MORE NH90S - LATEST DELIVERY!
PACIFIC PARTNERSHIP ACTION
INTERNATIONAL EXERCISES
Our mission
To carry out military air operations to advance New Zealand’s security interests with professionalism, integrity and teamwork.

Air Force News is the official magazine of the Royal New Zealand Air Force (RNZAF) — established to inform, educate, and entertain its personnel and friends.

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Defence Communications Group
HQ NZ Defence Force
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Editor
Richard Jackson
Ph 04-496-0289
Fax 04-496-0290
Email: airforcenews@nzdf.mil.nz

Design and Layout
Defence Communications Group

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Bluestar
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Email: airforcenews@nzdf.mil.nz

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Contributions need to include
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• photos provided separate from the text – at least 300dpi.

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THE 5TH AND 6TH NH90S OF NEW ZEALAND’S ORDER FOR 8, WERE DELIVERED TO OHAKEA IN THE LATE AFTERNOON OF 20 JULY BY AN ANTONOV AN124 FREIGHTER. SEE ALSO PAGE 21; THE FULL REPORT NEXT MONTH.

PHOTO: CPL AMANDA MCERLICH, OHAKEA PHOTO FLIGHT
A vital part of any enterprise is the establishment and maintenance of relationships at both individual and organisational levels. The ability of people and organisations to get on successfully at these levels and even at a national level is a key part of human security. So it is not surprising then that the NZDF goes to some lengths to assist our people in developing and then using their relationship-building skills as part of our strategy for carrying out our mission. You will find ‘soft skills’ components (relationship-building, negotiating, defence diplomacy) subtly embedded in many of our professional development training and education courses, and they are in use every day throughout the organisation. You will also see it in our mentoring scheme, in unit team-building activities, during our operational activities, and in higher level engagements with our friends and allies.

It is this latter dimension that I want to explore a bit more by commenting on some recent experiences of mine. Over the past few months I have travelled to China, Japan, France and the UK on trips aimed at developing our relationships with foreign air forces/militaries and defence industry. These visits create valuable opportunities to learn about our allies’ plans and capabilities to aid in interoperability, benchmark our capabilities and performance, exchange views on regional security issues, and develop personal relationships—so that we can more easily engage with each other should security situations arise where our forces need to operate alongside one another.

On the visit to China we visited two People’s Liberation Army Air Force (PLAAF) bases as well as the PLAAF headquarters in Beijing. The PLAAF is making good strides in its modernisation process with more modern aircraft and technologies being introduced. While getting a snapshot of the PLAAF was very useful, the most valuable aspect of the trip was the opportunity to further develop my relationship with the PLAAF Chief, and that of our two air forces. Similarly in Japan, visiting two Japanese Air Self Defence Force (JASDF) bases and one Japanese Maritime Self Defence Force (JMSDF) base was very interesting, but it was the interaction with the JASDF Chief and other senior JASDF and JMSDF leaders that was of most benefit.

My trip to France and the UK firstly involved meetings with senior executives of Eurocopter in Marseille as part of a visit with our NH90 Resident Project Team. The opportunity to discuss issues and concerns at a very senior level is very useful in ensuring that our NH90 program proceeds smoothly and to plan. In the UK I met with the Vice Chief of Defence Staff as well as senior RAF officers. This was followed by a RAF Chief of Air Staff’s Air Power Conference in London that was attended by 15 Air Force Chiefs and other senior military and civilian personnel from over 30 countries. We also attended the Royal International Air Tattoo, the largest military air show in the world. Most of the major global aerospace companies also attend this event so there are great opportunities to further develop and strengthen relationships with global Air Chiefs and other key senior defence and industry leaders.

These activities are not confined to a small handful of people. Right across the Air Force we have personnel undertaking engagement and relationship-building activities that add to the achievement of our mission through enhancing our ability to get on with our military and industry partners at all levels. Our people regularly demonstrate that, despite being small, we are a very capable and professional Air Force.

Developing and maintaining positive relationships can have an enormous effect on our capability and most importantly on our reputation. So it is worth reflecting on your role as an ambassador for the RNZAF/NZDF when interacting with those from outside our organisation. Do it well and you will not only enjoy the experience, but you will also contribute enormously to building the ‘Respect’ dimension of our Vision to be:

New Zealand’s Air Force - Ready, Resilient and Respected.
Leading Aircraftman Mike West, an aircraft maintenance engineer, has won a silver medal at the 42nd Worldskills International Competition in Leipzig, Germany. Mike was selected for the ‘Tool Blacks’ team from New Zealand that competed in 13 categories and was competing in the new Aircraft Maintenance category. His silver medal was awarded on 08 July.

Based at Whenuapai, LAC West is part of the Maintenance Support Squadron. Typically the RNZAF maintenance engineers are employed in specific sections of the trade, so they don’t get to experience all aspects of their trade on a day-to-day basis, but that is how they were to be tested at the Worldskills competition.

So LAC West was put through his paces before he left for Germany—during a week-long intensive training programme he honed his skills at aircraft electrical wiring fabrication, and fault-finding from scratch, and also spent time in Christchurch familiarising himself with the type of helicopter to be used in the competition in Germany. As well, he underwent two days of engine familiarisation at, and three days of trial competition with, the Air New Zealand Training School in Auckland.

Worldskills is held every two years, and considered the Olympics for trade skills where young people worldwide compete for the title ‘the best of the best’ in their chosen trade. The Air Force and ServiceIQ—which develops aviation qualifications in conjunction with the RNZAF and the aviation industry—equally funded LAC West’s costs for travelling and competing at Worldskills in Germany.

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NZ CADET FORCE
---150 YEARS YOUNG IN 2014

No. 30 (North Shore) Sqn ATC, visited No. 40 Sqn at Whenuapai on 11 July
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**HELIQUOPTER CREWMAN WINS MANAWATU BEAUTY PAGEANT**

CPL Louise Nelson was crowned ‘Miss Manawatu’ on Saturday 13 July at the Regent Theatre, Palmerston North.

Louise entered the contest in order to raise the profile of the community projects she is engaged in. As well as being an HCM on No. 3 Sqn, Louise is a volunteer for St John, Vice-captain of the Palmerston North Surf Life Saving Club, and has two projects in the works—one aimed at mentoring teenage girls, and the other to teach Foxton and Himitangi children to swim.

She told Air Force News: “I regard my role for the year to attend events as a representative of the Manawatu; these will range from fashion shows to formal functions. And as the title holder I will take part in ‘Miss New Zealand’, which will take place early next year.”

Two RNZAF staff supported Louise on the night; SGT Tim Wilson and SGT Phil Mudgway were asked to help the contestants down the stairs on stage during the ball gown showing, and to help back stage. The two, both HCMs, jumped at the chance to support Louise and be surrounded by beautiful ladies for the night!

The RNZAF at Ohakea has often supported the Miss Manawatu contest, usually by providing the Pilots Under Training as escorts for the contestants.

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The Air Training Corps (ATC) began in NZ in 1941 with Nos 1 and 2 Squadrons ATC forming on 15 September, and Nos 3, 4 & 5 Sqn ATC forming on 29 September that year. The ATC had an integral role in preparing young men for wartime service in the RNZAF—many other ATC squadrons followed in communities around NZ.

Next year, the NZ Cadet Forces will celebrate 150 years of cadets in New Zealand. At the same time New Zealand will begin commemorating the 100th anniversary of WWI.

Cadets in New Zealand began in 1864 with the Dunedin High School Cadet Unit (now Otago Boys’ High School). New Zealand had quickly followed the Cadet Movement in the UK, which began in about 1860. It was an era when volunteering for the military was both popular and fashionable; across the then British Empire volunteers were seen as important to the defence of the colonies.

From 1911 every male aged 14 years to 21 years was required to undertake compulsory military training. Virtually every young male aged 13-18 experienced School Cadets.

Most boys’ schools of the time held Barrack Week, and practiced drill during the term.

The Sea Cadet Corps began in 1929 with Training Ship (TS) STEADFAST based in Christchurch. In 1950 the ATC was made part of the RNZAF and the Corps had a positive impact on Air Force recruiting.

In 1962 the government decided to disband Cadets, but through the subsequent Defence Act 1971, the present New Zealand Cadet Forces (NZCF) were created.

A key element of the Cadet Forces is the community acting in partnership with Defence to support the units. During the 1980s, Cadet Forces integrated female cadets into their ranks. But at the same time many of the traditional School Cadet units were wound up.

Today NZCF is a modern organisation. As well as military aspects, training includes bushcraft and adventure training, leadership and citizenship. Many training topics can earn credits towards NZQA.
Our new Deputy Chief of Air Force has taken up the role after a full and varied career. It all began in the RAF; Air Force News asked him why?

Back then [1975] the RAF had an option for about two people to enter from New Zealand, every couple of years. I had picked up a Wings magazine, seen an advert in it for the RAF and it sounded exciting, so I gave it a go!

We underwent the RNZAF PERSEL (personnel selection) but with added interviews by the RAF Adviser on the British Defence staff in Wellington. At first I was an RAF pilot under training in NZ, attached to the RNZAF for IOTC (Initial Officer Training Course) so my first 6 months were spent at Wigram—No. 675 Aircrew Course.

From there I went to the UK, underwent the RAF initial officer training then began flying training. We trained on fixed wing jets before I converted to helicopters. I flew Puma helicopters—they were state-of-the-art; in 1978 the Puma had been in service for just seven years.

Our focus was NATO and we were part of the Allied Command Europe (ACE) Mobile Force. We had a ‘tripwire’ role, so we exercised and trained in Norway (in winter, north of the Arctic Circle at -35°C) and in Turkey. The ACE Mobile Force was a multi-national NATO force that would position itself at anticipated points of invasion. The strategy was that any force used against our multi-national unit would immediately commit all NATO nations to an active defence posture. We trained in most of the other NATO countries as well, but our primary role was to be able to send a strong deterrent message at the more vulnerable flanks of NATO. I also flew on British national tasks, we went on detachments to Northern Ireland and to Belize, a small ex-colony in Central America.

It was always my intention to return to New Zealand but I didn’t come home solo—I had also married, gained a dog, and started a family!

The Air Commodore then enlisted in the RNZAF in March 1985. AF News asked him about the highlights of his appointments.

I was accepted into the RNZAF and with my helicopter experience was first posted to No. 3 Squadron. Subsequently I had a series of postings in Christchurch, culminating in command of the Pilot Flight of the Navigation Air Electronics and Telecommunications Training Squadron (NATTS) which was equipped with the ex-Air New Zealand Fokker Friendships.

