BIG LIFT!
NH90 IN THE FIELD

ANZAC DAY, AND
PACIFIC WAR REMEMBERED

AN ENGINEER’S CAREER
Our mission
To carry out military air operations to advance
New Zealand’s security interests with professionalism,
integrity and teamwork.
Air Force News is the official magazine of the Royal
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NH90 HELICOPTER NZ 3301 PREPARES TO LIFT AN OLD
LANDROVER DURING LOAD-LIFTING FIELD TRIALS AT
THE RAUMAI RANGE LAST MONTH. LEANING OUT OF THE
CABIN DOOR IS HCM WO CHRIS JOWSEY. SEE STORY ON
PAGES 9 AND 28.
PHOTO: CPL BRAD HANSON, OHAKEA PHOTO FLIGHT

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New Zealand Government
Air Force News

By AIRCDRE Mike Yardley, Air Component Commander

Just two weeks into my job as Air Component Commander (ACC) and it has not taken long for me to realise that this role will require me to quickly re-acclimatise to issues specific to our air domain.

For three years I was the Chief of Staff HQNZDF, where my primary focus was on the reputation of the New Zealand Defence Force and the relationships with the Minister of Defence, government departments and external agencies. My focus now changes—to delivering safe and effective air operations.

To do this successfully my first priority is to meet as many of you as possible. By talking and listening to what you have to say will help me better understand the capabilities of the Wings and Squadrons. In my initial conversations I am already hearing a reoccurring theme that you are stretched, with many competing priorities—for example: maintaining current capabilities while introducing into service upgraded aircraft and new fleets of helicopters.

In my first week as ACC, already I have been in the thick of Air operations—approving the P-3K2 to launch on a successful SAR and juggling transport tasking for C-130s. I also received a briefing on the Introduction into Service of the NH90.

These are all areas that I have not had to do too much thinking about for the past three years. Having said that, I am willing and eager to understand and build a detailed picture of the RNZAF’s current capability. This is a real positive for my new role; I do not bring in with me any preconceived ideas. My assessment will be through observing your work and talking with you.

As ACC I have four distinct but interrelated areas that I am responsible to the Chief of Air Force and/or COMJFNZ:

- The generation and sustainment of Air’s capabilities. This is achieved by bringing the RNZAF assigned forces to their Directed Level of Capability;
- The planning and supervising of the Air component of NZDF operations and collective training;
- Providing technical control of operational standards, safety, doctrine and preparedness reporting. This is achieved through being the NZDF Operational Airworthiness Authority; and
- Introducing into service the new and upgraded aircraft.

The only way I can deliver these is through you, the officers, airmen and airwomen of our operational Wings and Squadrons.

I have already outlined my command and leadership style to the OCs of 485 and 488 Wing. I think it is worth letting you all know how I work; it is best summarised by the following quote from General George S. Patton Jr:

“Never tell people how to do things. Tell them what to do and they will surprise you with their ingenuity.”

So my job will be to prioritise what you have to do and I will leave you to show me how you will do those tasks.

One area that I will be focusing on is our operational capabilities—I sense there is a need to reinvigorate this area after many years of focusing our attention on the introduction-into-service of the new and upgraded aircraft. We will all know that we are succeeding when we have achieved the following milestones over the next 18 months:

- A professional CAOC* and WOC* deployed for Exercises SOUTHERN KATIPO and KIWI FLAG;
- Full SAR capability for the NH90 has been released (thus allowing the Huey to retire from service after 49 years, in June 2014);
- The first Basic Helicopter Course using the A109 has been completed;
- The P-3K2 has a successful deployment to the Gulf in support of the Coalition Maritime Force;
- No. 6 Sqn has built up its experience levels while delivering embarked helicopters in support of Naval operations;
- The C-130H(NZ) has taken part in Joint Readiness and Advanced Air Tactics training;
- Trained aircrew delivered to the operational squadrons enabling them to maintain their Directed Level of Capability, and
- All of these activities appropriately supported by RNZAF CIS, force protection, mission planning and intelligence personnel.

Over the next couple of months I want to hear about the opportunities and challenges you see in your work place. Together we will deliver operational excellence within the Air Force.

* CAOC: Combined Air Operations Centre
WOC: Wing Operations Centre
UPGRADED ORION TO DEPLOY TO MIDDLE EAST NEXT YEAR

The Defence Minister, Dr Jonathan Coleman, announced on 10 May that NZDF units will conduct a series of deployments to assist the international anti-piracy patrols in the Gulf of Aden, Indian Ocean and Gulf of Oman later this year and into 2014.

“Piracy in the Gulf of Aden/Indian Ocean region affects all countries with shipping trade going through the Suez Canal. New Zealand has a direct interest in supporting the maritime security taskforce and protecting shipping lanes, with a large volume of our trade carried by shipping. New Zealand trade with the Middle East and North Africa is valued at more than $7 billion in the year to June 2012, representing 7.5 per cent of our total global trade.”

“The frigate HMNZS TE MANA will join the Combined Maritime Force (CMF), which is the multinational task group designed to combat piracy in the region,” said Dr Coleman. “The frigate—with an embarked helicopter flight—will be part of the maritime security taskforce for three months from November this year. [The frigate and its embarked Flight will be deployed over the Christmas and New Year period.]”

“An RNZAF P-3K2 Orion maritime patrol aircraft will deploy with the CMF for three months from mid-2014.”

The Minister stated the NZDF would also deploy staff for the CMF taskforce command for two periods of three months each:

- Three Navy personnel have deployed aboard the Australian frigate HMAS MELBOURNE,
- Six officers will be attached from mid-2013,
- A New Zealand senior officer with 13 staff will command a taskforce from 2014.

The CMF is a multinational task group and naval partnership of 27 nations. It operates across over 2.5 million square miles of international waters and includes the main shipping routes from the Far East to Europe and the United States. “The deployment also provides a valuable opportunity for the New Zealand Defence Force to test its interoperability with its partners,” the Minister commented.

AVM Stockwell said the P-3K2 deployment will be the RNZAF’s first Orion deployment to the region in a number of years. “It will be a great opportunity to train with coalition forces and test interoperability with our partners. The upgraded aircraft will provide an excellent ISR platform for its tasks in this challenging region.”

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CHANGES AT THE TOP
On 28 May AIRCDRE Peter Port assumed the role of DCAF. AIRCDRE Mike Yardley took command as Air Component Commander at HQJFNZ on Monday 13 May and AIRCDRE Steve Moore is now the Assistant Chief of Defence, Strategic Commitments and Intelligence Branch, in HQNZDF.
The RNZAF’s Maintenance Support Squadron building at Ohakea has received New Zealand’s first 5 Green Star – Industrial Built rating from the New Zealand Green Building Council (NZGBC). This award—for the building’s construction—complements the 5 Green Star Industrial Design award presented for the building’s design in 2012 [see AFN 134 March 2012]. A 5 Green Star rating signifies ‘New Zealand Excellence’ in sustainable design.

Chief Operating Officer for the NZDF, Mr Will Peet, accepted the award on behalf of the NZDF and said that the Defence Force is delighted to receive the 5 Green Star rating. “This is a building that has been designed to ensure the RNZAF’s maintenance support is highly productive to maximise its support for military air operations and in support of other NZDF activities. The project design and construction teams have worked hard to ensure that the building meets the NZGBC criteria and provides ‘fit for purpose’ working accommodation that will serve our needs well into the 21st Century,” said Mr Peet.

Presenting the award at HQNZDF, NZGBC Chief Executive Alex Cutler said, “The new home of the Air Force’s Maintenance Support Squadron at Ohakea exemplifies the very latest in workplace development. The NZDF is congratulated for being the first in New Zealand to achieve a 5 Green Star – Industrial Built rating and taking a lead in this aspect. They will reap a return on their investment through the greater productivity and cost-savings on energy.”

The MSS building houses the workshops, maintenance areas and training facilities required to service the RNZAF fleet, including the new NH90 and A109 helicopters. As well, the MSS facilities play a part in the wider NZDF logistics chain. The building consists of large workshop areas for the maintenance of components and complete aircraft or other vehicles, specialist rooms for particular maintenance requirements (e.g. x-ray inspection, carbon fibre grinding, helicopter engines, life support equipment etc.), and office areas. Sustainable features of the building include:

- Efficient heating, ventilation, air conditioning systems
- Energy efficient lighting
- Noise levels reduced with sound-absorbing natural materials.
- Water heated by two natural gas boilers, circulated to heating coils in air-based systems and complemented with gas-fired radiant ceiling panels. Chilled water is cooled by two air-cooled chillers and circulated to cooling coils in the air-handling units.
- Sustainable use of rain and wastewater. Non-potable water is collected from a section of the roof and stored in two 26,700 litre tanks. This reduces the (treated) potable water consumption by the building occupants.

After bringing Anzac Day to the attention of the US personnel, the exercise was amended with an ‘operational pause’ to conduct a short remembrance service onboard the BATAAN. This was attended by approximately 100 personnel from all countries involved with the exercise. BATAAN’s officers did an excellent job in organising the Dawn service at short notice, and the commemoration was made more special with two officers from Turkey in attendance.

The BOLD ALLIGATOR exercise series alternate between live and synthetic exercises and BOLD ALLIGATOR 14 will be a live exercise with ships, aircraft and embarked troops. A small number of NZDF personnel will take part.

