up the east coast. The other Vulcans covered the west coast of South Island and much of the North Island, their distinctive delta shape being seen by many New Zealanders.
During WWII, Bryn had been a young meteorological observer, one of only 180 awarded the ‘M’ brevet in the RAF. After the war he retrained as a navigator and flew the Avro Shackleton maritime patrol aircraft. With typical service logic, Bryn was sent to the V-bomber force where he became Navigator Leader of No. 617 Squadron, flying Vulcans.

At Ohakea on 12 March, Bryn was given a tour of the base, met a couple of former Vulcan pilots now serving with the RNZAF and then gave his presentation to about 70 RNZAF staff. Bryn thoroughly enjoyed himself and the big audience appreciated his presentation.

Subsequently Bryn visited the Wellington Control Tower and met the past President of the RSA, AVM Robin Klitscher. Robin was the young co-pilot of the RNZAF Sunderland aircraft that scraped its fuselage during a low pass at the same air show, just before Bryn’s attempt to land.

Bryn and his NZ host David Meyer want to record their thanks to WGC DR Dave Green, FLT LT Kyle Newman their Escort Officer, and Ms Elisha Cathcart of Ohakea Central Photographic.

Bryn, as Navigator, was unstrapped and out of his seat; his role once the aircraft halted was to exit the cockpit immediately with a powder fire extinguisher in case the brakes on the main landing gear had overheated and burst into flames.

Instead of the normal sound and feel of a positive landing, however, there was a very loud impact and the aircraft veered left. The Vulcan had struck the lip of the Wellington’s runway 34 with both main undercarriage bogies. The left one was forced back forty-five degrees, allowing the wing tip to drag on the runway. Debris punctured the fuel tanks, and fuel streamed from the port wing, spraying over the crowd lining the west side of the airfield. [There is video of this near-miss on YouTube].

But the pilot urgently shoved the throttles forward and the big aircraft powered into the air. Bryn struggled to put his parachute back on and strap back in—he was relieved to see that the aircraft was responding. XH498 was not mortally wounded, but clearly badly damaged. They headed for Ohakea.

On finals into Ohakea the pilot jettisoned the cockpit canopy (normally a prelude to ejection) to ease crew escape after landing. The touchdown at Ohakea was perfect; as the wings lost lift, the already damaged wing tip touched and XH498 gently slewed left onto the grass. All five occupants left via the open canopy roof, running down the wings. There was no fire.

There were no recriminations from the AOC; in fact he ordered the crew to fly the display at Ohakea’s open day (held the next day, to further display to the public the many visiting military aircraft).

XH498 was repaired at Ohakea by a team from Avro, and departed for the UK in January 1960. The aircraft remained on the deterrent front line, being modified to B1A status in 1962 with the addition of electronic counter-measures equipment. XH498 remained in service until October 1967 when it was consigned to ground instructional duty (appropriately) as a crew escape trainer. Later the airframe was scrapped.

Had the pilot had lost control at Wellington, or had the damage been more extensive, the Vulcan would have veered left towards the crowd and what was then the government hangar (today RNZAF Air Movements terminal). If the fuel streaming out had ignited, “we would have beaten Concorde to it” remarked Bryn. It was a very lucky ‘near miss’! 🍀

With thanks to Jonathan Pote.
This month it is exactly 70 years since No.487 (NZ) Squadron sortied to bomb a power station in Amsterdam. In the afternoon of 3 May 1943 twelve aircraft were despatched: one soon returned with defects but only one other came back, shot up and damaged. Ten bombers were missing; 12 of the Squadron’s 48 aircrew were prisoners of war, and 28 were dead.

Little more was known about the mission until 1945, when New Zealander Leonard Trent and the other POWs returned from Germany. After their reports were collated and matched with captured German reports, the raid took on a new light; in April 1946 Sqnldr Leonard Trent was awarded the VC.

Leonard Trent

Leonard Trent was born in Nelson on 14 April 1915. After leaving school Len learned of a scheme for New Zealanders to learn to fly with the RNZAF then enter the RAF on Short Service Commissions. Trent was selected, underwent basic training with the Taieri Aero Club, then entered the RNZAF at Wigram. Len was awarded his Wings on 12 May 1938; a month later he sailed to the UK and joined the RAF.