I had two years there until 1992 when the training moved to RAAF East Sale at the School of Air Navigation (SAN)—later to become the School of Air Warfare (SAW). The decision to move to SAN was an aspect of Closer Defence Relations with Australia, as well as the looming closure of Wigram. It was sad to see the Friendships go, they had years of fatigue life left and were economical to operate.

I was then appointed as CO General Service Training School, which trained new recruits and delivered NCO leadership courses and—at one stage—LSV training. The typical General Service Instructor (GSI) then (today the GSI role is merged into the Force Protection trade) would not have expected much of a General Duties pilot, so I had to have shinier shoes, sharper creases, shoot straighter, etc, to keep my end up! After that posting, I attended the Command & Staff College course at Whenuapai, before taking up the role of CO Base Wing, Woodbourne.

Subsequently I returned to flying as CO No. 3 Squadron at Hobsonville. I was lucky in that a lot was happening in New Zealand’s region at that time; in particular Bougainville (1997) and East Timor (1999) which both involved extensive deployments by our helicopters and personnel. I also went as Detachment Commander to Operation Kiwi KOSAID 99; when No.40 Sqn deployed a Hercules to Europe to deliver aid and an NZDF medical team, to assist refugees from the Kosovo War. That was just before the East Timor deployment.

My next postings were all in Auckland before I went to
the ADF Centre for Defence and Strategic Studies in 2003. I returned to take up the post of Director Air Force Personnel then after two and a half years posted back to Auckland as OC 485 Wing. In 2008 I returned to Canberra as Defence Adviser, before returning to Wellington as Assistant Chief, Strategic Commitments & Intelligence. That was just before taking up my current post as DCAF.

**That’s quite a mix of training and operational, flying and non-flying roles?**

Looking back, I have had an excellent, wide-ranging career. I was lucky too in having a long time in some key postings: three years at GSTS; three and a half years as CO 3 Squadron.

We do have a need to be agile, and to cope with postings into different areas, but we also have to develop deep knowledge of subjects, and if you are posted too soon you don’t necessarily develop that depth of knowledge. There is value in a more measured approach to postings and career development.

I have been in the role as DCAF only three weeks [at the time of the interview] and I have been away from the Air Force for 5½ years; a lot has changed. But then the things that really matter—values, attitudes, priorities—appear to me to be largely unchanged. Those form the bedrock of our character as an armed service, and they are still there, very solidly.

**What advice would you offer to new officers or NCOs?**

My fervent belief is in standards—maintaining them, even when it’s irksome; because maintaining standards is fundamental to being professional. It’s easy to let things drop, so that is countered by self-discipline. And that’s why teaching discipline formally is fundamental to our initial training courses.

Acknowledging the frailties of human nature, it is inevitable that some things will drop away. That is why courses should aim to instil the highest standards, so even when things slide a little afterwards, they still remain at the standard required. This principle applies whether in personal behaviour, flying, or in technical trades—our careers should be spent in maintaining standards overall.

**Would you share your thoughts on Leadership?**

Some people have natural charisma, but that’s not the only source of leadership. Leadership needs careful consideration by anyone who aspires to lead; young servicemen and women should be mentally preparing themselves to lead.

But you also need the opportunity to practise leadership, which is why sports teams, expeds, and the like, are valuable. They create opportunities to gain leadership experience. That was one of the strengths of GSTS—we had a 75sq km ‘playground’ for expeds and exercises of all kinds.

Recently we sent three young Engineer Officers to Australian Defence Force Academy, reviving the RNZAF presence there that is most valuable. It should not be forgotten that New Zealand’s armed forces have a link (through Royal Military College Dunrobin) with their Australian counterparts that goes back to 1911. That is a very important bond.

Woodbourne is to host the first Joint Officer Induction Course (JOIC) next year, a seven week course before the new officer cadets and midshipmen are returned to their single Services for further training. The combined course will create the opportunity for them all, across the three Services, to get to know each other early in their careers and that can only help later on.
PACIFIC PARTNERSHIP 2013
PREPARING IN CALM TO RESPOND IN CRISIS

Developing relationships, enhancing capability, and making lives better for Pacific nations—these are the aspirations of the Pacific Partnership team in 2013. This year the NZDF has provided two deputy mission commanders over the duration of the mission: first GP CAPT Darryn Webb RNZAF and currently CAPT Tony Millar RNZN. Three Kiwi ships are participating, over 120 NZDF personnel are on the ground, and the RNZAF is supporting the operation with freight and personnel flights.

GP CAPT Darryn Webb

Flexibility has always been drummed into me as a vital key to airpower and this quality was needed when our ship embarked some 700 experts from around the world, before setting sail for the Pacific Islands. When I arrived at Pearl Harbor I was advised the ship’s departure would be delayed by 48 hours; however, the Mission Commander then informed me he was traveling by air to Samoa and it was ‘all mine’!

My previous sea going experience consisted of crossing Cook Strait over Christmas... Thankfully I didn’t suffer from any motion sickness and the seven days aboard the USS PEARL HARBOR provided an invaluable opportunity to get to know the team.

The key to success was in developing an effective working relationship with the ship’s CO and XO. Ironing out the language and culture gaps took a few days but by the time we reached our first destination Samoa we were in-synch.

The remaining 17 Kiwi team members met us in Samoa including FLTLT Lara Blackmore and WO Steve Hunn, key members of the medical detachment. We kicked off with a sizeable opening ceremony at the wharf in Apia, with the Samoan Head of State, the Prime Minister and the NZ High Commissioner, co-hosted by the US Ambassador. I had the privilege of Master of Ceremony duties and managed to sneak in some recently acquired beginner Te Reo to add a Pacific flavour.

My role as Deputy Mission Commander entailed accompanying the leadership delegation visiting the various community engagements. They ranged from health clinics, schools for disabled kids, disaster-planning symposiums and even veterinary clinics.

We were alongside in Apia for 10 days with an average of over 300 personnel out and about each day, building relationships and knowledge in addition to the more tangible range of supplies and support.

In Tonga we undertook similar tasks, although the ship had to anchor off, which made the ship-shore movement more complicated.

Pacific Partnership 13 (PP13) is a four month operation reaching six Pacific nations. It is a large scale regional operation designed to provide real world help to local people, whilst simultaneously building relationships and cooperation between regional partners in order to be ready to deal with a natural disaster or other emergency.

As this issue of Air Force News goes to press, the NZDF is leading the Kiribati and Solomon Island phase, with HMNZS CANTERBURY deployed and RNZAF flights in support. Last month’s issue reported that Air Force personnel were playing their part from the beginning.
Pacific Partnership was a crash course of operating in a truly joint interagency multinational and amphibious environment. But I also had to gain my sea-legs, with the help of anti-nausea medication!

The Samoa phase was a success. The team I was involved in, Disaster Response, delivered a series of theory and practical training sessions, working with local agencies to help improve their disaster response skills.

Other NZDF medical staff and I were involved in a series of support activities. We provided first aid training to Samoan Red Cross personnel, which was followed by a donation of medical supplies. I presented on behalf of the NZDF to a symposium on civil-military interaction; this was conducted along side the US military and ADF, and we each spoke about how we engage through our respective governments, what type of support we can provide and some of the planning considerations. I observed as a disaster scenario was worked through and the first responders were put to the test.

A highlight for us was when 200 of the young men from Don Bosco school came aboard the ship and entertained us on the flight deck with a very impressive Fia Fia dance night. Don Bosco is a technical school for boys who have been in trouble in one way or another to get a second chance to learn skills and develop pride in themselves through practical connection to their cultural heritage. Earlier in the day a smaller group of these men thrashed a Pacific Partnership team in a traditional long boat race.

Tonga proved to be interesting; we were anchored out at sea with a 60-minute boat ride each way. Getting all of the people and the equipment required off the ship to the shore and back each day by landing craft was a consistent logistical challenge!

A French SA 380 Puma helicopter conducted flight deck qualifications aboard the USS PEARL HARBOR prior to a detachment joining the ship for Pacific Partnership. All photos: USN

**FLTLT Lara Blackmore**

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A French SA 380 Puma helicopter conducted flight deck qualifications aboard the USS PEARL HARBOR prior to a detachment joining the ship for Pacific Partnership. All photos: USN

**W/O Steve Hunn**

LTCOL Bryn Gradwell and I were the Kiwi members of a joint US Navy, ADF and NZDF Environmental Health contingent focusing on food and water quality and mosquito vector surveillance in Samoa and Tonga. US Navy Entomologists and Preventive Medicine technicians formed most of our team.

We were involved in vector surveillance at First Ports of Entry (the international port and airport) to identify mosquitoes of public health significance, e.g. vectors of dengue fever and filariasis, through trapping and sampling of adult mosquitoes and larvae.

The Pacific Partnership personnel then engaged with local environmental health managers and staff to share standards, best practice and techniques (equipment maintenance, pesticide safety, storage and application). Also included were practical exercises for field trap placement and surveillance, and microscope techniques for entomological identification of adult and larval species.

The visit, site surveillance and engagement with local staff enabled each host nation to network and develop strategic and tactical planning for disease surveillance and disease outbreak response. We also discussed future possible training and professional development opportunities for local environmental health officers through New Zealand agencies.

In Samoa, they welcomed us with open arms, a positive attitude and a willingness to share, further cementing our existing and close relationships. Our time with the Samoan Ministry of Health was celebrated with a farewell lunch and exchange of gifts with the host nation.

Tonga gave us a similar reception and a warm farewell. It was not only a satisfying visit professionally, but Pacific Partnership 13 was also a rewarding experience personally.

**FLTLT Lara Blackmore makes friends with school girls in Tonga on 16 June**

**The Environmental Health team test a water filtration system at the Atele Primary School in Tonga**
The aim of Pacific Partnership is not to create a dependency, but rather to develop an enhanced ability for Pacific Island nations to self-manage disaster scenarios and in the process improve our own interoperability and cultural awareness. Pacific Partnership originated after the Banda Aceh earthquake and subsequent tsunami in December 2004, as a means of improving regional cooperation.

“We are all Pacific Peoples who live along and within the infamous ring of fire. We have needed to deal with natural disasters in the past—and we will have to do it again,” said CAPT Tony Millar.