USS BATAAN is capable of embarking nearly 1900 troops (in addition to the 1,066 crew) three Landing Craft Air Cushion (LCAC) and a mix of helicopters and Short Take Off Vertical Landing AV-8 Harriers.
A significant chapter of RNZAF and our Squadron history came to a close on 10 April 2013—the end of RNZAF C-130 operations in Bamiyan, Afghanistan. The Squadron has been operating in support of the NZPRT in Bamiyan since April 2004, regularly conducting resupply missions into the small dirt strip nestled in a valley in the western Hindu Kush ranges.

These resupply missions typically consist of deploying C-130 aircrew, maintenance, intelligence, force protection and CIS personnel to Al Minhad Air Base (AMAB) in the UAE, which is used as a staging base for the movement of personnel and cargo into Afghanistan.

Once in AMAB, the detachment worked alongside Australian, UK and US coalition forces, as well as our own Op TROY staff. A typical deployment would normally last a month and see the C-130 rotate TG CRIB personnel and their cargo in and out of Bamiyan, as well as move any passengers and cargo around the theatre as required.

Operating the C-130 in Afghanistan presents many challenges due to the mountainous terrain, the high airfield altitude, weather, busy airspace and, of course, the operational threat. This particular deployment however, posed its own unique challenges as it involved the complete theatre extraction of the PRT from Bamiyan – essentially removing our footprint from an area in which we have operated for a decade.

The Bamiyan airfield is at an altitude of 8500ft, about the height of Mt Taranaki, and operating at this altitude has significant detrimental effects on the C-130’s performance due to the reduced air density, resulting in a more sluggish aircraft and a limited cargo load. The mountains surrounding the airfield tower up to 16,500ft (Mt Cook stands at 12,300ft).
presenting challenges to line-of-sight communications, operating the C-130 depressurised, and descending the aircraft to land at the field—an issue further compounded by the typically cloudy weather of the Afghan Spring.

Our final Op ARIKI detachment began in mid-March with the deployment of 46 RNZAF personnel to AMAB. In order to achieve the theatre extraction, some 30 flights ferrying freight between Bamiyan and Bagram Air Field (BAF), a massive coalition base to the east of Bamiyan, were planned. We were supported by the USAF and the RAAF with C-130 and heavy lift helicopter support.

From there the freight was to be loaded on several B747 charter aircraft and finally brought back to New Zealand. The support of C-130s from the US 774th Expeditionary Airlift Squadron (EAS), who conducted a total of ten flights between the two airfields, significantly reduced the number of missions required from our detachment to support the extraction.

Since the majority of freight was bound for Bagram, the detachment deployed for several stints into BAF, working alongside the 774th EAS and the NZ National Support Element (NSE), and flying two or three return missions to Bamiyan a day. FLTLT Todd Meredith, the NSE 2IC, did an outstanding job of facilitating our time in BAF, and the intelligence and operations support provided by the 774th EAS was also invaluable.
The final flight out of Bamiyan occurred on 10 April, following the cancellation of a US helicopter package to transport the remaining PRT troops due to poor weather. The gradual reduction in personnel and equipment in Bamiyan during the course of the extraction led to a reduced airfield security presence for the final flight, which while manageable, required a slight change in tactics. A time-on-target was briefed the morning of the flight to the remaining PRT personnel, as well as our intentions for an engine-running on-load, ensuring that our arrival at the airfield would be unannounced, and minimal time spent on the ground.

The flight, flown by SQNLDR James Anderson and his crew, went as planned arriving at the pre-determined time without radio communications. The two Loadmasters, SGT Destry Tumataki and F/SGT Sean Smith, did a stellar job in quickly loading and securing the final 40 members of CRIB 21 and their equipment, with a mere nine minutes spent on the ground.

As the aircraft climbed away from Bamiyan and over the ranges to BAF, a loud cheer went up from the passengers while the crew reflected on the end of an era of No.40 Squadron operations—an involvement that has covered a sixth of the Squadron’s existence.

At the completion of the month-long deployment, a total of 80 in-theatre hours had been flown, moving some 360 passengers (including a three day VIP mission involving the Governor-General and his wife, the Minister of Defence, CDF and Police Commissioner), two EOD dogs, and over $10,000lbs of cargo.

The deployment was an example of how a single Air Force asset contributes to and enables a wider multi-service and multi-agency operation; while the ever-resilient C-130 was pushed to its operating limits by its crews and the operating conditions. The deployment was also a milestone for NZ7001, which had only recently undergone the LEP upgrade. The C-130H (NZ), the designator for the post-upgrade Hercs, has been operating in Afghanistan since April 2012, and continues to demonstrate the vast benefits of the upgraded flight management, communication and navigation suites.

Our Squadron’s contribution to the NZ PRT withdrawal was a challenging but memorable experience which provided an opportunity to exercise a fundamental component of C-130 operations: flying into unsealed strips in an operational environment.
Exercise HELLFIRE at Waiouru at the end of April provided the opportunity for 161 Battery and 5 Movements Company to work with the Helicopter Transition Unit to trial various loads and develop standard operating procedures for under-slung load lifting of Army artillery equipment. The exercise is a School of Artillery Exercise used primarily for student assessment, but it also provided an opportunity to develop Operating Procedures for the deployment of the 105mm Light Gun and associated stores and ammunition by NH-90.

Subsequently the NH90 also engaged in load lifting trials at the Raumai Range, with an under-slung Pinzgauer (light operational vehicle) and an old Landrover.

The flights were trial flights, a part of the Operational Test and Evaluation process. The NH90’s capability to deploy the Army equipment and vehicles will be subject to more operational testing before the helicopter’s capability is ‘released to service’. However, these flights were the first positive steps in proving the integration between Army units and the NH90.

As such they are an example of the progress in trialling the NH90 and preparing for Future 35 and the Joint Amphibious Task Force concept.

Moments after the cover photo for this issue was taken, NH90 NZ3301 lifted the old Landrover during procedural development trials on 01 May.

Inset photo (above): And at Waiouru on 29 April, the NH90 underwent trials with the Army’s 105mm gun.
The Helicopter Transition Unit at Ohakea is committed to the parallel tasks of operational test and evaluation of the two new types of helicopters, A109LUH and the NH90, as well as the introduction into service and training on both types. At the Unit a wide range of people of various trades are involved each day to enable the aircrew to carry out their flying programme. In this photo essay the Ohakea Base photographers illustrate the work of the HTU staff and the A109 Flight in particular.*

* A follow on photo essay will feature the NH90 Flight next issue.
Pre-flight brief: LTCDR Wayne Theobald, SGT Michael Chrisford and FLTLT Hayden Sheard discuss a planned mission.

Pre-flight checks are carried out on the A109 by Helicopter Crewman SGT Michael Chrisford.

Once the engines have started the aircraft’s power umbilical is disconnected by LAC Michael Van Rooyen.

The A109 departs Ohakea for Wanganui on an afternoon flight.

Sunset at Ohakea.
Iroquois 05 joined sixty LandSAR and Police personnel for a joint search and rescue exercise in the Rimutaka Forest Park on 21 April. Wellington Police are supported by the all-volunteer group LandSAR Wellington for land-based searches. LandSAR Wellington’s 65 members support a Police squad of 10 and put in around 6,000 hours per annum.

Based on a scenario of two groups of Scouts overdue from a navigation training session, nine teams of LandSAR members deployed into the park by air and used their tracking and search skills to establish the lost parties’ direction of travel. The teams started feeding intel back to the incident management team.

The weather progressively deteriorated from Saturday morning, with high winds, low cloud and driving rain hampering visibility and challenging our teams on the ground and in the air.

A key training objective of the exercise was to give LandSAR members exposure to RNZAF procedures. During the last year, LandSAR Wellington members conducted 27 operations in support of Police, but only a handful involved working with aircraft.

As LandSAR Wellington’s chairman, I see the ability to safely work with helicopters as a core competency for our members. Typically we use BK117 and Hughes 500s to support operations, but the teams still work with Iroquois on operations once or twice a year.

This exercise was the first major exercise for nine probationary members. They came away from the weekend singing the praises of the flight crew’s professionalism and how seamlessly they integrated with the overall effort. It’s 44 years since Wellington’s land search and rescue community first exercised with the Iroquois, and it is a real tribute to all in No.3 Squadron that they perform to the standard they do.

No 3 Sqn subsequently also took part in the National SAR training exercise at Dip Flat, 6 – 10 May.
Our jointly manned Maritime Helicopter Squadron has been busy in recent weeks, with one helicopter deployed to East Asia on HMNZS TE MANA, others taking part in the summer air shows, and regular training with the other ships of the RNZN, as well as training new aircrew. Also, the Squadron has to think about the future and plan on expanding the unit for bringing the highly capable SH-2G(i) into service. The SH-2G(i) is to be acquired during 2014-16.

On 22 May, No. 6 Sqn held a change of command parade, when CDR Brendon Clark took over from CDR James Taylor. CDR Clark had undertaken the Royal Australian Navy Observer Instructor course at RAAF East Sale in late 2007. He remained on exchange for the following two years before joining No. 485 Wing, RNZAF as Staff Officer Naval Helicopters. Late in 2011 he returned to flying operations as an Observer Instructor at No. 6 Sqn, and as a Ship’s Flight Commander. [More on the change of command ceremony, next month.]