- September 1939: PLTOFF Trent was in No. 15 Sqn, flying Fairey Battles—the squadron deployed to France.
- December 1939: the Squadron returned to England to convert to Bristol Blenheim.
- May-June 1940: No 15 Sqn flew cross-channel daylight raids; FLTLT Trent flew 14 sorties and was awarded the DFC.
- 1940–41: posted to an Operational Training Unit as an instructor; promoted to SqnLdr and OC of the OTU.
- 1942: On the staff of HQ 2 Group, which controlled the day bomber squadrons.
- August 1942: because he was a New Zealander, Trent was posted as a Flight Commander on the newly formed No 487 (NZ) Sqn, equipped with Lockheed Ventura bombers. The Ventura was not well-liked; it had a high wing loading and was heavy on the controls. Venturas also equipped No.21 Sqn RAF and No. 464 Sqn RAAF within 2 Group.
- December 1942: the Squadron first went into action.
- Over subsequent months Trent flew eight more missions.

The Amsterdam Raid: Ramrod 17

On 3 May the squadron briefed for a late afternoon raid on an Amsterdam power station. It was to be the first daylight raid into Amsterdam itself and the Squadron was to have three Spitfire V squadrons as close escort, and two, with the Spitfire IX, as top cover.

Trent led the first flight of six in Ventura EG-V ‘V-Victor’, with the following six in another tight box. The plan was to cross the North Sea at 100 feet altitude, remaining under the German radar. Ten minutes before reaching the enemy coast the whole formation would climb to 10,000 feet and make the dash to the target. This would minimise the warning time to the German defenders.
But the top cover took off early, climbed too soon and lost the element of surprise. Those Spitfires were recalled, because they would not have enough fuel to wait for the bombers. When the bombers did climb, the close escort lost position and fell behind, with one squadron losing touch entirely.

But that day the Nazi Governor of Holland was on a formal visit and was being given fighter cover. As well, fighter leaders from neighbouring areas had gathered to discuss tactics; over 50 fighters, both FW190s and Me109s, were available to defend Amsterdam that day.

The formation was intercepted off the coast—the fighter escort quickly got drawn into a running dogfight and one Ventura was hit, set on fire, and turned back. (Against the odds this crew made it back to base.) Two more were shot down into the sea, a third was damaged overland, dropped its bombs, then ditched off the coast. Once across the coast more bombers were quickly shot down. Soon, only four bombers were left, and about this time an Me109 crossed in front of Trent’s aircraft; he fired the Ventura’s nose-mounted machine guns and it is likely that he damaged the German fighter.

Trent saw his wingman shot down as they approached the target. (Trent was impressed that the enemy fighters continued to attack even though they were in the flak zone.) The other two Venturas also crashed in Amsterdam (see page 28). Trent’s navigator guided V-Victor over the target and they bombed—but at that moment the aircraft was hard hit, probably by flak.

With complete loss of control they had no option but to bale out. The navigator got out just as their Ventura fell into a spin; Trent himself struggled to get out. The two other crewmen were probably trapped; they did not survive. An observer of the 3 May air battle was the young Jewish diarist, Anne Frank (see page 28). After getting clear and opening his parachute, Trent landed, was captured and subsequently imprisoned in Stalag Luft III, a German prisoner-of-war camp.

Trent took part in the Great Escape, which Air Force News will commemorate in March 2014. His prison camp was liberated on 2 May 1945; Trent made his post-action report and transferred to the RNZAF. In the meantime his squadron’s ill-fated mission had been closely scrutinised.

The decision to award the VC was not taken lightly. Trent’s base commander gave Len the news and he received his award from the King at Buckingham Palace on 12 April 1946.

**THE LEADER**

Trent returned to New Zealand for leave later that year. Ironically the Air Department in Wellington then made him part of a team assessing applicants for the RAF, which was actively recruiting again. Trent also reconsidered his career and in 1947 rejoined the RAF (which seemed to have caused some resentment within the RNZAF). Trent held several important posts, commanded a Valiant V-bomber squadron and took it into action during the 1956 Suez conflict.

In 1958 he flew a Valiant to New Zealand to take part in the RNZAF 21st anniversary air show at Ohakea.

Trent’s personal qualities included the courage and stamina to endure many combat sorties, and the ability to be a good instructor in the air, but as well, he had the luck to survive when enemy action was claiming the lives of his comrades. He was professional, well able to take on the duties thrust upon him as casualties mounted. And later, he proved able to transition to the jet age, flying the advanced Valiant jet bomber.