Pacific Partnership is now in its eighth year, and continues to evolve. Previously, all missions had been US-led, however this year sees several nations lead individual phases. Australia, supported by the USA and Japan, has successfully completed the Papua New Guinea phase. The US led the way in Samoa, Tonga, and Republic of Marshall Islands (RMI). New Zealand is now leading in Kiribati and Solomon Islands.

The partner nations involved include Japan, Canada, Malaysia, Singapore, South Korea, and Columbia.

Lead nations take responsibility for the planning and coordination of multinational assets and resources to achieve tasks as identified and agreed to by the host nation government. Although the NZDF is regularly involved in regional capacity building activities in our backyard, PP13 offers a new challenge for us to step up to, enhancing our coordination with a wide range of regional partners on a larger scale.

In each phase there are military personnel, civilian employees and volunteers from non-government organizations such as Project Hope and World Vets (amongst others) working alongside host nation staff and enthusiastic crowds of residents. The PP13 team supports a variety of medical, engineering, and community projects targeted towards the needs of each host nation.

As well as direct care (such as hands-on medical clinics) there has been a deliberate shift this year towards education, discussion and workshops, which are designed to empower local staff to sustain progress long after the PP13 teams have left town.

The amphibious dock landing ship, USS PEARL HARBOR, is the primary platform for PP13, with the Mission Commander, CDRE Wallace Lovely USN, and the PP13 team embarked. The PEARL HARBOR was our base in Samoa, Tonga and RMI during June and July. CDRE Lovely was to move his flag to HMNZS CANTERBURY and command from the New Zealand ship for two weeks in early August when both PEARL HARBOR and CANTERBURY support operations in the Georgia and Choiseul island groups of the Solomons.

In Papua New Guinea, HMAS TOBRUK and JS YAMAGIRI supported personnel from the Australian Defence Force, United States and Japanese Self Defence Force as they provided medical, dental, veterinary, environmental health and engineering assistance to the townships of Wewak and Vanimo, which have combined populations of approximately 40,000.

Concurrently, in Solomon Islands during July, HMNZ Ships WELLINGTON and MANAWAUNI supported divers and explosive ordnance disposal teams from NZ, Australia, Canada and the USA to find and render safe explosive remnants from WWII [see next story].

PP13 is an ambitious programme of humanitarian support and capacity building; it provides practical assistance to host nations, whilst regional partners enhance relationships and understanding of one another’s capabilities.

The Pacific Partnership long boat team race past USS PEARL HARBOR in Apia—the PP team were soundly beaten by the host nation’s team!
As this issue of AF News went to press, a small tri-service team of Kiwi EOD specialists was in Kiribati, working to remove some of the explosive remnants of war that remain in and around the islands that saw the WWII battle of Tarawa. Before that, the team had worked in the Solomon Islands, at places that will be familiar to RNZAF veterans from the war.

MAKING ISLAND COMMUNITIES SAFE

By Mark Sleeman, Defence Communications Group

The small town of Munda in the Solomon Islands’ Western Province is now a safer place to live, thanks to an NZDF-led Explosives and Ordnance Disposal (EOD) operation which cleared over four tons of left-over WWII bombs, mortars, grenades and projectiles.

Operation PUKAURUA 2013 involved teams of EOD specialists from the NZDF, Australian Defence Force, United States and Canadian Navies, as well as local support from the Solomon Islands’ Police Force. The NZDF EOD teams included several RNZAF personnel and were led by our Navy’s CDR Trevor Leslie, overseeing the entire operation.

“All three Services have an excellent EOD capability and are always on call to clear explosive items or suspicious packages across New Zealand,” explained CDR Leslie. “We have worked in the Solomons before; this year we went to Munda to clear an old US ammunition dump on Asavelle Island, make safe the island of Rendova, and then work around the town of Munda to clear explosives located close to people’s homes.”

The operation was made easier by local residents who led the EOD teams to over 2,500 individual items of explosives and ammunition, including dangerous white phosphorous shells, close to where people live. One success for the teams was at Asavelle Island where they cleared all known ordnance from the island, including 1500 90mm high explosive projectiles found in the lagoon.

SGT Michael Hartley from the RNZAF was part of the team on the ground locating and clearing the ordnance. He relocated to New Zealand from the RAF seven years ago and has vast amount of experience in EOD.

“We worked closely with the local population to locate and identify the dangerous remnants of war,” he says. “I pulled together a lot of research prior to arriving so that we were able to safely deal with a wide range of munitions. We found some dangerous white phosphorous rounds.

“As well, a 5 inch (127mm) naval anti-aircraft shell on a time fuse, which was located dangerously close to houses. After looking at my research I found the mechanical fuse had stuck fast, meaning it could reactivate with any knock or vibration. It was good luck that it hadn’t gone off prior to our arrival.

Munda was liberated from the Japanese on 5 August 1943. The airfield there was primarily used by the Venturas of No. 2 Sqn, working with the Americans on Bomber Reconnaissance duties until April 1944. The Kiwi squadron operated mostly against Japanese-held Rabaul, and was supported by a detachment of No. 10 Servicing Unit from Guadalcanal.

“While here we’ve also tried to educate the population on the dangers ordnance carries. They’ve been really appreciative and are beginning to understand the danger.”

The Air Force also contributed several medical staff to the operation including Medical Officer FLTLT Kit Boyes, LAC Josh Walby and LAC Alice Forbes.

LAC Forbes said “I was a medic attached to one of the explosive teams in Munda. It was my job to be on hand for immediate lifesaving care in the unlikely event of an emergency. Our teams are really well trained and the chance of something going wrong is minimal, but because the ordnance is 70 years old we were extra cautious and we didn’t take any risks.

“The most dangerous thing we found was the white phosphorus rounds; white phosphorous ignites when combined with oxygen. It was great to dispose of them safely, because the longer they were there the more chance of someone getting seriously hurt. It’s been great knowing that we’re making a difference—the locals have really appreciated having us here.”

Alice sailed to Kiribati in HMSN5 MANAWANUI, where the EOD teams planned to clear more unexploded ordnance. While there she planned to visit the memorial to the New Zealand Coast Watchers executed by the Japanese during the War.

MUNDA IN WWII

By Simon Moody, Air Force Museum

Munda was liberated from the Japanese on 5 August 1943. The airfield there was primarily used by the Venturas of No. 2 Sqn.
AIRWORTHINESS ‘MUTUAL RECOGNITION’ PROJECT

By GPCAPT Ian Mower

Airworthiness is a term that we hear often these days, but up until recently it hasn’t exactly been one that springs to mind when talking in terms of the Air and Space Interoperability Council (ASIC). That's all changing with a current ASIC Project having the 'mutual recognition' of airworthiness authorities firmly in its sights.

The Airworthiness Project Group was formed in 2011 with the strategic intent of establishing a framework from which formal recognition of the good work of an ASIC partner’s Military Airworthiness Authority (MAA) will be possible. Civil authorities have long-established rules, protocols and procedures for this sort of activity; however, the situation has never been quite as straight forward in the military context, where sovereign nations have tended to evolve their airworthiness rules and procedures in isolation—that is until now.

The extreme cost of military aircraft has driven a far more collaborative approach between nations during the acquisition, training and indeed operations, of military aircraft. It therefore follows that by formally recognising a partner’s MAA, which is certifying activities associated with a common aircraft type, an ASIC country could leverage off existing effort to minimise the cost of ownership. The idea is to ‘do it once’ and, in the best traditions of ASIC interoperability, share the results with those who can benefit.

There is also one other aspect of airworthiness that nations are now seriously considering: their ‘duty of care’ for their own servicemen and women when transported in an aircraft not registered in their own country. As it stands, the ASIC nations, through shared history, joint operations and close association, have little in the way of reservation when utilising the services of a partner on the assumption that the operation is airworthy. This level of assumption is a vulnerability that could be mitigated via formal mutual recognition.

So how do you go about formally recognising an MAA from another country? Luckily for ASIC, the Europeans have been actively working in this space for a number of years and have developed a system that, not surprisingly, will also work for us. Under
the European Defence Agency (EDA) umbrella, the Military Airworthiness Authority (MAWA) Forum was formed and given the task of developing a process that would work across more than twenty European countries. The heart of the process is a question set that, when completed, defines how well an MAA is organised around the essential elements needed to operate a competent Airworthiness Authority.

The Project Group has determined that, with a few minor changes, the European process can be adopted by ASIC and now, a number of pilot programs have been identified that will move the project forward.

One of those pilot programs involves the RNZAF and the RAAF. The Directorate of Technical Airworthiness Regulation (DTAR) has already held preliminary discussions with their RAAF counterparts, the Directorate General of Technical Airworthiness (DGTA), to chart a way forward and identify any problems with the mutual recognition process. The deliverables from the project will be an ASIC publication that details the recognition process and specifies the question set, followed by a series of ASIC publications that will provide country-specific progress against their mutual recognition activities.

As this project progresses and begins to deliver against expectations, there are not only the obvious efficiency and cost savings benefits for the RNZAF but also the potential to benchmark our framework against some of the very best around. It’s a great opportunity and one that could enhance interoperability well into the 21st Century.
Multi-National Exercises

ORION CIRCLES
THE PACIFIC — EXERCISE ROKKIWI

Exercise ROKKIWI is a biennial exercise held in South Korea. It was the focal point of a four week deployment which took an RNZAF Orion from New Zealand to South East Asia, on to Korea and Japan, then down through the Central Pacific to conduct an extensive EEZ patrol on behalf of our Pacific Island neighbours. The deployment was also an important test for the newly upgraded P-3K2 Orion.

The joint antisubmarine exercise in South Korea began on 20 June and lasted over four days. The exercise aimed to promote military exchanges and friendly relations among the participating countries, according to a statement from the South Korean Navy’s Air Wing 6. The training included maritime patrol aircraft searching for and pursuing submarines in the East Sea. It also included offensive/defensive submarine battle tactics.

Two symposiums were being held in conjunction with the exercise, during which the participants exchanged information about the P-3 Orion maritime patrol aircraft. The previous Ex ROKKIWI was in 2009 and this was the fifth time New Zealand and South Korea have held this type of exercise since 1997, and it was the first time the US has also participated.

During the Korean-hosted exercise our Orion flew a number of sorties off the east coast of South Korea, working alongside the Republic of Korea Navy in combined anti-submarine warfare operations. The exercise also involved USN P-3Cs from the 7th Fleet, based in Japan.

“What an amazing country and culture!” was Corporal John Maiava’s first reaction to South Korea. CPL Maiava, originally from Palmerston North, joined the RNZAF in 2008 as an Air Warfare Specialist on the Orion. His role on the aircraft is to operate the sensor systems such as the radar, electro-optics and acoustics and it never gets old for him.