TE MANA Flight took part in Exercise BERSAMA SHIELD off Malaysia, and interacted with not only the partner ships but also aircraft and helicopters of the Five Power Defence Arrangements’ nations. TE MANA has since gone north to undertake a series of defence diplomacy visits in China, Korea and Japan; while in China the ship’s Flight visited the Great Wall.
Recent focus within the Air Power section has been on ASIC Working Group participation by the RNZAF in order to promote interoperability. Due to the nature of ASIC, there is no suitable working group promoting helicopter interoperability; hence the RNZAF participates as a partner nation within the NATO body that forms the Helicopter Inter-Services Working Group (HISWG).

The HISWG is responsible for developing and maintaining doctrine for the use of helicopters in land operations. The working group reports to the NATO Standardisation Agency which is responsible for the standardisation on procedural, planning and execution functions among all 28 member nations.

While many current and future capabilities discussed within the HISWG at doctrinal level are not ones which will likely ever be NZDF capability, it is important that we understand them, in order to foster interoperability. The following are some hot topics in the development of NATO helicopter land operations doctrine and standardisation:

- Helicopter UAV manned / unmanned teaming including unmanned scout, unmanned escort and optionally piloted aircraft.
- Incorporation of Counterinsurgency (COIN) into helicopter land doctrine.
- Standardisation of minimum core competencies and proficiency for helicopter crews for NATO land operations.
- Helicopter logistics support standardisation.
- Remote firing from helicopters.
- Firing beyond visual range.

One of the key tasks of the HISWG is the production, review and continual update of standardisation agreements, recommendations and allied publications. ASIC doctrine for helicopters is out of date, consequently NATO doctrine, which includes tactics, techniques and procedures, is our key foundation for Rotary Wing Transport Force operations.

The value gained from experiencing NATO doctrine being formulated and liaise with personnel involved in this task can not be underestimated. For anyone wanting to learn more about NATO helicopter interoperability and international standardisation, the NATO Joint Air Power Competence Centre have released the document:

Enhancing NATO’s Operational Helicopter Capabilities – The Need for International Standardisation

[This is available on the RNZAF Air Power Development Centre announcements webpage.]
Air Power Interoperability

ASIC: FUELS GROUP

By Mark Knight, RNZAF Head of Delegation

The Air and Space Interoperability Council Fuels Group (FG) facilitates interoperability in aviation fuels, lubricants, associated products and gases amongst the air forces of Australia, Canada, New Zealand, The United Kingdom and the United States. The FG is unique in many ways:

- It covers a disparate group of technologies that NATO addresses through several separate working groups.
- A senior manager from the largest fuel purchaser in the world, the US Defence Logistics Agency, participates in the FG.
- The FG draws on subject matter expertise from the USAF, the USN and the US Army, allowing it to cover fuel issues across the air-sea-land environment.
- A large number of civilian experts, in both commercial and military arenas, contribute to the work of the FG. The lead UK contributor also chairs the committee responsible for managing the DEF STAN 91/91 (JET A-1) standard; which is the standard used by the Marsden Point Refinery to produce JET A-1 for the commercial sector, and F-34 (JET A-1 + additives) for the RNZAF.
- The United Kingdom, United States and Canada encourage the work of the ASIC FG to drive fuels-related interoperability in NATO. This is an example of ASIC driving NATO.

The FG actively manages a large suite of ASIC publications which promote interoperability between the ASIC partners. Information exchanges on engine oils, transmission oils, hydraulic oils, greases, anti-icing/de-icing fluids and aviation gases are big business for the FG. All ASIC Nations belong to the Aviators Breathing Oxygen (ABO) programme, and the FG ensures that ABO produced in NZ meets the mandated standard (MIL-PRF-27210).

New Zealand contributes to the work of the FG in a number of ways:

- We produced a manual on Filter Debris Analysis (FDA) that was adopted by the allies, and is leading working on a Metal Maps to assist in failure diagnosis of system components.
- We shared data on measured levels of particulate (dirt) in aviation fuels that will result in an amended fuel specification in Canada.
- Engagement with the Lanzatech plant at Glenbrook Steel Mill introduced the allies to a world-first technology that employs genetically modified microbes to produce fuels from plant waste-gas streams.
- We providing feedback to Canada and Australia on our experience of the (inevitable) change from mineral to synthetic hydraulic oil; this helped reduce resistance to the change. NZ had previously benefited from US experience, which demonstrated the low risk associated with the change.

NZ gains significant benefit from active participation in the ASIC FG. Research into sustainable/synthetic aviation fuels will inform decisions about their certification and use. Deployed RNZAF aircraft will eventually be exposed to synthetic fuels that are used increasingly by our ASIC partners; therefore, planners, operators and airworthiness authorities must understand the risks associated with their use.

Exercises in NZ, such as the forthcoming SOUTHERN KATIPO, enable research into the management of fuels in the JATF environment, which will facilitate the refinement of doctrine and development of procedures to meet the objectives of the NZDF’s Future 35 strategy.

The value of the FG is proven by our history of operating with our allies with minimal problems in terms of aviation fuels, lubricants, associated products and gases. Our understanding of aviation fuels etc would be severely compromised if we did not have access to that work. Countless problems have been solved and significant savings have been achieved because of the good work of the ASIC Fuels Group.
“The US-NZ Partnership Forum provides the opportunity to further the relationship between New Zealand and the US and to expose New Zealand businesses to US Government contacts,” Trade Minister Tim Groser explained, as he prepared to travel in a No. 40 Sqn B757 to Washington DC in mid-May.

The RNZAF supported this year’s US-NZ Partnership Forum, not only with the B757 flight to the US capital—taking the Ministry of Foreign Affairs and Trade contingent, along with other senior officials, selected business executives and New Zealand journalists—but also an RNZAF cultural contingent.

The New Zealand Embassy (and the Consulate-General in Los Angeles) staged a ‘New Zealand Week’ showcasing New Zealand cuisine, Maori culture—with the RNZAF Kapa Haka Group—and film. ‘NZ Week’ also had an important business component with New Zealand Trade and Enterprise leading a group of New Zealand companies in the public safety and security sectors.

The 12 musicians from the RNZAF Band and 12 members of the RNZAF Maori Cultural Group had commitments to build links with the USAF Band and, on behalf of the NZ Embassy, with particular schools in the Washington DC area. As well, the RNZAF cultural and musical ‘combo’ performed for the guests at the New Zealand Embassy reception and at the US Institute of Peace, before undertaking their school visits. Our Air Force Combo also performed for the public on Washington’s famous Mall.

The US NZ Partnership Forum has taken place since 2006, but the previous one took place in Christchurch on the day of the 22 February earthquake. The Forum is credited with playing an important role in building understanding and helping the military-diplomatic thaw between New Zealand and the USA. A succession of milestones in the relationship, including the resumption of military training and exercises between the two countries and the Washington and Wellington Declarations, have put the relationship back on track.

The RNZAF’s role in this year’s Forum illustrates the positive aspects of defence diplomacy that our service-people can play.
Te Awhiorangi (our Air Force Maori Cultural Group) performed a number of items for assembled guests at the Institute of Peace including waiata and haka.

The U.S. Institute of Peace provided an auspicious and beautiful setting for the US NZ Partnership Forum’s welcome reception. Although often seen as a precursor to conflict, the haka was performed here to show gratitude and respect.

F/S Denis Spurde, RNZAF Band Master, seen conducting the RNZAF and USAF Band ensemble.

CAC Monique Hay now resides in Wellington, and plays flute for the band. When not on duty with the band, Monique is a Human Resource Specialist.

At the Alice Deal School on 21 May the RNZAF contingent taught the students something of Maori culture and of rugby. Here they bond after the haka lessons.
In early 2012, the Air Force Leadership Board instigated a short-notice project to deliver suitable livery for the RNZAF 75th Anniversary celebrations. The aim was to deliver a cost-effective, highly visible form of aircraft livery which would highlight 75 years of Air Force operations to both the New Zealand public and the international aviation community. [See AF News 135 April 2012]

To ensure aircraft were decorated in time for the RNZAF Airshow, the project team were required to present design options to the Chief of Air Force, seek engineering approvals, and apply the decals on the chosen airframes within very short timelines to achieve design, engineering and application.

Mr David Bacon is the Operational Test and Evaluation Manager within the Directorate of Systems Evaluation. He had retired from the RNZAF in April 2009 as a Squadron Leader after having completed 20 years service as an Air Engineer Officer on both No.5 and No.40 Squadrons.

David volunteered to be the Project Manager and immediately commenced developing the necessary elements to meet the short timeframes. This included canvassing ideas, drafting design options for the approval of CAF, marshalling resources and coordinating multiple stakeholders across the RNZAF and commercial sector.

David Bacon took an innovative approach to solve and deliver a high quality product worthy of representing the RNZAF’s 75th Anniversary. He engaged various elements of the RNZAF to seek concepts that reflected the historic nature of the event. He developed a tight knit and focused team and took the lead in coordinating an extensive number of elements from advertising, publicity and engineering elements to external contractors, media, flight safety and marketing.

The Project Manager approached the Engineering Documentation Centre (EDC) for assistance, and Mr Sherriff quickly volunteered to assist. David Sherriff had enlisted in the RNZAF in 1987 as a Safety and Surface (S&S) Technician. In 1998 Mr Sherriff took up a position within EDC where he has gathered considerable experience in computer drawing applications and engineering documentation. In 2007 then in the rank of Sergeant, David retired from the RNZAF, but continued his role as a civilian within the Directorate of Engineering and Technical Airworthiness.