But it was his courageous determination during his last combat mission that earned him the VC. He was representative of all the aircrews that day, all of whom showed equal devotion to duty. Trent himself always stressed the vital contribution of his aircrew and made a point of visiting the relatives of those killed in action alongside him.

In 1965 he retired from the RAF and returned to New Zealand, settling at Mathesons Bay, north of Auckland. He died on 19 May 1986. Despite spending much of his life in the UK, Trent was a proud New Zealander and was proud that he had earned his Victoria Cross as a member of a New Zealand squadron.

His biography is: Venturer Courageous by James Sanders, Hutchinson, NZ, 1983.
Our Heritage

ANNE FRANK’S VIEW

By Rod McKenzie, Photo Flight, Base Auckland

In her diary entry for 18 May 1943, Anne Frank wrote how she had recently witnessed a fierce air battle from her place of hiding, 263 Prinsengracht, Amsterdam, and she may have also have witnessed a couple of Allied airmen parachute from their burning plane (it is not clear from the English translation of her diary if she witnessed this latter incident or heard about it secondhand).

Ventura AJ209, V-Victor, piloted by Sqn Ldr Trent broke up in mid-air and came down along the Kometensingel, Amsterdam, at 1757 hours, a little over four kilometres north of Anne’s hiding place.

Venturas AE716, U-Uncle, piloted by F/O Thomas Baynton RNZAF, and AE713, T-Tommy, piloted by F/O Stanley Peryman RNZAF, both crashed in the Oostzaan district of Amsterdam, north of where Trent’s aircraft came down. All on board both aircraft were killed.

Ventura AE780, S-Sugar, piloted by F/O Stuart McGowan RNZAF, impacted along the Van Bossestraat, Amsterdam, at 1745 hours (local time), only around a kilometre WNW of Anne’s hiding place. Of the four man crew, only SGT Ivan Urlich RNZAF survived.

These four Venturas were the only Allied aircraft to crash in north/north-western Amsterdam in May 1943 (up to the 18th, when the diary entry was written).

Note: The Germans and civilians of the occupied countries often mistook any Commonwealth airmen in the RAF for ‘Canadians’.

A painting by Colin Pattle of the air battle of 3 May 1943. Trent’s Ventura is firing at an Me109 climbing in front; the other Ventura has been hit in the starboard engine while more Me109s are turning in to attack. The original is held in the Air Force Museum.


OBJECT OF THE MONTH

1987/144 - LEONARD TRENT’S VICTORIA CROSS

The Victoria Cross is the highest British Commonwealth military decoration for valour ‘in the face of the enemy’. Since it was first established by Queen Victoria after the Crimean War in 1856, it has been awarded to 1,354 individuals, including 26 New Zealanders.

The Air Force Museum of New Zealand is privileged to hold in its collection the Victoria Cross awarded to Sqn Ldr Leonard Henry Trent. We also hold a number of other objects and documents from Leonard Trent’s life.

The VC was officially gazetted on 1 March 1946, and was presented to Trent at an investiture ceremony at Buckingham Palace on 12 April 1946. Trent was the only one of three New Zealand Air Force VC winners to survive the War.

The VC consists of a crimson ribbon and bronze cross. The obverse (front) features a lion standing on the British royal crown, with the words, “FOR VALOUR” on a semi-circular scroll beneath. The reverse has a circular panel which generally contained the date of the action for which the award was made, but in Trent’s case, this bears the date that his award was formally approved. The reverse of the bronze suspension bar is engraved with Trent’s name, rank and unit.


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WING COMMANDER ALAN GAWITH DFC, US BRONZE STAR, RAF

During March, Alan Gawith passed away, New Zealand’s last Battle of Britain pilot; he was buried in Masterton on 13 March. The aviation community saluted an airman who had a remarkable wartime story with Spitfire PV 270 flying a salute and a three-ship formation over the cemetery. AIRDRE Steve Moore represented the RNZAF at his funeral.

Alan was born at Masterton in 1916 and by 1937 was studying at Victoria University of Wellington. Alan recalled in a 2007 interview with Bee Dawson:

“Storm morning I saw in the Dominion an advertisement for Short Service Commissions in the RAF. I passed the paper to [my friend]. ‘Bloody good idea Alan’ he said – ‘Let’s go down and sign on…’

With only a small Air Force in New Zealand at the time, NZ government policy was to support British schemes for Dominion personnel to enter the RAF. Alan, along with 17 others, was selected; they sailed to the UK to undertake their flying training there. He flew “Hawker Harts and Audax aircraft. And the Fury—a single seater.”