“Deploying is what we are trained to do; it’s what we sign up for. As we are a maritime force element, most of our deployments are in the Pacific. It was a good experience to go somewhere a bit further from home this time.”

LAC Sam Cadman is an Avionics Technician, and with his current posting to No. 5 Squadron this means he looks after the maintenance of all electrical components on the P-3K2.

But for this deployment he was given less than 24 hours’ notice to depart. Normally personnel are given more notice before deploying overseas, but because another member of the contingent fell sick, LAC Cadman was asked to come along; his first time deploying.

“By the time the trip was over, we had been through eight different countries in four weeks. It has been an amazing experience and we have had the opportunity to experience different cultures, much different to New Zealand.”

The Republic of Korea Navy operates 16 Lockheed Martin-built P-3C anti-submarine warfare (ASW) aircraft, which were purchased in two lots of 8; the first during the mid-1990s, the second lot in 2010.

The ROK Navy has recently placed orders with L-3 Mission Integration and Korean Air to upgrade its first eight P-3C Orion aircraft to Lot 2 standard. The upgrades will include installation of a multi-purpose radar, high-definition electro-optical/infrared cameras, digital acoustic analysis equipment and a magnetic anomaly detector. The aircraft will be equipped with mission system to enhance capabilities, while being completely compatible and interoperable with the existing P-3 fleet for the ROK Navy, according to published reports.

The RNZAF detachment at the South Korean base unpacking their deployment stores
Earlier this year, six NZDF officers, including SQNLDR Carl Smith and myself, attended Exercise BOLD ALLIGATOR 13 in Norfolk, Virginia. The BOLD ALLIGATOR exercises are held annually, alternating between live and synthetic exercises.

This year’s exercise was synthetic and focused on integrating and streamlining staff planning and command and control procedures of the Navy and Marine Corps teams of an Expeditionary Strike Group, a Marine Expeditionary Brigade and a Carrier Strike Group.

When working with the US, the sheer size of everything is impressive. Naval Station Norfolk is the world’s largest naval station, supporting 75 ships and 134 aircraft with 14 piers for ships and 11 aircraft hangars on the airfield. Coming from the NZDF and having a helicopter background, I was quite taken aback that a single hangar in Norfolk had more operational helicopters than the entire RNZAF!

The exercise, although synthetic, comprised 30 commands, seven ships and approximately 3,500 personnel from 16 countries and Strike Force NATO. The scenario involved coalition forces working to free a fictional country from invasion. The exercise simulated ship-to-shore landings, coordinated continuous air support, and maritime security operations, while our troops fought their way through the fictional enemy forces on land.

For the exercise we were embarked in USS BATAAN (LHD5). The ship is capable of embarking nearly 1900 troops (in addition to the 1,066 crew), carries three Landing Craft Air Cushion (LCAC), and a mix of helicopters and STOVL (Short Take Off Vertical Landing) aircraft. We also visited other ships during the exercise.

Throughout the exercise NZDF participants were afforded a broad view of amphibious operations as practiced by the US. Although on a scale we could not hope to replicate, BOLD ALLIGATOR 13 gave us insight into the Amphibious Operations jigsaw, which helps us to working towards the NZDF Joint Amphibious Task Force.

For any RNZAF personnel looking to take part in a coalition exercise such as this, it’s advisable to have a good grasp of how the other Services operate and the ‘language’ they use (it’s easy to get lost in the acronyms!) Exercise BOLD ALLIGATOR 2014 will be a massive undertaking and well worth the experience if you should be lucky enough to be selected for it.

USS BATAAN is a helicopter assault ship designed for amphibious operations, with a deck for landing craft. The ship can also operate AV-8 Harrier STOVL attack aircraft, one of which is visible on the flight deck.

LAC Sam Cadman preparing to guide the P-3K2 onto the tarmac to prepare for takeoff during Exercise ROKKIWI.
NZAF personnel were in the record number of NZDF teams competing in this year’s 11th annual Twin Peaks Battle Tab. The ‘Tab’ (Tactical approach to battle) was organised by Bravo Company 2/4 Bn RNZIR in Dunedin, and drew entries from across the NZDF.

Eighteen mixed and unit teams, plus 20 individuals, all wearing full battle gear and carrying Steyr rifles, lined up for the gruelling 26km course up and over two of the highest peaks around Dunedin. Although on the day (23 May) it was fine and mild up on top, recent heavy rains in the city meant a wet and muddy run as they twice traversed the steep slopes of Flagstaff Hill (668m) and Swampy Summit (739m).

The Defence Heath School at Burnham entered five teams—only the second year that the DHS has entered the event. Each team had six staff and students, including AC Joshua Sherwood and AC Jessica Earnshaw. The School’s Team One, under the leadership of WO2 Jason Keno, crossed the line and claimed ‘The Slab’ trophy, a black basalt rock from a Dunedin quarry, in 3hrs:55mins:11secs—35 minutes ahead of 3CSSB-3 Workshops Company, Burnham.

Race organiser, CAPT John Aitken, said the race always stirred up inter-unit rivalry especially between the different companies of the recently merged 2/4 Battalion in the South Island. COL Evan Williams and WO1 Kevin Yorwarth of the Army’s Training and Doctrine Command walked a large part of the course, encouraging the many young and not-so-young competitors navigating the muddy conditions in the dense bush.

Even the infantry of 2/4 Bn coped with being beaten by the Health School: “The DHS effort is great because of the fine work by WO2 Keno, an ex-PTI, who has really worked hard to get the students there involved in a variety of physical activities to prepare them for their front line role.”

PTE Brent Edwards of 2/4 Bn was the winning individual (male) in 3hrs:23 mins: 41secs. The fastest individual woman was Pte Annalise Hall, a student at Defence Heath School, who completed the run in a time of 4hrs 47min.
The Red Zone cordon which the NZ Defence Force has manned for 857 days since the Christchurch earthquakes was officially lifted on Sunday 30 June. The NZDF was officially dismissed from that duty, at a parade in the city attended by Prime Minister John Key, Canterbury Earthquake Recovery Minister Gerry Brownlee, Christchurch Mayor Bob Parker and the CDF, LTGEN Rhys Jones.

The public cheered when the 120-person parade—which included 29 staff from RNZAF Base Auckland—was formally stood down, marking the end of the NZDF’s largest ever Humanitarian Aid and Disaster Relief mission. The Prime Minister said it was a momentous day for Christchurch and thanked the NZDF for its contribution. “What you have provided is reassurance for the people of Christchurch as they came to terms with this natural disaster,” he told the parade.

Presenting a parchment of gratitude from the city to CDF, Mayor Parker said the NZDF personnel who had served on cordon duty were “great Kiwis” and led the crowd in three cheers for them.

Earlier, Defence Minister Jonathan Coleman said that the New Zealand Defence Force deserves appreciation for its longest-ever domestic deployment. “Along with Police, Fire and Ambulance staff, the Defence Force were able to respond to the immediate needs of those worst affected in the days after the February quake, and this has been followed by keeping the extremely dangerous central city area locked down to all but those who have needed to be in there.

“Initially manned by the Regular Force, service men and women from our Reserve Forces took over the cordon, allowing their colleagues to return to their normal duties.

“I acknowledge the impact their service has had on their families. I also acknowledge the employers of our Reserve Forces who made it possible for some members to return several times to the city to help.”

Minister Brownlee made special mention of the tri-Service nature of the NZDF response, saying that as well recognising the service of the soldiers and sailors who have manned the cordon, the parade was “an opportunity to thank members of the Navy who helped bring supplies to the city when we most needed them, and the Air Force, who played a significant role ferrying people and goods in the immediate aftermath of the quakes.”

CDF says that the earthquakes have shown that the NZDF is here for New Zealand when New Zealand needs it. “At the height of our response nearly 1800 NZ Defence Force personnel—Regular, Reserve and civilian, and from all three Services—were directly involved on the ground, with more personnel providing support from camps and bases,” LTGEN Jones said.

“Every one of those, wherever they were in New Zealand, stepped forward and did here what they are trained to do anywhere—serve the people of New Zealand. I am enormously proud of them all.

“The cordon operation that ends today has been an ongoing aspect of our commitment. It has been staffed in the main by people from our Reserve Forces. These people are drawn from all over New Zealand, and they put aside their normal careers and lives for a while, to serve New Zealand as Reservists.

“I thank them for their selfless efforts on behalf of their fellow citizens,” he said.
Awo and Observer Training at the School of Air Warfare

By FLTLT Joe Tasker

Pilots, Navigators, Signallers and Gunners were trained at RAAF Base East Sale during WWII. RAAF Base East Sale came into existence as an operational and training base in April 1943, when No 1 Operational Training Unit, flying Beaufort light bombers, were transferred from Bairnsdale to the newly completed airfield where the base now stands. With a complement of almost 2500 personnel, the unit was responsible for training operational aircrew and was also required to undertake operational maritime surveillance sorties around the south-eastern corner of Australia.

The base has continued to be the main post-graduate flying training base within the RAAF. The base currently accommodates the Central Flying School, the School of Air Traffic Control, the School of Photography and, of course, the School of Air Warfare (SAW) which was previously the School of Air Navigation.

In February 1993 the RNZAF elected to move its Navigator and Air Electronic Operator training overseas, to the RAAF School of Air Navigation. This involved sending qualified aircrew to instruct at the School, as well as ab-initio students.

Since 1993 the School has undergone significant changes to become the School of Air Warfare. This was primarily brought about to reflect the change in technology, the focus on warfare and the change in duties of the aircrew officers who trained there. This change was also reflected in the RNZAF with the name change from ‘Navigator’ to Air Warfare Officers (AWO).

AS OF 2013, SAW DELIVERS THE FOLLOWING COURSES:

1. Basic AWO training for students who go on to the P-3K2 Orion and C-130 H(NZ) Hercules in the RNZAF or the AP-3C Orion, E-7A Wedgetail, FA-18F Hornet and Air Battle Management Control and Reporting Units in the RAAF

2. Basic Observer training for students who go on to the SH-2G Seasprite in the RNZN and the S-70B Seahawk in the RAN

3. Aviation Instructors course

4. RAN Fighter Controllers course

5. Initial Operations Officers course, and

6. Weapons employment theory—basic and advanced courses.

Currently SAW employs RNZAF AWO Instructors who have previously served on No. 5 and No. 40 Sqs. When available, RNZN Observer Instructors are also employed at SAW. Upon posting to SAW the Instructors undergo a six month Aviation Instructors course. This course prepares them for flying operations in the modified King Air B350 and simulators, as well as in ground instructional techniques and
Air Warfare Training

Airborne instructional techniques. Once the Instructors have completed this course they spend approximately two years teaching ab-intio students and gaining instructional experience before returning to their previous squadrons.