David Sherriff’s experience as an S&S Technician, in addition to his knowledge of computer-aided design, was instrumental in the Project Team’s ability to meet the important deadline of the Ohakea Air Show.

Mr Sherriff demonstrated excellent technical airworthiness knowledge by resolving numerous issues impacting the application of decal livery. He also completed in excess of seventy hours of work in his own time spanning evenings, weekends and public holiday periods. Mr Sherriff’s personal endeavours went over and above what would be expected of any member of the RNZAF in order to meet project deadlines, and aptly demonstrated his professionalism and commitment to the organisation.

David Bacon’s Air Engineer expertise and knowledge was instrumental in identifying issues and minimising project and airworthiness risks to an absolute minimum. His personal commitment and drive were exemplary, demonstrating superb leadership and dedication. Mr Bacon and the project team excelled and delivered a result that has brought widespread recognition to the RNZAF and of the 75th Anniversary celebrations. His leadership, ingenuity, enthusiasm and dedication provided an exceptional result.

Mr Sherriff’s proactive and exceptional contribution to the 75th Anniversary Aircraft Livery project displayed commitment and professionalism of the highest order. Late last year both men were recognised by the Chief of Air Force:

- David Bacon was awarded the Chief of Air Force Commendation for his leadership, ingenuity and dedication shown during the 75th Anniversary Aircraft Livery Project.
- David Sherriff was awarded the Chief of Air Force Commendation for his outstanding zeal and devotion to duty with the Livery Project.

See also: AFN 139 for the liveried B757 and AFN 144 for the Airtrainer.
Women’s Development

The NZDF Women’s Steering Group [see AFN 146 p 21] held a Women’s Development Forum 06 – 07 June, at Trentham. The theme was ‘F35, seizing opportunities for women’. The Forum aimed to:

- Inspire our workforce to achieve and remain connected to NZDF
- Imagine an NZDF in 2035 that women want to belong to
- Inform women of the opportunities inside the Defence Force
- Improve our organisation through tackling current organisational challenges.

As part of the preparation for this forum, Corporal Louise Nelson of No. 3 Sqn shared her unusual career path with Air Force News.

Helicopter Crewman

In 2011 I made the decision to become a Helicopter Crewman. The perception was that Crewmen eat pies and are there only to load the aircraft. Yes, we do eat pies (but in moderation) and load aircraft but there is so much more to the role.

I have been mentally and physically pushed every day, while learning a huge amount about the wider NZDF and our capabilities within New Zealand and out over the Exclusive Economic Zone.

Yes, being the only female crewman at No. 3 Sqn has its challenges at times, but nothing that doesn’t make the job more exciting and rewarding when I am able to overcome them. I imagine the biggest challenge is not for me but the men I work with—who now have to give their fashion opinions and have learnt about lifestyle blogs!

However it was my decision to leave a role I was not happy in (I was in the later stages of my specialist officer training) and start the process of becoming an HCM by resigning my commission, that created controversy. This decision started me on what can only be described as the biggest learning and development phase of my life thus far.

When I made the decision to get my commission cancelled I only did so after a huge amount of research and professional coaching. With the help of my then Flight Commander (FLTLT Barbs Finlayson) we set off on the journey to change what had been a long understood fact: ‘Once you have a commission you have it for life.’

I knew I would hit a lot of resistance as I went about my request and I also knew I would come across people who understood my reasoning for wanting to remuster as an Airwoman. What I did not expect was to be stopped on a daily basis by personnel whom I had never before met, telling me why I was making a huge mistake and how much I would come to regret my decision.

To those who held concerns about the change I can happily assure you that I have not looked back. I have never been so busy, challenged and happy in my work. Not a day passes where I am not thankful for the support of the senior officers who made this change possible for me.

The men I work with are gentlemen (but don’t tell them!) and they treat me as an equal. Although there are certain things I cannot do as well, due to unavoidable factors of my personal size and strength, they are not seen as a disadvantage but as an opportunity to look at new techniques.

My resignation from my commission has led to others applying and succeeding to do the same. (I am not of course advocating that everyone should step away from our officer corps!) But I do see this ability as a huge step forward for the NZDF.

Regardless of rank, all serving personnel play important roles in our Air Force’s successful achievement of its outputs. By allowing myself and others to pursue this change the NZDF has ensured it can retain and continue to develop personnel, rather than losing them due to a perceived ‘traditional’ yet now non-existent barrier.
ANZAC DAY

RNZAF personnel paraded for Anzac Day at communities across New Zealand and overseas. The Chief of Air Force led this year’s NZDF contingent to Gallipoli in Turkey.
LAC Jess Dornbusch was in the NZDF guard at Gallipoli.

FLTLT Kyle Newman waits with LT Anna Biss, both ADCs to the Governor-general, for the wreath laying at the National War Memorial.

SGT Wai Paenga lays a poppy on a Kiwi grave at Gallipoli.

The RNZAF contingent marches past the illuminated clock tower at Feilding to the town’s War Memorial.

WGCDR Peter King salutes during the service at Blenheim.

A senior ATC Cadet lays a wreath at the new Hobsonville memorial.

AVM Peter Stockwell salutes at the Turkish memorial; Turkish school children parade their nation’s flag behind him.
I joined in January 1963 as a Boy Entrant. [16 ½] undergoing Basic training at Woodbourne. That was followed by a Mechanics and Fitters Course, then training as a Radar Tech.

My first posting was to Hobsonville (where the last of the Sunderlands were operational) then I went to Wigram to undertake the Radar Mechanics Course. Wigram was a full and busy base then.

Next, I worked on Bristol Freighters, Canberras, and the DC3 at Woodbourne. In the Radar Section we over-hauled components and worked on electronic systems in the aircraft – not just radar. I completed the Radar Fitters Course at Wigram in 1967 then went to Ohakea. By then I was a Corporal and in due course, became a Sergeant.

In 1970 the RNZAF sold its Canberra fleet to the Indian Air Force. W/O Don Byrne and I (then an A/SGT) went to Bangalore (today the centre of India’s IT industry) where the two of us had to prepare the Canberras for the actual handover. Our task was to remove some radar and communications gear that was needed by our aircrew for the transit to India but was not required by the IAF. At that time the RNZAF had only two current Canberra crews who could deliver the aircraft; they flew up two at a time then returned to NZ, to kit up again for the next delivery.

For me this was an adventure – Bangalore then was a typical Indian town, an eye-opener for us Kiwis. We were lucky, we didn’t get ‘Dehli belly’ and between aircraft deliveries we managed to tour around the local area. We stayed in a guest house (that was recommended by the British air attaché) and the IAF SNCOs welcomed us into their mess.

Incidentally the ex-RNZAF Canberras went on to fight in the ’71 War against Pakistan where several were lost.

I remained at Ohakea until 1974 when I was selected for commissioning as an Engineering Officer. That meant a posting to RAF College Cranwell for specialist engineering training. Once that was complete I was posted back to Ohakea:

• Flight Commander Instrument and Electrical Sections,
• Flight Commander General Engineering Flight, and

In 1978 I was seconded as Deputy Maintenance Flight Commander for No. 75 Sqn [Skyhawks]. Des Ashton, now with MoD, was the Maintenance Flight Commander but was on Staff Course at the time. I was sent to Hawaii to see if our Skyhawks could operate from the US Naval Air Station Barbers Point. As they operated a similar model Skyhawk the answer was ‘yes’. This visit led to four RNZAF Skyhawks flying over 8000 km over open water (with stops at Fiji and Johnson Island) to participate in RIMPAC 78. That achievement was a testament to their reliability and our sound maintenance of the aircraft.

"So I have over 50 years in the NZDF, and of my 27 years in uniform, 19 of those were at Ohakea."

The next year I was posted to Air Staff in the Avionics Cell where I was involved with the introduction in to service of the Cessna 421B Golden Eagle. In fact that type had a short life in
RNZAF service as it proved inadequate for its task.

In 1984 I was back at Ohakea as a Squadron Leader and OC MSS. MSS then was in the old No. 5 Hangar and related buildings, most of which had been around since the 1940s—the Machine Shop was the original Engine Test Bay for example.

My last uniformed post was in Air Staff, responsible for test equipment and ground communications. Air Staff then were still in Bunny St opposite the Railway Station (now the site of the huge Asteron building). I remained there until December 1989.

To prepare for civvy life, I went on resettlement training with a firm in town, but while I was doing that it went bankrupt! I found out the National Codification Bureau (NCB) in Porirua needed technical staff, so I went there in January 1990— I was out of the Service for barely the length of Christmas leave. I stayed with NCB (now out at Trentham) for nine months before I returned to Air Staff the following September. Since then I have enjoyed various engineering/admin roles with Air Staff.

I retired on 11 April, but as there was no immediate replacement I have been continuing until one is appointed— hopefully only a month or two at the most. So I have over 50 years in the NZDF, and of my 27 years in uniform, 19 of those were at Ohakea. I look back on my time in the RNZAF with a lot of pride and satisfaction.