In March 1939 he was posted to No 23 (Night Fighter) Squadron with Blenheim aircraft.

“Being a night fighter, we were not really in the thick of the Battle of Britain. Our equipment was inadequate. We did get radar, started with it in May 1940, but nobody knew how to use it. I was flying for 14 months before I saw my first bomber—I fired a few shots but don’t think I disturbed it much!

“We took over part of the day boys’ work like convoy patrols off the coast. We did the morning and evening patrols. We didn’t have any combats. We were always too late. We would see a few ships sinking and that sort of thing.

“On 12 September [1940], the squadron was posted to Ford, in Sussex. We got bombed at Ford—we were only a mile or two from the south coast. The bombers would come in at dusk, just one or two, and drop a few bombs. You learned to ‘crawl under the carpet’. We were living in wooden shacks—

the bullets would whip through the walls. We lost one or two aircraft bombed on the ground. And one of the bombs landed on an air raid shelter and killed a few.

“After December 1940, we’d started intruder operations which meant that we went out over the Channel to patrol around the enemy bases. Having drifted around to somewhere close to Paris or up into Belgium, one had to find one’s way home. My policy was to use the white cliffs of Dover because you could see them even on a very dark night.

Alan was awarded the DFC (Distinguished Flying Cross), in May 1941 for attacking and destroying an important German communications centre.

“By this time we were flying Bostons. I think they had the first tricycle undercarriage in the Air Force. [On one mission] all of a sudden a bunch of searchlights came up and coned just below me. Ack-ack guns started from all round. I thought I’d get out and headed straight for one of the searchlights, releasing my eight bombs and giving the searchlight crew a hurry up with my [machine] guns and getting away almost at ground level. But the bombs upset the communications system for the whole fighter wing and put it out of action for that night.”

Alan flew 88 night sorties, without a break. “In July 1941 they took me off Intruder Ops and I got posted to command a training unit for Turbinlites. We had a Boston aircraft with a searchlight in the nose and a ton and a half of batteries in the bomb bay. After we’d taken off in the dark, two Hurricanes from No. 3 Sqn took off and formed up one on each side, just under our wing. No lights anywhere—flying on the exhaust flame I suppose.

“The theory was that ground control would put us more or less in the right position behind the enemy, within 1000 yards and you’d send one Hurricane forward. When it got very nearly there you’d press the button to light up the enemy, and the Hurricane would shoot him down.” [In fact the Turbinlite system proved totally ineffective.]

After a staff job in No.9 Group HQ, Alan was sent to Staff College “a year’s work in three months” and in 1944 was promoted to Wing Commander and seconded to the Ninth US Air Defense Command as the senior British liaison officer. He was directly involved in planning for the invasion of Europe, and moved with the HQ Group to the Normandy beachhead soon after D-Day. (In 1949 the US Government awarded Alan the US Bronze Star Medal in recognition of his services for the invasion.)

Meanwhile he had lost his brother. My brother Peter arrived in England about the end of ’41—was a Sergeant pilot, a great friend of ‘Scotty’ – Des Scott [author of Typhoon Pilot]. My brother was lost on an intruder operation near the German border. While he was listed as ‘missing’ there was always hope that he might be a POW. The difficult thing was wanting to know how he was lost. We didn’t discover that till 40 years later.

Alan ended the war as the Station Commander of an RAF base. When he returned to New Zealand in October 1945 he had been away for seven and a half years, and by then had a wife and two children.

Starting again in my 30th year was far from easy but as a war concession we could take exams twice a year. By cutting out all social life I managed to complete [my LL.B degree] in April 1949.

He was admitted as a partner the family firm and continued to practise law until his retirement to Nelson in 1987. 

Our Heritage
ever tried walking over undulating ground carrying or dragging 15kgs for 14 kilometres over eight hours and exercising most of the muscles in your body every 100m or so while focussing your attention and mind on creating the perfect shot every time? Sounds like a battle field? Well, it is, when it comes to Inter-Services Golf!