Currently there are three RNZAF AWO students and one RNZN Observer student on course at SAW. Both courses are a year long and involve a significant period of ground school and simulator time as well as flying events. The simulators used at SAW provide a realistic training environment that allows students to learn the basic concepts without wasting precious airframe hours.

THERE ARE FOUR MAIN SIMULATORS USED AT SAW. THESE ARE:

- A Visual Navigation Trainer similar to a Flight Simulator, which is used primarily for the Observer, F/A-18 and C130H(NZ) students.
- A Synthetic Navigation Trainer which is used to teach instrument navigation, communications and procedures.
- An Air Warfare Simulator used to teach air battle management and tactical air-to-air communications.
- A Mission and Sensor simulator which is used by the students to learn warfare and mission command skills in preparation for their future squadrons.

The Mission and Sensor simulator is used both on the ground and in the King Air B350. The student’s console incorporates a moving map display with various sensor and communications emulators.

THE STUDENT’S CONSOLE HAS:

1. An airborne, surface and weather radar used to search and locate contacts
2. An Electro-Optic camera which uses a database of still and video imagery to simulate investigation of contacts
3. An electronic warfare scope used to identify enemy ships, aircraft or surface to air missile sites targeting the aircraft
4. A tactical data link used to share contacts and imagery between friendly units
5. Instant chat communications which allow for reporting contacts back to home base.

The Mission and Sensor simulator is controlled by the Instructor from their console. This is linked via a local area network onboard the King Air B350 and allows for simulation of multiple friendly and hostile ground, maritime and airborne units. Essentially, an Instructor can build any type of air-to-air, maritime or overland scenario to educate and test the students.

The array of technology used at SAW is representative of that faced by the modern-day military aviator. Technology is always changing and it is prudent for today’s Air Forces to keep abreast of the changes.

From both a student and instructor perspective, SAW is a very challenging and intense place to work. However, seeing the students get their ‘wings’ at the end of each course makes it all worth it. See AFN 145 March 2013.
Unexploded ordnance in the Solomons being inspected by SGT Michael Hartley, CPODI Rangi Ehu and CPL Corey Dunnett (NZ Army) in the jungle near Munda airstrip (see story page 11).

WWII Bomber Command veterans were presented with their new Bomber Command Clasp in early June by WgCDR Lisa D’Olivera at a function in Auckland. One of the veterans also qualified for the new Arctic Star (see AFN 149 July).

LAC Sarah White on parade in Christchurch on 30 June. Next to her is PTE Morgan Spain, and (at right) ABSEA Danielle King [see page 17]. LAC White is an Avionics Technician at AVSQN Auckland and was one of those deployed on cordon duties after the Christchurch earthquake.

SGT Trev Riddle and CPL Erica Riddle with their daughters, Bella (left) and April, along with Mr Mike Pitcher, a woodworker, all from Ohakea, enjoying the Air Force Museum visit on 17 July.

The Debating Chamber in Parliament has plaques remembering key battles and campaigns fought by New Zealanders. On 03 July three more plaques were unveiled to acknowledge peacekeeping operations of recent years.
Our People

AIRcdRe John Meir RAAF was honoured recently with a Commendation by the Vice Chief of the NZDF, MAJGEN Tim Keating, for his work in building ADF/NZDF relationships.

Ohakea hosted one of the winners of the Anzac Spirit art competition, Jamie Hawley (at right) along with her friend Olivia Geleyns (left). With them were TV1 ‘Good Sorts’ programme participants, Aleisha Cotton & Kelsey Hoggard, seen during their visit to the Ohakea Fire Flight.

The official party of Korean War veterans about to depart on 23 July in a No. 40 Sqn B757 to South Korea, to take part in the 60th anniversary of the Korean War armistice.

F/S Kerel Woodgyer, with his son Ruben, talks with W/O Glen Moratti during the Air Force families’ day at the Air Force Museum of NZ on 17 July

LAC Alice Forbes was in the RNZAF medical team supporting Op PUKAURUA in the Solomons last month.

AIRcdRE John Meir RAAF was honoured recently with a Commendation by the Vice Chief of the NZDF, MAJGEN Tim Keating, for his work in building ADF/NZDF relationships.
The RNZAF Force Protection Mission is to provide specialist force protection services in support of military air operations. As part of this role, our Air Force has a small Military Working Dog (MWD) Unit, which is used for security of the air base and aircraft, or security of RNZAF units when deployed.

The RNZAF MWD teams patrol at Whenuapai, but also deploy throughout New Zealand and overseas on various exercises, and they can expect to be called on during operational deployments.

AC Liam Elder (from New Plymouth), AC Trent Norman (from Gisborne) and AC Te Rina Naden (also from Gisborne) joined the MWD Unit in June, after completing the 12-week long Military Working Dog Handlers Course at RNZAF Base Auckland.

For the MWD, most training is in fact ‘play’; the Handlers use various rewards to gain the dog’s interest but the goal is to transfer the dog’s interest to the Handler. AC Liam Elder explained that “the Handler has to learn the dog’s characteristics” as every dog is different and a bond between the pair must be formed. Each Handler needs to be able to pick up on the emotions of their dog and reading the dog’s body language is a key part of this.

During the course graduation, the three new Handlers demonstrated the serious role of the MWD: an ‘armed intruder’ appeared raising a weapon and failed to obey instructions from the Force Protection personnel. The dog was unleashed and, despite (blank) gunfire, tackled the intruder. The MWD remained on alert in the guard position as the intruder was restrained and searched.

The RNZAF MWD Handlers form a small, close community; once the 12 week training course for dog and Handler is completed, learning does not stop, as they have to keep up the pace and interest for the dogs. CPL Jerry Drummond and a senior handler, LAC Ari Burt, instructed the various lessons on the recent training course.

Mr Graham Ashby, the local vet, has a long history of caring for the RNZAF MWDs. He participates in each Handlers Course, giving lectures and teaching on animal welfare, health and first aid, should the dogs be injured.

Although Auckland-based, the MWD teams carry out deployment training as part of the 12 week MWD course at Raumai Air Weapons Range, near Ohakea. This means an 8 hour trip to get there, with the teams taking...
regular breaks every 2 hours on the road journey to exercise the dogs. Whilst at Raumai, the teams receive training on deploying into the field, operating in field conditions and living under canvas with their dogs.

The compact Unit compound, which is located near the main gate of Base Auckland, includes internal and external kennels, a veterinary suite (if any injured or sick dogs have to be treated), a grooming area and exercise enclosures. The Unit currently has 8 MWDs which are all German Shepherds. The Handlers conduct daily routines including cleaning the kennels, grooming the dogs and continuation training. They have to be strict on cleanliness to prevent any diseases or infections. Safety precautions are conducted when moving dogs within the Unit:

“Dog coming out” is called before they leave a kennel; ‘Dog coming in’ is called before they return inside. These and many other precautions are enforced to ensure the safety of MWDs and personnel.

The MWDs’ senses are very effective; on patrol in the dark the animal can pick up noise and scent much more effectively than a human patrol. The dogs are a Force Multiplier, said CO 209 Sqn, WGC DR Darryl Cockcroft. No. 209 Squadron provides the expeditionary support to deployed RNZAF activities and the MWD Unit is an integral part of the squadron. As a Force Multiplier, “Each dog has the sensory capabilities of 5 or 6 personnel on patrol,” he explained.

As well as various NZ-based exercises, the MWD teams deploy to Australia, particularly for Exercise PITCH BLACK, where they combine with their RAAF counterparts. MWD teams provided security during last year’s 75th anniversary air show at Ohakea (when the Base was hosting many visiting aircraft), and in support of Op CHRISTCHURCH in 2011. Later this year teams will deploy south to Ex SOUTHERN KATIPO in South Canterbury.

WGC DR Cockcroft calls the trained MWD Handlers “An elite group within the RNZAF. They have a very important role to play in supporting operations and completing the MWD Handlers Course is a significant achievement for those FP personnel.”

“Each dog has the sensory capabilities of 5 or 6 personnel on patrol”
ever wondered how aircraft manage to get back onto the ground, let alone find the runway, in bad weather? This is normally done using either a precision or a non-precision approach procedure that utilises a ground-based Navaid (Navigation Aid) such as an ILS/DME (Instrument Landing System – Distance Measuring Equipment) for precision approaches, and either a VOR (VHF Omnidirectional Radio Range) or a TACAN (Tactical Air Navigation) for non-precision approaches. TACAN is the Military UHF version of VOR.

The main difference between precision and non-precision approach types is in the minimum height above ground level that the particular approach type allows an aircraft to descend to in conditions of limited visibility. A non-precision approach may get you safely down to, say, 600 feet above runway level but a precision approach can get you much closer to the ground and this can be in the order of 200 feet or less, above the runway.

The advent of satellite technology has enabled the development of GPS-based non-precision approach procedures (GNSS and RNAV) however this technology has yet to supersede conventional Nav aids such as ILS and VOR. As a result conventional ground-based Nav aids will remain in service for some time to come.

At Whenuapai and Ohakea both airfields have a VORTAC (which comprises both a TACAN and a VOR/DME) and two ILS/DME (Cat I) systems [see sidebar]. The VORTACs were installed in 1988 and are now 25 years old. Their in-service life expectancy is in the order of 15–25 years but in our case the original equipment manufacturer (OEM) has gone out of business and

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**THE NEW EQUIPMENT:**
- **DVOR/DME – Thales DVOR 432, Thales DME 435**
- **ILS/DME – Thales ILS 420, Thales DME415**

**THE ASSOCIATED PROJECT MILESTONES ARE:**

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FOR THE TECHNICALLY MINDED

**VORTAC** is the standard internationally recognised short-range en-route navigation aid providing the pilot with azimuth information. Normally the VORTAC system is co-sited with a DME system and referred to as VORT/DM. 

DME is a transponder-based radio navigation aid for use by aircraft, at an aerodrome or enroute, and is one of the primary Navaids in an air navigation system. Aircraft use DME to determine their distance from a land-based transponder by sending and receiving pulse pairs—two pulses of fixed duration and separation. The ground stations are typically co-located with VOR. A DME system is also co-located with an ILS localizer to provide an accurate distance function.