The biggest jump in technology I saw was the introduction of the Skyhawks compared with the Canberra/Vampire era. Now the RNZAF is going through another large technology jump with the introduction of the A109 and NH90 and the upgraded Orions and Hercules. Since 2000 in the RNZAF we have had a big emphasis on air-worthiness, and that focus has led to a lift in our organisation’s overall expertise and systems awareness. The Avionics trade however needs to maintain its experience levels, which, ironically, is harder to do as we get evermore reliable equipment.

Barry Chapman was presented with a CDF Commendation for his 50 years’ service in April.
Rescue Fire Service

Firefighters' New Breathing Apparatus

By CORPORAL David Miles, Ohakea

Firefighters save lives—and Breathing Apparatus saves firefighters’. The RNZAF Rescue Fire Service (RFS), along with the NZ Army Emergency Response Squadron, 2ER, have procured an upgraded Breathing Apparatus (BA)—the new Drager PSS5000 BA sets. The NZDF have followed the lead of the New Zealand Fire Service (NZFS) who recently undertook a Set Replacement Project, during which an in-depth tender and trial process was undertaken.

The trials involved wearing the BA sets in realistic firefighting conditions, to assess their protective abilities and features. The short-listed sets were then trialed by over two hundred evaluators, with each set being worn over six hundred times. Wearing BA is more than just getting fresh air in your face, and with the advances in technology the new Drager PSS5000 offer a distinctly higher level of functionality when compared to the Sabre Centurion BA sets.

Features of the new Drager BA sets include an internal comms system enabling wearers to clearly talk and hear their BA partner in potentially hectic and noisy environments. The Personal Alert Safety System also features a temperature alert which will sound if the wearer has been subjected to high temperatures for prolonged periods of time.

The new carrying system also represents a significant advancement in technology with its lighter, more ergonomic design, chosen for its water, heat and chemical resistant qualities.

All of these advancements increase the RNZAF’s ability to protect major RNZAF assets, in particular, aircraft with a high content of carbon composite materials, enabling the wearer to work for extended periods of time allowing for the mitigation of hazards at incident sites.

The replacement and upgrade of the BA sets is a significant project in terms of investment, risk management and operational outputs, but it should also mean a reduction of ongoing maintenance costs. By liaising with, and ultimately following, the NZFS’s purchase of the new Drager BA sets, the NZDF has increased its capability to operate with the NZFS at incidents where multiple agencies are involved.

The Sabre Centurion BA sets varied in age, with some sets coming to the end of their 18-year life span. Since the purchase of those sets, there have been significant advances in technology, in particular in ergonomics, weight and safety features, and communication and telemetry options.

The RNZAF RFS has implemented the introduction into service the Drager BA sets over the past couple of months by way of theory, practical lessons, and ultimately hot fire-training, where the Drager BA sets were put through their paces by experienced RFS operators. The recent implementation of the Drager PSS5000 has been a resounding success. Your firefighters within the RNZAF RFS are all excited by the increase in capability we have, which parallels the recent modernisation of RNZAF aircraft.
NEW TRUCKS FOR DEFENCE FORCE

On 15 May the Government announced a $135 million contract had been signed with the Rheinmetall MAN company for the purchase of up to 200 new trucks. The new fleet of state-of-the-art trucks will provide a capability leap forward for the NZDF, said the Vice Chief of Defence Force, MAJGEN Tim Keating.

“These are modern trucks that will perform well on the modern battlefield. We operate in demanding environments, whether it is in support of humanitarian disasters or in armed combat, and we need reliable support vehicles. The new trucks will provide greater protection for our troops, they have greater carrying capacities and they are an operationally proven vehicle."

The new trucks will replace the existing Unimog and heavy truck fleets, which have been in NZDF service nearly 30 years. There will be three versions:
- 6 tonne, two-axle vehicles;
- 9 tonne, three-axle models; and
- 15 tonne, four-axle variant (see photo).

**THE NEW FLEET WILL INCLUDE:**
- some fitted with winches and cranes,
- dump trucks,
- some with pallet and container-handling equipment, and
- tractor/semi-trailer combinations, to carry heavy vehicles and equipment.

Although the trucks meet military requirements, over 80 percent of their components are in common use by civilian MAN vehicles. “These vehicles are high-technology trucks: the engines are emission-compliant, they can cope with fuel of lower quality, as might be found on foreign military operations; they have computerised systems and are fitted with high capacity electrical systems for future military communications and electronic systems,” MAJGEN Keating said.

The first five vehicles to arrive later this year will be used to train Army drivers and mechanics, prior to the main fleet arriving in 2014. The new fleet will be fully in service across the NZDF, including in the RNZAF, by 2015.
PACIFIC WAR REMEMBERED

An RNZAF B757 took a party of veterans, NZDF staff and officials to New Caledonia to mark the 70th Anniversary of New Zealand’s involvement in the War in the Pacific. Veterans are seen as they disembark in Noumea.

CPL Campbell Rose presents arms during the Anzac Day service in Noumea.

The Anzac Day parade at Bir Hakeim Square in Noumea. The square is named for a famous Free French battle in North Africa, June 1942.

AC Whakapono Nepata talks with former RNZAF veteran David Daniel.

CPL Darren Pullen lays a wreath at Bourail.
LAC Ursula McDonald talks with Laurie Hamlet

AC Whakapono Nepata and AET Moresby Kainuku during a rehearsal

CPL Zach Robert stands guard at Bir Hakeim Square

CPL Campbell Rose leads the Catafalque guard into position for the ceremony at Bourail

FLT LT Brandon Purdue leads veterans John Jones and Pipi Boyd up to the memorial to lay a wreath
When our Air Force celebrated its 75th Anniversary last year, we were commemorating the legislative change underpinning the independent air force. But that was not the beginning of New Zealand military aviation. During WWI New Zealanders took part in the RFC and RAF, returning to New Zealand with much practical military aviation experience.

In March 1919 an RAF officer, LTCOL A.V. ‘Zulu’ Bettington and two mechanics arrived with four gift aircraft, to recommend how military aviation could be implemented. Bettington’s recommendations were ambitious, and had to be scaled down due to cost. During 1922, Sir Henry Wigram, a keen promoter of military aviation, offered to sell the Canterbury Aviation Company airfield at Sockburn, near Christchurch, to the Government.

Bettington’s official report remained ‘on the table’ and subsequently New Zealand’s first Air Force was formed on 14 June 1923, under the command of Maj Tom Wilkes—who had flown operationally in the War. The new organisation was actually two air forces:

- The New Zealand Permanent Air Force (NZPAF) was the full-time aviation arm (just nine personnel)
- The New Zealand Air Force (NZAF) was the reserve force, 72 men who had flown in WWI.

Initially, the new force had 15 aircraft, augmented when the New Zealand Flying School at Kohimarama went into liquidation and the Government acquired its aircraft.

With the NZPAF formed, the Government agreed to take over Sockburn aerodrome, with Sir Henry reducing the cost by paying a third of the asking price. In recognition of his generosity and role in acquiring the airfield, it was re-named Wigram aerodrome—the NZPAF and NZAF now had a home.

NZAF territorial officers began refresher courses; the first course was held in 1924. In March 1926, CAPT Frederick Horrell was killed when his Bristol Fighter crashed at Papanui in Christchurch, making him the first fatality for the new service.

In 1928, a new Government aerodrome and seaplane base was established at Hobsonville, under the command of Maj Leonard Isitt—the new base became the centre for maritime aviation.

The NZPAF was under the control of the Department of Defence (the Army) thus the NZPAF used army ranks and uniforms. Ground staff recruits did their military training at Tretham Camp and the NZPAF took part in exercises with both the Army and Navy.

Aerial photography and surveying was pioneered by the military fliers, with a DH 50 being procured in 1927 specifically for that purpose.

One of the highlights for New Zealand and the NZPAF was the arrival of the Southern Cross at Wigram on 11 September 1928 after the first successful trans-Tasman flight. On the final leg of the journey, Charles Kingsford-Smith and his crew were escorted by NZPAF Bristol Fighters from Wigram. Three Bristol Fighters were placed at the disposal of the crew to tour the country while the Southern Cross was overhauled by the NZPAF.

In 1929 RAF ranks and uniforms were adopted by the NZPAF. The NZAF was reorganised into the Territorial Air Force.
Bell 47G Sioux helicopters NZ3705 and NZ3712 were delivered to the Air Force Museum of New Zealand (at Wigram in Christchurch) and the National Army Museum in Waiouru during April.

After the last flight of the Sioux (NZ3706) at the RNZAF’s 75th Anniversary Air Show in March 2012, the NZDF sought US State Department approval to gift two Sioux helicopters to the Museums—to preserve an aspect of NZ’s military aviation heritage for the public. US Government approval was soon given. Sioux NZ3705, purchased from Bell Helicopters in 1965, was selected for permanent loan to the Air Force Museum, while NZ3712 (bought in 1970) has been loaned to the National Army Museum.

The delivery team consisted of myself with F/S ‘Muzz’ Richmond (SNCO i/c Historic Flight), SGT Will Comer (SNCO Historic Flight), CPL Richie Maurice and CPL Dave Whalley (Maintenance Support Squadron). Our army low loader was from 3 Transport Company and driven by CPL Steve Ford and L/CPL Matt Harrison.