The 2013 Inter-Services Golf was held at Manawatu Golf Course during 07 – 11 April, where the scene was set for a close competition between all three Services. The NZDF has an abundance of young golfers making their mark both in the NZDF Golf scene and in regional representative competitions. Silverware and bragging rights were up for the taking and all three Services took the competition very seriously—the teams would be tested right down to the wire on the final day’s play.

The first day’s competition: 36 holes of stroke play. The sun was about to set as the players returned—each player had just made three friends from the other services and enjoyed their company for eight hours.

RESULTS:

- Service Champion Winner for best gross score over 36 holes: CPL Roy Mclean (Army) 148
- Runner-up: PTE Ben Cribb (Army) 151
- Ajax Plate: for best team net aggregate score: Army.

Days 2–4 comprised of match play against each Service, including the Emerging Players of the Services as the fourth team. The Captain of the Emerging Players had heard of the great results achieved in 2002 and set her sights on inspiring her team to achieve that same glory! After two days of match play competition, the RNZAF and Army teams were in the final, but the Emerging Players were taking on the RNZN for third place.

Following the morning foursome matches, the RNZAF led, but needed three and a half wins out of eight to take the silverware. The Army team came out on fire—as the last holes played out, a couple of missed putts and a wayward chip or two was all it took. The Army won the final. Meanwhile the experience of the RNZN team edged out the Emerging Players.

FINAL DAY RESULTS:

- Carter Cup winning team – match play over three days: Army
- 2nd: RNZAF
- 3rd: RNZN
- 4th: Emerging Players
- Most improved player: LT Tane North (Army)
- Manager’s Champion: MAJ Aaron Couchman (Army)

NZDF Golf selected two representative teams for 2013: the NZDF Golf Team and the NZDF Golf B Team, for a match against the NZ Fire Service in June. NZDF Golf is also planning to play regional representative teams around the major centres in the North Island during the year.

NZDF Golf would like to acknowledge the generous support of Manawatu Golf Course staff, who agreed to a four-year deal with the NZDF for continued use of their course until 2015. If you are in the area or feel like a break from the grind of the office, call in and see Andre at the Proshop. A round at Manawatu Golf Course will be an experience to remember.
At 0700 on 02 March, nine Air Force personnel with an ex-Air Force comrade, along with 1400 others were standing in Lake Taupo ready to start the 2013 New Zealand Ironman. Six of our nine were first timers, but all had to complete a 3.8km swim, 180km bike, topped off with a full marathon of 42.2km—by midnight.

Mikey Crisford had a phenomenal swim; Dog Burnand gained a PB in his 4th ironman; seasoned ironman Beavis Beavan experienced a bit of cramp on the run but still finished his 5th ironman strongly. First timers Horse and Mike Gasson both entered the race despite injuries and managed to finish with outstanding times. Paul Brown caught me on the run and finished 8 mins ahead of me. Rowdy brought the Air Force guys home, but still finished well within the 17 hour time limit. A special thanks to Kim Madsen for leading a massive group of supporters, who had signs, clappers, sombreros and loud voices to ensure everyone on the course knew our names and kept us going all day!

<table>
<thead>
<tr>
<th>Name</th>
<th>Time</th>
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<tbody>
<tr>
<td>FTLT Graham ‘Dog’ Burnnand</td>
<td>10 hr 19 min</td>
</tr>
<tr>
<td>SGT Jamie ‘Horse’ Sutherland</td>
<td>10 hr 44 min</td>
</tr>
<tr>
<td>CPL Paul Brown</td>
<td>11 hr 34 min</td>
</tr>
<tr>
<td>FTLT Kirsty Calman</td>
<td>11 hr 42 min</td>
</tr>
<tr>
<td>F/S Matt ‘Beavis’ Beavan</td>
<td>12 hr 06 min</td>
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<tr>
<td>SGT Mikey Crisford</td>
<td>12 hr 46 min</td>
</tr>
<tr>
<td>SQNLDR Mike Gasson</td>
<td>12 hr 49 min</td>
</tr>
<tr>
<td>SGT Kate Staunton</td>
<td>14 hr 39 min</td>
</tr>
<tr>
<td>SGT Ross ‘Rowdy’ Wilcock</td>
<td>15 hr 16 min</td>
</tr>
<tr>
<td>Debs Williams ex RNZAF Medic</td>
<td>13 hr 58 min</td>
</tr>
</tbody>
</table>

**NEW ZEALAND IRONMAN 2013**

The RNZAF supports group in action

**INTERBASE GOLF 17-21 MARCH 2013**

The RNZAF Base Auckland Golf Club hosted the 2013 RNZAF Interbase Golf Tournament 17-21 March. The tournament venue was the Gulf Harbour Country Club, Whangaparaoa, and all visiting personnel were accommodated at RNZAF Base Auckland. SQNLDR Brett Goodall was OIC Tournament and the teams consisted of 10 players (including the Manager).