DVOR is a further development of the conventional VOR which, by means of the Doppler effect and a wide-based antenna system, is able to produce a considerably more precise azimuth signal. DVOR is recommended by ICAO and is in use worldwide for short and medium range aircraft guidance.

**GLOSSARY:**

**Navaid:** Navigation Aid

**ILS/DME:** Instrument Landing System – Distance Measuring Equipment

**VOR:** VHF Omnidirectional Range

**TACAN:** Tactical Air Navigation (TACAN is the Military UHF version of VOR)

**GNSS:** Global Navigation Satellite System

**RNAV:** Area Navigation

**VORTAC:** Comprises both a TACAN and a VOR/DME

Spares are no longer available. The ILS systems were installed in 1995 and while they have a similar in-service life expectancy, there are now some system components that are no longer obtainable.

In 2007 the RNZAF initiated a study into the ongoing requirement for ground based Navains. A Request for Information (RFI) was put out to Industry in early 2010 seeking information to assist the RNZAF develop a procurement strategy for new or upgraded Navains, either purchased or leased, to provide the necessary precision and non-precision approach landing aids at Whenuapai and Ohakea.

The study determined that ground-based Navains were still required and that the replacements should be a new ILS/DME (Cat I) system for the precision approach requirement, and a new DVOR/DME (Doppler VOR – Distance Measuring Equipment) for the non-precision approach requirement. Evaluation of the through-life costings for the new Navains showed that purchasing was the most cost-effective option.

In late 2011, tenders were called for the installation and through-life support of the ground-based Navains, which also includes routine Flight Inspection (calibration). Airways Corporation of New Zealand (Airways) was the successful Tenderer.

On 24 June 2013, the Ohakea VORTAC was switched off and work commenced on the Navaid Replacement Project. Following the installation of the new DVOR/DME at Ohakea, the two new ILS systems will be installed and this process will be repeated at Whenuapai during 2014.
The RNZAF Band presently working towards our annual Air Force Proms Concert, which will be held at the Michael Fowler Centre, Wellington, on 29 September 2013. The Proms Concert is our flagship event, combining the Band members’ musical excellence with guest artists and some of the familiar patriotic tunes to create an interactive event that is sure to please our audience. Let’s fill the MFC!

Since our last, successful, Proms Concert, the RNZAF Band has had a busy 12 months with frequent ceremonial work in Wellington as well as going on the road for our annual tour.

Our tour occurred during February, and we performed concerts in Nelson, Westport, Greymouth and at the Air Force Museum at Wigram. SQNLDR Graham Hannify stood in as Conductor during the 2013 tour, which also coincided with the release of the Band’s fourth CD.

This year has seen members of the Band head overseas to represent the NZDF. As reported in the previous Air Force News, a small group from our Band combined with the RNZAF Māori Cultural Group to go to Washington DC and support the US–NZ Partnership Forum in the USA.

In contrast, SGT Grant Myhill, our drummer, spent two weeks in Timor Leste during June, assisting the newly formed F-FDTL Band.

Another change this year is the arrival of our new Director of Music. FOFF Simon Brew is a saxophone player who was raised in Hamilton and moved to Wellington to study music at Massey University, where he gained a Bachelor of Music with Honours. While studying in Wellington, Simon was a saxophonist in the RNZAF Band.

On completion of his BMus (Hon) in Wellington, Simon furthered his studies at Artez Conservatorium in the Netherlands and was awarded a Masters of Music.

Simon has performed with many outstanding musical groups, including the New Zealand Symphony Orchestra, Rotterdam Philharmonic Orchestra, Netherlands National Orchestra, and Auckland Philharmonic, as well as many of the leading Wind Ensembles in Europe. As a soloist Simon has won or been well-placed in many International competitions.

Simon took conducting lessons while studying in the Netherlands, and in 2004 Simon was an assistant/intern to the music staff of the NBR New Zealand Opera. Since his return to New Zealand Simon has been teaching and conducting groups in Wellington.

He entered the RNZAF this year and completed Initial Officer Training at Woodbourne on 12 July.

In October 2012 SQNLDR Owen Clarke, accepted the position as the Director of Music of the Royal New Zealand Navy Band.

Owen had given eleven years as the Director of Music of the RNZAF, and his fresh ideas, extensive connections across the music world and commitment to encouraging young musicians brought a special verve to all the Air Force Bandsmen and women.

We wish Owen and his family happy landings (or is that now smooth sailing?)
Our People

WGCDR Aaron Benton, the Detachment Commander for Exercise ROKKIWI, was welcomed to the ROK base at Pohang by his counterpart, and given a lovely bouquet.

In June SGT Grant Myhill spent two weeks in Timor Leste assisting the newly formed F-FDTL Band [see also page 26].

On 20 July an Antonov freighter delivered our 5th and 6th NH90 helicopters. HTU staff help guide one of the new helos off the aircraft ramp.

SGT Mike Hartley removes what appear to be two corroded 40mm Bofors cartridges during Op PAKURUA in the Solomons.

PTE Jeremy Holiday (left) and AC Jessica Earnshaw (centre) stock up on fruit and drinks at Checkpoint P 3, manned by AC Jonathan Mackey (right) during the battle tab at Dunedin [see page 16].

SGT Sam Hutton was promoted on 04 July at the Ohakea Fire Flight, by AIRCDRE Peter Port, DCAF.
After the German U-boats suffered a comprehensive defeat on the North Atlantic convoy routes in May 1943, the German High Command ordered their boats to patrol distant areas, to seek easier targets amongst the Allies’ merchant shipping.

U-468, a Type VIIc U-boat, was one of these. After two relatively unsuccessful war patrols in the North Atlantic, the U-boat sailed in early July for West African waters. At that time, Admiral Doenitz, C-in-C of the U-boat arm, had ordered his boats to be prepared to fight Allied aircraft by remaining on the surface and shooting back. Many of the boats had an enhanced AA armament and U-468’s crews already had experience in AA defence; on their previous patrol they had fought off three air attacks from American and British carrier-borne aircraft.

At that time Allied air tactics were predicated on a quick reaction and swift approach to any U-boat sighted, because the submarine would submerge and attempt to evade. A rapid, low-level attack was designed to give the best opportunity for aircraft depth charges to fall within range and be effective.

Flying Officer Lloyd Allan Trigg had undertaken two such attacks when flying a Hudson of No.200 Sqn. On patrol off West Africa he had sighted U-boats on two occasions in March 1943, and he delivered quick, accurate attacks; although the submerging U-boats both got away with light or minimal damage. Trigg’s prompt attacks led him to be recommended for the DFC, which was gazetted on 16 June 1943. [Dependent on sea mail, the Squadron and FGOFF Trigg never learned of this award before his death].

Lloyd Trigg was born at Houhora, Northland, in 1914 but the family later moved to Whangarei and Lloyd attended Whangarei High School. He was in the 1st XV, played the violin and excelled academically, even sitting some university units in his senior year. He was described as ‘a slim lad who had a very determined nature.’

After leaving school, Lloyd worked on farms, then became the sales and service agent for an agricultural equipment company. He married Nola McGarvie and they had two sons, John and Waynn, before he enlisted in the RNZAF on 15 June 1941, aged 27.

Lloyd began his initial training at Levin, then moved to Harewood for Elementary Flying Training. In September he embarked for Canada under the Empire Air Training Scheme. Trigg was awarded his pilot’s wings on 16 January 1942, and was commissioned as a Pilot Officer. At No.31 General Reconnaissance School he converted onto the Lockheed Hudson and formed a crew—they embarked for the UK in October 1942.

Trigg’s crew were posted to No. 200 Sqn in West Africa the next month, joining the Squadron in January 1943. By May they had undertaken some 50 operational sorties – convoy escort flights and anti-submarine patrols.

Trigg was viewed as one of the Squadron’s better pilots; hence he and his crew were among the first three crews sent to the Bahamas to undergo conversion training on to the B-24 Liberator. The Liberator was in great demand and RAF Coastal Command valued the aircraft for its long range and endurance as well as its heavy weapon load. At the Operational Training Unit Trigg’s crew was made up to eight—the Liberator required more gunners, a Second Pilot and two navigators. There was no bomb aimer; the pilot was responsible for dropping the depth charges. After their OTU course, Trigg and his crew went to Quebec to pick up their specific aircraft, a new radar-equipped Liberator GR V, which they then ferried back to West Africa via Scotland and Morocco.

The Liberator was much heavier than the Hudson, so the Pierced Steel Planking runway at Yundum (today Banjul, The Gambia) was not suitable during the rainy season. Initially, No. 200 Sqn detached its new Liberators to Dakar, until the rains passed. The big Liberator was also less manoeuvrable than the Hudson, having a half mile turn radius and being limited to a descent rate of 1500 feet per minute.

On 11 August two Liberators were sent on patrol; for Trigg it was his first operational sortie in his bomber BZ832/D. Two hours into the planned 12 hour patrol, they sighted U-468.
Trigg dived to attack, but instead of submerging, the U-boat fought back with its twin 20mm cannon.

The U-boat’s flak was accurate; they quickly hit the aircraft and soon set it on fire, but the Liberator continued to attack. With a no-deflection shot, the U-boats gunfire kept hitting. Despite the flak, the Liberator roared low overhead and dropped six depth charges accurately, before crashing into the sea, bursting into flame and killing all eight on board.

Two depth charges fell very close to the U-boat with devastating effect. U-468 sank within 10 minutes and fewer than half the crew managed to abandon ship. Those who abandoned ship were then attacked by sharks. Only seven managed to fend off the sharks and reach a RAF rubber dinghy that had come free from the crashed aircraft.

The next day a Sunderland from No. 204 Sqn (also based in West Africa) spotted the dinghy; on 13 August the corvette HMS CLARKIA picked up the Germans.

The U-boatmen were interrogated in the UK; they were unanimous about the bravery and determination of the Liberator’s attack, despite the accuracy of U-468’s gunfire. This led directly to the recommendation for a VC. The only one in WWII to be awarded on an enemy account, it was announced on 2 November 1943.