The first helicopter to be loaded was NZ3712, destined for Waiouru. The team made short work of loading the helicopter and related equipment. We headed out of the Ohakea Main Gate to Huntville, which was an opportunity for the Hunterville Play Centre to take a look. Our Hunterville local on the team, ‘Muzz’, showed both his and the other kids over the Siouxs. This proved equally popular with the parents and staff!

At the National Army Museum we held a brief hand-over to the Museum’s Curator, Windsor Jones, before taking the helicopter to the Museum’s storage facility in Waiouru Camp. The Museum’s maintenance staff were very impressed with the condition of what will be their first complete aircraft. RNZAF staff will re-assemble their Sioux when it is ready to be displayed.

On our return from Waiouru, NZ3705 was loaded for the road trip to Christchurch. Stored overnight in the No. 3 Sqn hangar, the Sioux attracted several Base personnel who shared stories as they took a final look. Reporting time for the Cook Strait ferry was two hours prior to sailing, and the ferry terminal staff also took a close look at our helicopter load. The Army Mercedes tractor was detached from the loaded trailer and a ‘truck buggy’ was clipped on, to turn the trailer around inside the hull of the ferry.

After berthing at Picton we were off to Woodbourne where NZ3705 was safely locked up overnight in the hangar at Ground Training Wing. We set off for the Air Force Museum after breakfast.

The unload went equally as well and Muzz, Will, and Dave began to build up the main rotor Assembly. Within the hour a completely assembled B47 Sioux was handed over to the Maintenance team. Air Force Museum’s Collections manager Mr David Watmuff, was delighted with the new addition to the collection.

The delivery team’s professionalism and humour over the week ensured enjoyable and uneventful journeys. Our thanks to OC MSS and OC CFS for releasing staff to the project and to 3 TPTCOY. The delivery of the two Sioux marks the end of the ‘Sioux Disposal Project’. One Sioux is kept in flying condition with the Historic Flight, while the last three remain in long-term storage at Ohakea to support our flying one.

By W/O PCP Davies,
Sioux/Iroquois Disposal Project Manager

SIOUX HELICOPTERS
PRESENTED TO SERVICE MUSEUMS

The Duke of York being introduced to refresher course pilots at Wigram in 1927.

—90 YEARS ON
FORCE

Force Wing during August 1930 and four squadrons were formed: Auckland, Wellington, Christchurch and Dunedin.

King George V gave his approval in 1934 for the NZPAF to become the ‘Royal New Zealand Air Force,’ but the force remained under Army control. Despite austere economic times, the RNZAF had grown to 20 officers, 107 airmen with a further 74 Territorial pilots and 34 aircraft.

In 1937, with international tensions growing and on the recommendations of GPCAPT the Hon. Ralph Cochrane RA F, the Labour Government sanctioned the formation of the RNZAF as a legally separate service.

The achievements of the NZPAF and NZAF are often overshadowed by the scale of the RNZAF in WWII. Yet the 15 years of military air operations established the traditions of service and responsiveness, and provided valuable experience for many of the future leaders of the RNZAF.
Air Training Corps

The Air Training Corps is the Air branch of the New Zealand Cadet Forces, which are for young people aged 13 – 18. The NZCF (comprised of the Sea Cadet Corps and the New Zealand Cadet Corps as well as the 48 squadrons of the ATC) is a voluntary, disciplined, uniformed youth leadership training organisation. It is not part of the NZDF, but is directed by the Chief of Defence Force, on behalf of the Minister of Defence, and is supported in partnership by the NZDF and the community. The following stories indicate the breadth of activities of our ATC units.

Leadership Course at Ohakea

While their school friends were relaxing during the school holidays, selected cadets from across the lower North Island of the NZCF were immersed in lessons on leadership, effectiveness and problem-solving. They have now returned to their units with new skills, to perform the duties of cadet Non-Commissioned Officers.

SGT Clyde Dixon, attached to NZCF Central Area at Ohakea, explained there were two week-long courses: the Junior NCO Course had 13 ATC, 12 Cadet Corps and 3 Sea Cadets attend; the Senior NCO course had 18 ATC, 10 CC, and one Sea Cadet take part. The aim of the courses is to provide the selected cadets with the knowledge and skills to perform as NCOs within an NZCF Unit.

The courses had four parts:

1. Conduct Leadership. Employ methods and techniques to enable a cadet to perform as an NCO.
2. Conduct Squad Handling. Introduce methods and techniques to enable the cadet to conduct basic drill.
3. Conduct Drill Instruction. Introduce methods and techniques to enable the cadet to conduct drill and (at the senior level) parades.
4. Oral Presentation. Introduce methods and techniques to JNCOs.

Instructional Technique. Introduce methods and techniques to enable a cadet Senior NCO to instruct Theory and Practical lessons.

All cadets are assessed against the training objectives, and continuation training is required once cadets return to their units.

The two courses ran during the school holidays, from 20 – 27 April (Junior NCO) and 27 April - 04 May for the Senior course. Graduation parades were held on 26 April and 03 May. The threat of rain didn’t dampen the enthusiasm of their family and friends who watched the graduation parades.

BRIG Sean Trengrove, Director General Reserve Forces and Youth Development, described the group as inspirational young leaders of New Zealand. “Parents and unit commanders should be very proud of the environment they have created and the support they have given to these future leaders,” he said.

Cadet Corporal James Hammond from No.13 Squadron in Napier graduated at the top of his course; the 17 year-old William Colenso College student achieved top of his syndicate and top student on the course and was awarded the coveted Warrant Officer’s pace stick.

James said he had joined cadets because his mother had once been a cadet, too. “The unit had an open night and it looked cool to join and it’s been everything I expected it to be. It’s taught me a lot about leadership and how to get along with everyone.”

CDTCPL David Newland from No. 9 Sqn in Whanganui was named the top cadet in his syndicate during the Senior NCO course. He is studying NCEA level 3 by correspondence and had joined the ATC unit five years ago. He said he enjoyed learning about the values of teamwork and gaining better leadership skills.

“I went along [to an ATC meeting] and liked what I saw. I want to be an Aircraft Technician eventually. It’s also really good to make new friends and catch up with old ones.”
Last summer’s NZCF National Aviation Course saw 35 cadets living the life of a pilot and flying every day for 10 days at RNZAF Base Woodbourne. The annual course, funded through scholarships and fundraising, enabled selected ATC cadets to receive high quality, intense training, aimed at fast-tracking them to solo flight.

Chief Flying Instructor and Cadet Force Officer, FLTLT Craig Walecki, said the course is considered one of the highest achievements for any cadet. It involved daily routines of early wake-ups, morning weather briefings and ground training when not flying.

“With 35 cadets going through each year we have the opportunity to help young people achieve their goals and fly by themselves. It’s also a great experience for the instructors. Many of us return year after year to volunteer our time and give back to the cadets.”

Cadet Sergeant Aidan Smith from Clyde was one of the 35 who had the “opportunity of a lifetime” to attend the course this year—he completed it by flying solo. “Becoming a pilot has always been my dream and the ATC has allowed me to achieve it. Flying solo has definitely been the best part. It’s awesome to have achieved it after all the hard work.”

No. 5 (Rodney District) Squadron ATC entered the recent Soap Box Derby Competition in Silverdale, Whangaparaoa, 6-7 April 2013. This was the first year we had entered the Derby, which is run by the Whangaparaoa Rotary Club. The Squadron normally helps with marshalling for the Derby (we also did the marshalling this weekend and setup/pack up on the Friday) however this year Rotary invited us to enter a trolley.

The team—four drivers and up to six pit crew—have to totally strip and rebuild the entire cart independently, with no adult help. As Cadet Unit Commander I could see this race offered our cadets the opportunity for leadership, teamwork and problem-solving. The age requirements for the drivers—being under 14—meant that the drivers had to be four of our new first-year Basic Flight cadets. This created an interesting dynamic as the older and senior cadets had to mentor and support their new younger team mates—which they did extremely well!

No. 5 Sqn RNZAF were very supportive and CPL Rob Stenson painted our cart ‘Orion grey’. Stickers from No. 5 Sqn had pride and place on each side of the cart, to show our thanks for their help.

We completed a number of practices in the local area to get the drivers’ confidence up, as well as drill the pit crew. With all of them in flying overalls and aviator sunnies, our team was one of the best-dressed on the day.

We raced on Saturday and managed to get two drivers (Jen Pearce and Matt Pawley) through to the last 16. Then Jen made it through in the next rounds to qualify for the Nationals on Sunday.

Sunday’s Nationals were a big affair with marches and all the fanfare of an American event. The NZ winner will attend the US championships in Ohio during July. Jen raced and came 15th overall; for a first-time entrant she earned compliments from all the other teams, and the Rotary Club was very pleased.

This event supported the aims of the NZCF and was an opportunity to display what we do to the public. Alongside the Marshals (demonstrating Community Service) our team was an excellent example of how the ATC is developing the youth of New Zealand.
Every four years since 1998, Cadets and Officers from the NZCF participate in the New Zealand Friendship Exchange to Canada. Whilst this was initially only Air Training Corps Cadets from the Auckland area, this programme has expanded to include Cadets across all three Corps of Cadet Forces in the Northern Area. I have had the privilege of heading this exchange programme since 2006.

During the recent school holidays, Cadets and Officers from a Vancouver Sea Cadet Unit participated in activities within Auckland and the Bay of Plenty. The Canadian Sea Cadet Unit FRASER will next host up to 49 New Zealand Cadets and Staff in 2014, at their Unit on the banks of the Fraser River.