- Greenaway Rose Bowl, the Team Match play trophy: Auckland
- RNZAF Golfing Society Silver Salver for the best gross score: Auckland
- RNZAF Golfing Society Silver Salver for the best nett score: Woodbourne
- Herb Tremain Trophy for most improved player: Ox Thomas, Ohakea
- Manager’s Trophy: Ms Jay Jay Boylan, Woodbourne
- Best Gross Score individual: SGT Jim Goodman
- Wigram Golf Club Championship Memorial Cup, for runner-up: AC Mike Buchanan.
- Best Individual Nett score: SGT Sean Khov

The RNZAF Base Auckland Golf Team, winners of the 2013 RNZAF Golf Tournament
**THE OXFAM TRAILWALKER**

*By WGCdr Peter Johnson*

**Time:** 0430;  
**Location:** Checkpoint 6;  
**Weather:** Clear skies, 4°C (below the dew point).

It’s the middle of the night, very dark and pretty cold, but there is a buzz of activity in the field at the back of the Wairakei resort, Taupo. Support crews, with a variety of vehicles, prepare to meet their teams, the walkers. The walkers have only 15km to go, an easy day’s walk (if you hadn’t already completed 85km which you started at 0700 the previous day) this is the OXFAM Trailwalker, a 100km team endurance walk.

The teams consist of 4 walkers and a support crew. The walkers stick together from the start, through a series of checkpoints until the finish line and must complete the course within 36 hours. This is not a relay—all walk the whole 100km.

At the checkpoint, our walkers all have blisters, all ache, some have leg cramps, one has soaking feet from an excursion into a puddle, and one is really cold. Their stop at the checkpoint is only 15 minutes (otherwise legs seize up). The support team swing into action: hot drinks, soup, a little food, Camelpak top-up, blister repairs, knee strapping, headlight battery replacement, clean socks, washed feet, and a motivational chat.

This year is the sixth year that Can’t Stop Stepping Up—chosen to align with the ‘Step Up’ recruiting theme—took part. We had two new walkers, Vic Fulton and Kris De Lacy, and two veterans, Kat Lawrence (6th year) and Virgil Clair (4th). The support team also had two new people (Carl Fisk and Kim Crook) and four veterans: Lisa (6th), Andrea (2nd), Kylie Neal (with all that great home cooked food) and me (walked twice, supported 3 times).

Back at Checkpoint 6: meet the walkers as they come in, check them off at the electronic check-in, toilet, back to the campervan. Sit down, drink this, shoes off, socks off, pop that blister, tape it up (5 minutes gone), sweaty top off, dry top on, wash feet, dry feet, (10 mins), eat something, new batteries, clean socks (washed between checkpoints by the support team), shoes on.

Right! Ready to go—motivational chat given here—let’s go! I know it’s painful, yes your legs have seized up; no you can’t give up—its only 15 kms to go. OK, bye, see you at the next checkpoint! (16 minutes elapsed). The support crew clean up, pack up, and head to the next checkpoint.

Our team completed the walk in 22 hours 47 minutes. There is a great sense of achievement at the end of the trail, for both walkers and support crew (only exceeded by the greater need for rest and sleep!) Much hobbling the next few days, then the painful bits heal.

Start the planning for next year.

**THE AIM**

The aim of the event is to raise funds for OXFAM, which, in some respects, is harder than the walk itself. The whole event aims to raise $1 million and teams have to pledge a minimum of $2000 (we pledged $2500). ‘Can’t stop stepping up’ has been running sausage sizzles, cinema evenings, pool nights and a number of other activities. So far, all looks good for the final target which we must reach by June.

OXFAM uses the funds to ‘fight the root causes of poverty and injustice’ in the Pacific, Asia and Africa. They work with local organisations, institutions and governments to build sustainable solutions: clean water, food, shelter, sanitation, healthcare, education and a livelihood. Over the last 6 years the RNZAF team has raised just over $15,000 for OXFAM.
Two NZDF shooters competed in the 2013 Australasian IPSC [International Practical Shooting Confederation] Handgun Championship in Rotorua in late February. I, with SPR Tom Jellyman of the School of Military Engineering, competed against some 800 other pistol shooters in an intensive four-day tournament, which featured contingents from Australia, NZ and the Philippines alongside top professional shooters from the USA and Europe.