While Trigg, as the aircraft captain, is the one awarded the VC, his mission was enabled by his whole crew, who, typically for the times, were representative of the wider Commonwealth:
- FGOFF G N Goodwin, Second Pilot, Canada
- FGOFF Ivan Marinovich, Navigator, Auckland NZ
- FGOFF JJS Townsend, 2nd Navigator, England
- PLTOFF AR Bonnick, Wireless Operator/Gunner, England
- F/S A G Bennett, Wireless Operator, Lower Hutt, NZ
- F/S T J Soper, Air Gunner, Takaka, NZ, and
- F/S L J Frost, Air Gunner, Auckland, NZ

The VC was presented to Trigg’s widow Nola by the Governor-General, Sir Cyril Newall, on 28 May 1944 in Northland. Nola never remarried and, struggling to bring up the two boys alone, had to sell the medals in the 1960s to buy a house in Auckland. Trigg’s son John told the Northern Advocate newspaper that he didn’t know what the medals had fetched, but it was “enough to buy the house”.

In 1998 the medals came up for auction in London and were bought for Lord Ashcroft’s collection; today they are displayed at the Imperial War Museum, London.

Trigg and his crew are remembered on the Commonwealth War Graves Commission’s Malta Memorial, and in a number of NZ memorials. John Trigg presented a replica set of his father’s medals to Whangarei Boys’ High School in 2006.

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Discover more fascinating objects from the Museum’s collection on the “Object of the Week” page of the website, www.airforcemuseum.co.nz/main/object_of_the_week/
By Fiona Thomas*

Staff at the Wigram-based Air Force Museum of New Zealand have stepped forward to help Christchurch’s damaged museums. Following the city’s earthquakes, staff are using the museum’s $14 million extension, which opened earlier this year, as ‘The Christchurch Cultural Collection Recovery Centre’ for collating and reorganising other historical collections while they hunt for more permanent homes.

The extension was originally designed to expand the Air Force Museum’s displays and to serve as a restoration and conservation workshop, but curatorial officer Darren Hammond said that needed to be rethought after the earthquakes.

“Seeing other cultural organisations suffer as a result of the earthquake, it was really a no-brainer to get up and help. We were very fortunate we were unaffected.” [See AF News 146 April 13.]

The Recovery Centre now houses 14 collections, including the collections of the Lyttelton and Kaiapoi Museums, which have been unable to reopen since the quakes. As well the recovery centre now holds the archives of the St John Ambulance Service and other local groups.

Darren Hammond says the project demonstrated the collegiality between the city’s museums—and the military’s practical skills.

“We have museum expertise, but also a very effective military ‘can-do’ side to how we operate.”

The Lyttelton Museum’s collection is the largest of those housed in the recovery centre. Lyttelton Museum volunteer Lizzie Meek said the partnership was a great success story, as no one had expected to be able to recover the museum collection following the earthquakes.

“It was thought it was too dangerous. It was made apparent that they wanted to demolish the building and we would have had to leave the collection inside.”

But the Air Force Museum worked with the Lyttelton Volunteer Fire Brigade to access the quake-damaged building and recover almost all of the collection.

“We had the expertise on the team to know how to approach that from a museological point of view and we had the military aspect to our organisation that gave us a very effective view on how we could practically achieve that,” Darren Hammond recalled.

The various collections have been offered the use of the Recovery Centre for three years, and a further three years on-site storage while they hunt for new premises.

Lizzie Meek said that meant the Lyttelton collection could be not only rebuilt but also improved.

“It’s a fantastic chance to do the best we can for the collection and get a proper foundation. There’s an opportunity to start with a clean slate. We have a fantastic collection; everyone’s excited about it.”

The Lyttelton team was working on getting a new site as soon as possible, to get the collection back to its home.

Once this and the other collections leave the Air Force Museum, the original aims of the extension can be fulfilled and a comprehensive workshop for aircraft will be developed.

* Fiona Thomas is a journalism student at the University of Canterbury.
**Destiny in the Desert**

The road to El Alamein—the battle that turned the tide.


The War in the Desert 1940–43 has gripped the public imagination for 70 years; it even produced an internationally-known German ‘hero’, Field Marshal Erwin Rommel. Jonathan Dimbleby’s father was one of the news reporters who brought the desert war into homes across Britain and the Commonwealth during WWII.

The author reviews the campaign up to and including the Battle of El Alamein, but sets it firmly in the context of Allied strategy and, in particular, Churchill’s long campaign to bring the Americans in alongside the British (but not running their own independent war effort). Viewed through that lens, Dimbleby provides a fresh account of the campaign, and he gives due mention of the value of the Desert Air Force, which clearly swung the balance against run-away German success in the desert war into homes across Britain and the Commonwealth during WWII.

So this is a valuable new account, and places all the Commonwealth partners in the 8th Army in perspective.

**Luftwaffe over Scotland**

By Les Taylor; Whittle Publishing, Scotland 2010

Most British accounts of the German air campaign against Britain focus on London and the Battle of Britain. But Scotland was the home of an important industrial region centred on Glasgow, and of important bases, notably the naval bases at Rosyth and Scapa Flow.

From 16 October 1939 until 12 April 1943 over 120 German air raids took place over Scotland, causing over 2000 deaths and injuring about 6000. The author describes these and other air operations, including the last major air combat of the war when on 21 April 1945 Norwegian-based Ju-88s attempted to attack shipping off Scotland, but were intercepted by the Banff Strike Wing. Incidentally one of the few enemy jet sorties over the UK was flown over Scotland by an Arado 234 on 10 April 1945.

This is a lively book, illustrating an aspect of WWII that has been otherwise largely forgotten. The author illustrates the reach and impact of air power and also underlines the value of the Scottish war effort.

**Gallipoli: A Ridge Too Far**

Edited by Ashley Ekins; Exisle Publishing, NSW, Australia. 2013

As the centenary of 1915 fast approaches, interest in Gallipoli seems undiminished. Gallipoli: A Ridge Too Far, portrays the story about the entire Gallipoli campaign, but focuses more on the August 1915 offensive by the Allies to break the deadlock on the peninsula in order to force a decisive victory.

The Editor, Ashley Ekins of the Australian War Memorial, uses essays by 14 historians representing each of the nations that occupied trenches in Gallipoli. The essays relate to Australia, France, Germany, India, New Zealand, Turkey and the UK. Each essayist analyses the situation as they see it and each has to set the scene before they present their own story.

In New Zealand’s case, this disastrous eight month campaign saw 2,721 deaths but resulted in no flag flying permanently over the vital ground. Naturally, Kiwi John Tonkin-Cavell gives a great account of William Malone and the Wellington Regiment capturing Chunuk Bair and holding it, but only for a couple of days.

Whilst there can be no dispute that “Gallipoli: A Ridge Too Far” is ‘Australian-centric’, that should not deter Kiwi readers. I would suggest, however, if one has not previously read any other publication on this campaign, there are other books, written by New Zealand authors, that will set the scene before attempting to tackle the in-depth presentations contained in this new publication.

This is an exciting read; as one would expect, most of the historians have given their own step-by-step description of the various attacks. Gallipoli: A Ridge Too Far is enhanced by good photographs and many of these photographs, I believe, have never been seen publically before.

This is an excellent book and a must for military historians to read and contemplate.

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**Book Reviews**
Arthur David Strother, a qualified civil motor mechanic, joined the RNZAF in November 1939 as a young Flight Mechanic-under-training. The RNZAF then was still a fledgling air force of only some 1,200 men, but it had begun what became a massive expansion to meet the demands of war.

Arthur (Art) worked as an engine fitter at Ohakea until July 1941 when he was posted to Singapore with a team tasked to overhaul and service four Short Singapore flying boats of the RAF. The elderly flying boats were to be delivered to Suva in Fiji to form No. 5 Squadron RNZAF.

The team departed Wellington on 3 July 1941 on a Dutch ship and arrived in Singapore a month later. The RNZAF team was on the island for the next four months while they worked at their tasks. The first two flying boats left for Suva on 16 October.

After a further month of flight preparation—and some operational sorties from Seletar—Art witnessed the first Japanese bombing attack on the island. The surprise air raid was aimed at the RAF airfields; one bomb landed only 15 yards from Art’s sleeping billet at 0245 on Monday 8 December 1941.

The following Saturday Art was 1st Fitter in the crew of one of the second pair of Short Singapore flying boats. They departed Seletar and reached Suva on Christmas Eve 1941 to establish the No. 5 Squadron fleet. (One of the first aircraft had already been cannibalized having struck a coral outcrop on takeoff in Suva the previous week.)

Seven months later, on 11 July 1942, Art’s crew made an accurate bombing attack on a Japanese submarine off Fiji—the first in the Squadron’s history. In September 1943 Art remustered to Flight Engineer and was promoted to Sergeant; by then the Squadron was flying PBY-5 Catalinas. Art was discharged from the Air Force in November 1945 in the rank of Warrant Officer.

By 1952 the post-war Air Force was being re-invigorated; Arthur re-enlisted onto No. 6 Squadron Territorial Air Force, as a Warrant Officer Flight Engineer and flying in PB2B-1 Catalinas and MkIII and MkV Sunderlands. He was commissioned in 1956 and continued Reserve service as an engineering officer, loyal, enthusiastic and committed to the Air Force until his retirement from the Service at the age of 55 in 1972.

Art passed away in this April; the last of our Original members of No. 5 Squadron. His lifelong friend from those same days, Fred Taylor—also a Flight Engineer—had been laid to rest back in February.

Art was a staunch member of 5 Squadron RNZAF Association, the RSA and the Brevet Club. He was also on the recent 70th Anniversary visit to the Bourail Memorial in Noumea.

No. 5 Sqn has a proud history of continuous operations for over 71 years. Many fine men and women have given their best and played important roles in maintaining the Squadron’s excellent reputation and operational standards. They all readily acknowledge the heritage created by our forebears and we mourn the passing of the last of that small band who first wore the 5 Squadron badge and took it to war.
In 2001 while deployed overseas I received a phone call from my sister that our Dad had collapsed out of the blue and was in hospital getting tests done. Tests had shown that cancer had taken over most of his body. He was discharged a few days later to rest before treatment. Only a week later he collapsed again and was back in hospital. I was able to fly straight home from my deployment and spent two days at his bedside, before he quietly—and in comfort—passed away.

A few years later my uncle Micky was diagnosed with bowel cancer. I was able to visit him in Australia during his treatment and although it brought the family together and closer, it was not a very enjoyable experience seeing someone who is close to you suffer. A few weeks after visiting him he passed away.

They say bad luck comes in threes. Well my mother was not to let that happen when she was diagnosed with breast cancer a few years back. With determination and strength she made it through all the painful treatments and with the medication she is still here today, living life like the cancer had never happened.