The plan is that our Cadet contingent will represent the NZCF at the Annual Hyack International Parade in New Westminster, one of the largest parades in the northern hemisphere. They will take in the sites of Vancouver and region, attend the Vancouver Ty-corps Cadet Ball and visit Victoria on Vancouver Island.

During the three weeks our cadets will be away, they will also spend time in Washington State visiting the US Naval Air Station at Whidbey Island, home of the EA-18 Growler (Super Hornet, Electronic Warfare Variant) and visit the Boeing aircraft factory. They might also spend some time at Lewis–McCord, a joint US Army and Air Force Base, but this has yet to be confirmed.

Cadets and staff have been fundraising furiously since October 2012 as the cost of the trip is $5,000 per person for the full three weeks. Many of those going on this trip must raise the full amount. This has involved garage sales, raffles, sausage sizzles and event catering. Further raffles will be organized, along with auctions and any other form of fundraising the Exchange Support Committee can think of!

Should anyone wish to support this exchange programme, please email me at HEIDIBOO@xtra.co.nz.
WGCDR Roly Parsons had served in the RNZAF from 1966-1979, and during that time he also popularized sport ballooning in New Zealand skies through his aerial adventures.

Roly had immigrated to New Zealand from the UK as a 19 year-old; after a number of years in the Department of Internal Affairs he was accepted into the RNZAF as a Secretarial Officer. In his Air Force career he filled a number of financial and administrative roles with his final RNZAF posting being OC Administrative Squadron, RNZAF Base Ohakea. Postings to Ohakea were always a highlight, he remembers, because he was “working among young jet-jockeys and highly skilled ground crews.”

“The RNZAF gave me scope to follow my sporting interests: inter-Services yachting, mountaineering with both the Base Woodbourne Search & Rescue Team and several Alpine Clubs, and climbing Mt.Cook in February 1972 with an RAF Mountaineering Team.”

During his service he graduated from the US Army Finance School in Indiana (1972) and later completed No 17 Staff Course at the RNZAF Command & Staff College.

Roly explained to Air Force News that after his RNZAF time, he “opted for a lifetime (22 years) with the Omanis and retired (2005) from there in the highest rank to which an expatriate contract officer could aspire: Wing Commander. I specialised in Oman Defence construction project managing multi-million dollar programmes.”

It is now 38 years ago since Roly etched his name in New Zealand ballooning history when he completed a hot air balloon crossing of Cook Strait. On New Year’s Day 1975 (after many weeks of waiting for the right winds) he and his 77,500 cu ft balloon ‘West Wind’ rose from a farm along Queen Charlotte Sound to land exactly three hours later in paddocks at Whitby. He is the only balloonist to have ever successfully achieved the feat.

ROLY LISTS HIS OTHER BALLOON FEATS AS:

- **06 July 74**: First hang-glider launch from a balloon, with Rick Poynter.
- **28 July 74**: First free-fall sky dive from a balloon, with Terry Gardiner, NZ Champion Parachutist.
- **31 Aug 74**: First balloon crossing of the Southern Alps (Aickens to Waipara).
- **11 June 75**: First balloon flight in the Pacific Islands, at Tonga.
- **03 Jan 76**: First balloon flight directly over the summit of Mt Cook

Wairarapa Balloon Society chairman Jonathan Hooker said the Festival team were delighted that Roly spent time as part of their festival. “As a nation we aren’t very good at celebrating success and also remembering those who have gone before us. As one of the pioneers of the sport in New Zealand it was a huge privilege to have Roly at our event. Our veteran pilots were excited at the chance to meet and talk with their ballooning hero.”
Inter-Base Waterpolo and Swimming was held over the weekend of 8 – 11 March, hosted by RNZAF Base Woodbourne. This year’s tournament coincided with a RNZAF Waterpolo Reunion, with 30 past players and coaches participating in the weekend’s activities.

The Water Polo tournament was run as a four-team round-robin, with the Marlborough representative side making the fourth. Playing the games in a FINA compliant pool at the Marlborough Stadium 2000 swimming complex, ensured the teams had to employ a variety of tactics to cover the 20 x 25m pool, including not being able to touch the bottom. The standard of competition was high with all players getting maximum pool time—at least four games each. Auckland had a strong line up (after losing the trophy to Ohakea last year). They took the Inter-base Waterpolo Trophy, winning all of their games.

On the last day the RNZAF Team played the Marlborough team, in front of a strong local contingent of supporters, local media and the Inter-Base and Reunion personnel. The RNZAF team went all out to a 9 – 0 lead at half time; but the Marlborough team got back into the game with their pure swimming fitness. Experience counted in the end and the RNZAF won 14-3.

### INTER-BASE SWIMMING

Individual swimming races were held over the three days of the tournament, including team relays and individual events—34 separate events were raced in all strokes and distances from 33m sprints to 400m. Many of the races had three heats with 18 swimmers competing.

1st: Auckland
2nd: Ohakea
3rd: Woodbourne

### MEN’S CHAMPION:
AC Shane Reed

### WOMEN’S CHAMPION:
AC Mahima Seth

A highlight of the individual races was the Golden Oldies section, racing the four main strokes, 33m each. The entries were CAF, W/O Dave Dean, W/O Jake McPhee, plus two reunion participants, Mike Moohan (50) and Peter Rae (65). These races were very even (with the overall winner unknown)—just finishing the four sprints was the achievement!

Having the Reunion personnel present provided another dimension, with stories told, black and white photos shared and lots of sideline advice and coaching! Many of the Reunion personnel dug out their budgie smugglers and one pieces to play a couple of games in the last day, one a social game and the other the Reunion team vs RNZAF Women. The Reunion team won 5 - 3. AC Nicole Martyn commented, “This year’s Inter-Base was a special one as we were joined by the reunion personnel. As one of the junior members of the sport it was great to talk to the ex-Air Force players and hear their stories. We then got to play the Golden Oldies and find out for ourselves just how many of the old tricks are still effective, even against our youth and fitness! Being the good sports that we are we let them win their games but next time I think we may just have to give them a taste of their own medicine.”

Thank you • All of those involved in this year’s Inter-Base, AC through to CAF. • Current and past players, 17 – 65 years old, male and female. It is a great sport that can be played and enjoyed by such a wide group of people, yet still produce a very strong and competitive RNZAF side.
On a cold morning in Bluff a team of RNZAF cyclists embarked on a 700km, 8-stage race to Wellington. Taking in some spectacular South Island roads, the Tour of New Zealand is a team race for charity, and this year the Air Force team was racing in support of the Fallen Heroes Trust.

A team from Ohakea had raced the year before and won the North Island leg of the race. AC John Glenville and AC Kurt Eves returned this year; joining them were AC Kris Burch, SGT Mikey Crisford, F/S Matt ‘Beavis’ Beaven, FLTLT Loic ‘Frenchy’ Ifrah and myself.

After a few jokes from Mayor Tim Shadbolt the race started with a 30km neutral ride to the northern side of Invercargill and the actual timed start. The first stage was tough—uphill and into the wind to Lumsden. But we made some good allies with the Peak Fuel team from Blenheim.

**DAY 2:** Queenstown to Arrowtown, then over the Crown range to Wanaka. An absolutely spectacular stage!

**DAY 3:** The Lindis Pass—60+ km of riding to get to the foothills. It was a day of mechanical breakdowns for our team. Beavis and John climbed well to the finish in Omarama.

**DAY 4:** Tekapo to Geraldine, with speeds over 50km/h on the flat. Beavis, Kurt and Mikey finished in a sprint for the win.

**DAY 5:** Methven, through the Rakaia Gorge to Oxford. A rider clipped Graham’s back wheel and he crashed out. Kurt had a mechanical issue forcing a stop, so we had to wait, then try to limit the time lost by the team.

The day’s racing had finished but the fundraising had just begun. With Anzac Day imminent it was timely to inject the reason why both the Army and Air Force teams were competing. That evening all the South Island participants were introduced to the Fallen Heroes Trust and why Anzac Day is a significant part of our nation’s history. With support from the public and competitors alike, over $5000 was raised in one night.

**ANZAC DAY, DAY 6,** the Army and Air Force teams had the honour of leading out. We started in Hanmer Springs after a small but memorable Anzac Day service then the NZDF comrades rode side-by-side for 30 kms before opening the day’s racing.

The team raced well until things went wrong for Frenchy. Misjudging a corner, he crashed in spectacular fashion at around 65km/h, but amazingly he was unhurt. After stopping to check on their team-mate the remaining riders carried on to Kaikoura, managing to put 20 minutes on the Army team.

The last road stage was Blenheim to Picton via Havelock. It ended with our Air Force team winning the corporate category and celebrating with a refreshing dip off the Picton wharf!

Both the North and South Island races converged on Wellington for the Criterium race around Parliament. The Army was keen to regain some lost pride and again took us on; despite some clever tactics, the Army team was disappointed as Kurt took line honours and the RNZAF team won the race.

Overall, the Air Force cycling team had ridden some great stages, made some good friends, spun some good stories and raised $12,000 for the Fallen Heroes Trust. A good effort!
In April the New Zealand Ladies Rifle Full-bore team went to South Africa to take on Australia and South Africa in the Tri-nations Match, held at the General de Wet rifle range in Bloemfontein. The Tri-nations Match consists of three separate contests: The Southern International Challenge, Ladies International and the RSA Ladies match.