IPSC, sometimes called ‘Practical’ shooting, is a discipline that involves competitors having to engage multiple targets in infinitely variable situations using modern semi-automatic pistols or revolvers. Competitors are placed in Divisions based on the type of equipment they choose to use. This ensures that a shooter using a Production Division gun such as the NZDF-issued P226 is not forced to compete against one using a highly modified ‘Open Division’ gun with special sights and high capacity magazines.

I was selected to represent New Zealand in Production Division. We managed to hang in there, but the skill levels of some of the international shooters were something to behold! The basic conduct of the sport is that competitors are presented with a series of challenges, comprised of arrays of targets and ‘props’, such as walls or doors, with individual shooters being free to problem-solve those challenges as they see fit. The aim is to hit all the targets as fast as possible within the rules of the game.

Competitors are scored on both accuracy and speed with their score being expressed as a ratio of points per second. Abilities such as shooting on the move, reloading at speed and shooting with either or both hands are essential.

“Most people can’t just pick up a pistol and hit what they point it at first time, let alone do it against the clock. Shooters have to master the principles of accuracy, power and speed to be effective and competitive” says SPR Jellyman. IPSC shooting is always conducted within the bounds of strict safety rules meaning that shooters’ weapons handling and discipline has to be impeccable.

In military terms, IPSC is like competitive Close Quarters Battle pistol shooting. It’s important to understand that it’s a game, however. We are not simulating combat so the tactics are completely different, but the marksmanship and firearm manipulation skills required are the same.

Competing against the clock while everybody watches puts you under a lot of pressure. Things can come apart fast, so it forces you to learn how to run your gun efficiently and instinctively. You quickly work out that some commonly taught techniques fall way behind, under dynamic conditions. The benefit for us as military shooters is that competition keeps us constantly striving to find better, more efficient ways to employ our service-issue weapon systems.

IPSC in New Zealand is managed by Pistol NZ. There are pistol clubs near most major NZDF camps/bases. If you would like to learn more about this challenging and fast-paced sport either check out the Pistol NZ website or contact the author.

By FLTLT Sam Estall, No. 3 Sqn

Pistol shooting

FLTLT Estall’s CZ75 SP01 Shadow cycles another 9mm round into the chamber. Using a firm multigrip to manage the gun’s recoil is essential for a fast follow-up shot. (Photo S. Tiong)

Canberra Marathon

By WGC Dr Ron Logan

It is 100 years since Lady Denman, wife of then Governor-General Lord Denman, stood on the Foundation Stones and announced that the name of the new Australian capital would be Canberra. One of the anniversary events is the running festival, which includes a marathon. And that’s how it started: “its Canberra’s 100th Anniversary, why don’t we run the marathon?”

Well it seemed like a good idea in late December; in the cold hard light of January it was time to commit to the task. I made the commitment and selected Angel Flight as the charity to support.

Angel Flight (www.angelflight.org.au) co-ordinates non-emergency flights to help country people trying to deal with the triple trouble of bad health, poor finances and daunting distance. All flights are free and may involve patients travelling to medical facilities anywhere in Australia.

Having been posted to Australia for two years I now understand the tyranny of distance and how Angel Flight can make such a big difference in people’s lives. In New Zealand we take for granted that we have good access to most services relatively easily. I was aware of Angel Flight’s work and supporting a flying organisation seemed like the right thing for an Air Force person to do.

There was no turning back; my wife, Angie, got on the mountain bike and supported me on the regular long runs. I clocked up the kilometres each week, and more people found out about my challenge and supported Angel Flight—I felt I was on track. I ran about 700kms in training plus several walks in the outback, including 14kms around Uluru in 39°C heat. The training programme was demanding, running six days a week, peaking at a 36km run two weeks before the big day.

All the hard work came to fruition on 14 April when I crossed the line in 3 hours and 38 minutes. Angie was very proud to see me safely across the finish line and still upright!

Overall, 3,155 runners took part in the Half-, Full-, and Ultra-Marathons. More than $221,000 was raised for 195 different charities. Special thanks to my supporters on the day, especially from the UK, USA, Australia and NZ; the boost from the sideline was invaluable.
The Lockheed Ventura

The success of the Lockheed Hudson (a conversion of the Lockheed 14 airliner—see AFN 142 November 2012) led the British Purchasing Commission and Lockheed to propose an adaptation of the larger Lockheed 18 Lodestar.

The same Lockheed team adapted the new airliner with the powerful R2800 engines, a bomb bay for 4000 lbs of bombs, fixed nose guns, a gun turret and a ventral gun position. The British named it the Ventura (recognising where it was built in California) and it entered RAF service in November 1942. (The Lodestar also went into military service as the C-56 transport.)

As well as No. 487(NZ) squadron [see page 26] Venturas also equipped No. 21 sqn RAF and No. 464 sqn RAAF within 2 Group of Bomber Command. The Ventura Mk I and Mk II were not well liked; they had a high wing loading and were heavy on the controls while the Bolton Paul turret caused high drag and yet carried only 0.303” machine guns.

After heavy losses to the Luftwaffe in early 1943, the RAF Venturas were allocated to second-line duties and the three bomber squadron re-equipped. But at that same time the first of 139 Venturas was being delivered to the RNZA F (somewhat controversial—the Kiwis would have preferred B-25 Mitchells).

The RNZAF aircraft were PV-1 Venturas built on a US Navy contract; they featured low-drag Martin turrets with 0.5” machine guns. Ultimately over 1800 PV-1s were built; the US Navy deployed them in the Atlantic and Iceland, while in the Pacific they flew over the Kuriles (the island chain off Alaska) and subsequently in the central Pacific and Philippines, where they proved very effective.

A small number of our Venturas were from USAAF production, designated RB-34 Lexingtons and delivered in USAAF medium green; those aircraft were not used by the RNZAF on operations but retained in NZ for training.

No 1 Sqn took the RNZAF Venturas into action in November 1943. On Christmas Eve 1943 Ventura NZ4509 was attacked by nine Zeros from Rabaul. The Ventura’s crew shot down three, claimed two probables and drove off the rest. One of the crew was wounded; two DFCs and a DFM were awarded.

Our Venturas were maintained by deployed RNZAF servicing Units in the Islands, while the squadrons and aircrew rotated through their tours. Numbers 1, 2, 3 and 4 Squadrons operated the Ventura during 1943-45.

For the RNZAF the Ventura is numerically our most important bomber—in a theatre where Japanese air strength was declining the Ventura proved to be a very capable bomber and patrol aircraft. The Ventura also saw wartime service with the USAAF, the RCAF, the RAAF, and the French and Brazilian air forces. Lockheed followed it with the PV-2 Harpoon, which featured a 75 ft wingspan and reduced wing loading. The Harpoon was to see extensive post-war service in a number of air forces.
**The Lockheed Ventura Tech Specs**

<table>
<thead>
<tr>
<th>Crew</th>
<th>4 or 5</th>
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<tbody>
<tr>
<td>Length</td>
<td>51' 9&quot; (15.77m)</td>
</tr>
<tr>
<td>Height</td>
<td>11' 11&quot; (3.63m)</td>
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<tr>
<td>Wing span</td>
<td>65' 6&quot; (19.96m)</td>
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<td>Max weight</td>
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<table>
<thead>
<tr>
<th>Engines</th>
<th>2 x P&amp;W R2800 radials, 2000hp each</th>
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<tbody>
<tr>
<td>Max speed</td>
<td>320 mph at 13,000 ft</td>
</tr>
<tr>
<td>Service ceiling</td>
<td>26,300ft (8015m)</td>
</tr>
<tr>
<td>Range</td>
<td>1,600 miles (2180km)</td>
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<thead>
<tr>
<th>Armament</th>
<th>2 x 0.5&quot; fixed mg</th>
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<tr>
<td></td>
<td>2 x 0.5&quot; mg in turret</td>
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<tr>
<td></td>
<td>2 x 0.3&quot; mg in ventral tail position</td>
</tr>
<tr>
<td></td>
<td>3000 lbs (1360kg) bombs or</td>
</tr>
<tr>
<td></td>
<td>6 x depth charges</td>
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STEP UP
AND SEE WHAT YOU CAN BE

DEFENCECAREERS.MIL.NZ/AIR-FORCE

AIR FORCE
TE TAUARAANGI AO TEAROA