Southern International Challenge teams match: South Africa won, New Zealand 2nd and Australia 3rd.

I was the individual top scorer for this match, scoring 198.19 out of a possible 200.40, with the next highest score a South African on 195.19.

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<th>LADIES INTERNATIONAL:</th>
<th>RSA LADIES MATCH:</th>
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<td>SA, NZ, Australia</td>
<td>SA, NZ, Australia</td>
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This meant that South Africa won the Tri-Nations. The South African ladies kept their good form throughout all the matches but the NZ ladies managed to close the margin between first and second places.

During the tournament our team also competed in individual matches, with 246 male and female competitors. I placed 22nd in the Southern International Challenge, gaining a Silver medal as ‘2nd placed Lady’ and 24th in the Scottish Sword. I was also awarded a Bronze medal for ‘3rd placed Lady Under 25’.

Thank you
Full-bore rifle shooting is a non-profit organisation with no funding for shooters travelling overseas. I would like to thank Base Welfare Fund Wellington, Wellington Junior Ranks Club, RNZAF Shooting, SqnLdr Ivan Green, FLTLT
In early March the Ohakea Motor Sports Club hosted the 10th Mopedathon. The aim is to complete as many laps on a 50cc motorcycle of any type, in teams of two or more, and to raise funds for a nominated charity by way of entry fee. This year the selected charity was the Missing Wingman Trust.

This Mopedathon was different; while the duration remained the same—6 hours—we used the road ways around the MSS Building in the North Eastern Quadrant. An 800m course was set up, with the safety of riders in mind as well as to provide close competition. Thirteen teams entered, with a variety of machines. Some were there to compete; others were there to look good.

- The trophy for the most laps completed is the Holey Piston Trophy; contested since the first Ohakea Mopedathon in 2007.
- The trophy for the Step-Thru that completes the most laps has been contested since 2009.

The gearbox bikes tend to have a huge advantage over the Step-Thru’s. The trophy aims to encourage people to get the old scooter out from the back of the shed and have some fun.

In the interests of safety the teams had a half hour practice on the circuit before the race—that allowed each member to get a look at the track and iron out any teething problems with their machines.

The Mopedathon has a ‘Le Mans’ start. Bikes are lined up on one side of the track and when the flag falls the first rider runs to a bike, held by the second team member. The rider starts up and aims to be first into the first chicane. This year all the bikes made it through the chicane without incident.

Two Army teams failed to take the start; ‘Barracuda Racing Development’ had a flat tyre; the other, ‘Farm Bike’, had no spark.

SGT Nathan ‘Spanners’ Hodgkinson was to fly out later in the day so he couldn’t enter; however since he spent so much time preparing for the event it was decided to let him have a ride for a bit. His immaculately prepared RG50 was quite fast and Spanners soon found himself up in second place. But then he made a small mistake and ‘lost’ the front end of his RG; there was no significant damage (bent pride is not classed as damage!)

WGCDR Shaun ‘Junior’ Clark (Holey Smoke #3) demonstrated he was there to score the highest number of laps and built up a lead on his Suzuki RG50. Team-mate W/O Brent ‘Shag’ Shanks thought he had the race in the bag.

The ‘Mopedaphiles’ (LAC Scott ‘Pickle’ Jaggard and LAC Ryan ‘Buddy’ Budd) were on a Honda MT5. Pickle was running close to second place and handed over to Buddy who showed that the MT5 had even more pace. Not too far behind was ‘Brown Bullet’ (SGT Cam Pengelly and LAC Brent White) on a Suzuki A50.

Others tried to keep up and failed, while some were just enjoying being out on a track with others around them. After 6 hours exactly the chequered flag was waved. WGCDR Clark had amassed an amazing 238 laps; the Mopedaphiles were just 1 lap behind.

The first Step Thru was ‘Metal Heads’ (LAC Josh Faser and Hayden Rigg) on a Yamaha Jog, and the first Moped was ‘20 Inch Phiido’ ridden by FLTLT Phill Griffiths and FLT LT Craig Spencer.

So ended our successful Mopedathon 10. Our thanks go to Cam Pengelly, Brent White, and Dave Willets, Geoff Olsen (Clerk of the Course) and Alan Peck (lap counter). Special thanks to City Honda for providing awesome spot prizes.
Notices

Boeing 727-100QC

The RNZAF bought three second-hand Boeing 727 passenger jets in 1981. One became a source of spares, but NZ 7271 and 7272 were kept busy for over 20 years until 2003.

The B727 was conceived in 1956 and began commercial service in February 1964. When production ended in 1984, 1,832 had been built—it was the most successful jetliner of its time.

The 727's special feature was its wing, with triple-slotted flaps, leading-edge slats outboard and Krueger leading-edge flaps on the inner third of the wing. Seven spoilers were on the wing's upper surface. Clean, the aircraft was fast and efficient; it could reach Mach 0.8, faster than the Skyhawks. However, with the flaps and Kruegers lowered and using the spoilers, the jetliner could land on most short runways.

The fuselage was designed for six-abreast seating, like the Boeing 707. The three Pratt & Whitney Jt8d turbofans were rear-mounted while the 727 was also the first Boeing airliner to feature an auxiliary power unit (APU)—to make it independent of ground power during stopovers. Boeing followed the -100 series with the -100 c ‘convertible’ which featured a main-deck cargo door on the forward left side, and capacity for up to eight cargo pallets.

The RNZAF’s piston-engine DC6s had been sold in 1968, we had no long-range trooping or VIP capability. In the late ‘70s the RNZAF proposed a jetliner that could cross the Tasman, carry troops when needed, and also serve the VIP role. The 727 met our needs.

Our three were ex-United Airlines; our aircrew trained in the UA l simulator centre in Denver, Colorado, and once a year an RNZAF flight would call at Denver with crews for on-going simulator training. It seems that the RNZAF suppliers must have ‘raided’ much of UA l’s stock of cutlery and UA l napkins. UA l cutlery and napkins seemed to turn up in messes and at RNZAF functions for many years after!

The 727s undertook many VIP missions and Royal flights. But they also undertook the more serious side of Defence Force activities, for example:

- One was pressed into service on delivery, still in United Airlines’ colours, to airlift Police and support staff during the 1981 Springbok Tour
- Refugee airlifts as a result of Iraq’s invasion of Kuwait (1990)
- Operations DESERT SHIELD and DESERT STORM in 1990-91
- The RNZAF deployment to Somalia 1992
- The NZDF contingent in Bosnia, 1993-8

The aircraft were upgraded and refitted by Air New Zealand and for 21 years No.40 s qn successfully operated one of the most versatile and capable narrow-body jet airliners then available. They were a very successful purchase.

Karanga Wananga

Karanga mai, Karanga atu, Karanga ki ngā wahine katoa me ngā tāngata kē o Ngāti Tūmatauenga e mahi ana.

Calling all Service women and civilian employees.

- Are you a women with mana (authority)?
- Ever thought about revealing that mana through your actions?
- Are you aware that we send Kaikaranga to key commemorations each year?
- Did you ever think about your profile within your unit, your service and the wider NZDF?

Learn the art of Karanga!

A Karanga Wananga women’s course is scheduled for next month at the Army Marae in Waipoua. This course is open to all NZDF female personnel, including civilians, across all three armed forces.

Notes: A Men’s course will be offered in September
Māori Language week occurs in July.

Contact:
Marae Staff Officer  Capt Kevin Herewini, Mob: 0273302758
Marae educator  Steve Bethell, Mob: 0276686419

Air Force Proms

29 September 2013

Air Force News is pleased to give early notice of the planned Air Force Proms Concert, to be held at the Michael Fowler Centre, Wellington, on 29 September. Mark your calendars now!

In the meantime, the Band of the RNZAF has its 2013 CD available:

Royal New Zealand Air Force Band
Cost: $20.00
Contact: Alistair Isdale
HQNZDF, Private Bag 39997, Wellington 5045

Readers’ Competition Results

Air Force News prizes, of the DVD FlightPathTV Series 1, have been sent to the lucky winners:

EE Webber, Warkworth
l. Harwood, UK
J Neal, Blenheim

Answers
- What are the runway headings at Ohakea? 09/27 and 15/33
- How many P-40 Kittyhawks were delivered to the RNZAF, 1942-44? 297 (Of note, 4 more were lost during delivery.)
- How many sorties did the No.3 Squadron detachment fly in PNG during Op KUMUL last year? 115, by 3 Iroquois in 17 days
B727-100QC Tech Specs

**Built:** 1967/68
**Length:** 133 ft (40.5m)
**Wingspan:** 108 ft (32.92m)
**Height:** 34 ft (10.36m)

**Weights:**
- **Basic:** 97500lbs (44,381kg)
- **Gross:** 178,000lbs (80,909kg)
- **Payload:** 32,500lbs (14,773kg)

**Power plant:** 3 x Pratt & Whitney JT-8D-7 turbofans

**Performance:**
- **Cruise:** 463 knots (850km/h)
- **Max:** 513 knots (950km/h)
- **Ceiling:** 41,000ft (12,500m)
- **Max range with max payload:** 2900nm
- **Range with max payload:** 2100nm
- **Crew:** 4–7
- **Passengers:** 129
- **Cargo:** 8 pallets, plus 2 bulk baggage/cargo holds
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