What helped my mother fight cancer was having access to modern day medicine and the latest technology. To fight cancer it takes money to develop and research these treatments. The latest statistics for NZ say that 1 in 3 people are affected by cancer, either personally or by knowing someone who has it.

With my own family’s history, I want to make a difference and help the fight against cancer. When I saw a pamphlet advertising for riders to complete ‘The Ride to Conquer Cancer’ I immediately signed up!

The Ride to Conquer Cancer is a 200+km cycling journey that is benefiting the Cancer Society Auckland. Each rider has to raise a minimum of $2,500 to be able to ride. 100% of the money donated goes immediately to the Cancer Society for research against cancer. We are hoping that over a thousand riders will be participating in this event. Some of the thousand who have already signed up include a unicyclist, a 74 year-old and a guy doing it on a penny-farthing bike.

If you would like to support my Ride to Conquer Cancer, please go to www.conquercancer.org.nz
Click through to donate and search for my name.
Or, contact me directly on DIXS email to grab a donation form or to answer any questions.
Thank you!

The Hobsonville RSA is running a Quiz night on 15 August with the proceeds to be given to Fabian’s cause.
We’re all busy people in the Air Force and we have to balance our primary roles with the requirement to maintain our fitness. CrossFit can be the ideal way of meeting our commitments.

CrossFit combines weightlifting (including Olympic lifting), gymnastics (bodyweight movements) and cardio (running/rowing/skipping) into short, sharp, high intensity workouts.

CrossFit Ohakea has been an affiliated CrossFit gym since September 2012. Most members are beginners and have never taken part in a competition before. So it was with a great deal of trepidation and excitement that eight members of CrossFit Ohakea set off for their first competition in Tauranga on 06 July.

We agreed to get dressed up for the event and not take it too seriously. Fancy dress proved a bit difficult to arrange therefore we thought we’d dress to stand out—the pink tights certainly achieved that!

For the competition we all performed three different workouts, each with a time limit for completion. Tactics, nutrition and recovery became very important between workouts. Everyone was a bundle of nerves before their first heat, but all put in some herculean efforts and gained respectable times. Once the first round was over everyone was exhausted, but at least the nerves had gone!

As the day progressed a number of personal bests and impressive times were achieved. The competition itself was a great social event with each competitor acting as a judge for someone from a different affiliate. Support came from all around and by the last workout everyone was gathered by those still competing, screaming encouragement. Whilst we were all exhausted at the finish, every single person left with a sense of achievement and a determination to come back and do it again.

### CROSSFIT OHAKEA RESULTS

#### MALES

<table>
<thead>
<tr>
<th>Rank</th>
<th>Name</th>
<th>Position</th>
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<tbody>
<tr>
<td>14th</td>
<td>AC James Jansen</td>
<td></td>
</tr>
<tr>
<td>25th</td>
<td>SQNLDR Lee Bradford</td>
<td></td>
</tr>
<tr>
<td>36th</td>
<td>LAC Stewie Bodmin</td>
<td></td>
</tr>
<tr>
<td>40th</td>
<td>SGT Josh Larking</td>
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</tr>
<tr>
<td>42nd</td>
<td>W/O George Mana</td>
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#### FEMALES

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<tr>
<th>Rank</th>
<th>Name</th>
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<tbody>
<tr>
<td>10th</td>
<td>CPL Josey Orum</td>
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</tr>
<tr>
<td>24th</td>
<td>CPL Teresa Wharewera</td>
<td></td>
</tr>
<tr>
<td>36th</td>
<td>CPL Pip Bedlington</td>
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Dress seemed to be many misconceptions about CrossFit; unfortunately they appear to be enough to put most people off giving it a try. For those of you at Ohakea who might like to give CrossFit a go, the good news is that you can. CrossFit is simply a different way of doing your daily workout in the gym. All members must complete a four week induction programme to cover basic movements before they can join the regular classes. The WOD (workout of the day) is either time- or task-focused. For example, completing as much work as possible in a set amount of time, or completing a set amount of work as quickly as possible. Some workouts take a few minutes, others can be over half an hour.

So, contact your friendly PTIs and book into the induction course—joining CrossFit is free. Are you ready to challenge your preconceptions?
Eleven RNZAF players formed the core of the NZDF Rugby League squad that toured to the UK to contest the 2013 Armed Forces World Cup, in the Festival of World Cups hosted by the UK Rugby League during June and July. The Armed Forces’ tournament was contested at Colchester Barracks, hosted by 16 Air Assault Brigade of the British Army. Four teams took part, with former champions Great Britain hosting Australia and New Zealand alongside debutants Serbia. Serbia’s involvement in the tournament demonstrates that sport can overcome political division. The Armed Forces tournament also linked up with the annual military festival in Colchester, which brought ‘extra razzmatazz’ to the event!

The NZDF Rugby League team assembled at Devonport on 21 June for team practice and administration, before flying out to the UK on 25 June.

<table>
<thead>
<tr>
<th>THE RNZAF TEAM MEMBERS</th>
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<tr>
<td>MR M COLE</td>
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<tr>
<td>LAC T COOKSON</td>
</tr>
<tr>
<td>AC M HOLTOM</td>
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<tr>
<td>LAC C MOOHAN</td>
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<td>CPL R O’FLAHERTY</td>
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<td>LAC M PHILIPS</td>
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<td>CPL D PULLEN</td>
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<tr>
<td>CPL A SMITH</td>
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<tr>
<td>(After the tournament, he was selected for the ‘World Defence Team’)</td>
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30 JUNE
GREAT BRITAIN 32 : NZ 8

The Kiwis claimed the territorial advantage and GB struggled to establish field position; however, when in possession the home side looked dangerous and just before half time they went ahead. Following the tough first half GB showed style to achieve a convincing victory.

04 JULY
AUS 32 : NZ 26

It was a full-blooded affair with plenty of big hits and great tries. The Australians always had their noses in front but the Kiwis kept coming back. However with eight minutes remaining a late try made it a clear win for the Aussies.

06 JULY
NZ 62 : SERBIA 6

The NZDF team’s last pool game was against Serbia; a comprehensive win.

10 JULY >> SEMI-FINAL:
NZ 20 : GREAT BRITAIN 16

Great Britain’s hopes of getting to the World Cup Final were dashed in a pulsating semi-final clash with the NZDF. There was never more than one score between the two evenly-matched sides, but GB made a couple of defensive lapses. They had fought back to lead 16-14 with nine minutes remaining, but a late, converted try took the Kiwis to the Final.

14 JULY >> FINAL:
AUS 32 : NZ 22

Australia lifted the World Cup trophy with an excellent performance; in baking heat the teams served up a hugely entertaining contest in front of an enthusiastic crowd. New Zealand offered stern resistance and came within four points early in the second half but not for the first time in this tournament, Australia dominated the opening 40 minutes to establish a lead which their opponents were never able to claw back.

New Zealand finally managed to get some points on the board just before half-time to make it 20-6 at the break. The Kiwis needed to score early in the second half and following a goal line drop out and a penalty, did just that to make it 20-16 just 12 minutes into the half.

New Zealand had a glimmer of hope when they crashed over between the posts to reduce the arrears with nine minutes remaining, but the Aussie defence stood firm until the final whistle.
Adventurous Training

The Naval Adventure Training Centre conducted a North Island circumnavigation with a sail training craft 29 April – 21 June. The aim of the exped was to strengthen NZDF core values and build participants’ character and leadership qualities.

One of the our Navy’s smallest vessels, the 40-foot Chico yacht MAK OII was circumnavigating the North Island with crews from all three Services, changing on a weekly basis. Skipper, Chief Petty Officer Shane Kennedy, said the MAK OII taught new recruits and junior officers the basics of seamanship, core mariner skills, self-reliance, leadership and teamwork.

“We can take up to 10 people on board with two crew and eight bunks for trainees. The crews come from the Navy, Army and Air Force and one of the best parts of my job is seeing them arrive on Monday—some with no sailing experience at all—and by Friday afternoon pretty much running the boat, with the First Mate and me just coaching and guiding.”

Seasickness was a constant companion for some crew members and while a very good weather eye was kept out, the boat could get caught in adverse conditions.

“We had a bit of rough weather coming around East Cape,” CPO Kennedy said. “A couple of the guys went down but we tucked them up and made sure they were hydrated and carried on.”

CPO Kennedy has held the position of senior instructor with the sail training craft for two years. “The work is challenging, I get to meet lots of people and no two trips are the same; every time you get a new crew on board the dynamics are different. It’s not just about sailing, the leadership and teamwork they learn on board are skills they will take away as they move through their careers.”

Around the North Island

By Claire Hamlin, Reporter/Photographer, The Napier Mail

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Sailing is something I have had a bit of an interest in but had never really been out on the water to experience it first hand. I was more than a little apprehensive about the week ahead, but then this is what adventure training is all about. The crew for Leg One, consisted of myself from the Air Force, two chefs and an Engineer from the Army, a Canadian Navy exchangee and a civilian from HQ in Wellington, along with Skipper (CPO Kennedy) and First Mate CPO Steven Lancaster.

The weather stayed light and easy-going for all of our first day, allowing for plenty of time to get to know my fellow crew-mates and settle into the yacht. Taking the wheel for the first time was quite a thrill—all of us began dreams of sailing in the America’s Cup!

Rounding East Cape the wind picked up to 30 knots and the seas to what I would describe as massive. We made slow tacks heading down the East Coast for what seemed like an eternity. During this very demanding time the Skipper and First Mate showed complete confidence and gave us direct instructions leaving no doubt we were in safe hands.

After a very long and challenging 24 hours day-break brought a beautiful clear day with light winds to cruise across Hawke Bay and into Napier. This introduction to sailing was everything I hoped it would be. I fully recommend this or any of the other sailing trips NATC provide as a great opportunity to learn new skills and challenge yourself.

**THE VOYAGE**

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- Napier to Wellington

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- Wellington to New Plymouth
- New Plymouth to Auckland

**FIRST TIME SAILOR!**

*By SGT Jase Potter, Base Auckland*

SGT Jase Potter dressed for foul weather!
B-24 Liberator

The B-24 Liberator is numerically the most important bomber of WWII; 18,400 were built. The Liberator did not serve directly in the RNZAF, but Kiwi aircrew flew the Liberator in Coastal Command and in RAF bomber squadrons in the Middle East and India/Burma theatres. American Liberators flew alongside the RNZAF in the SW Pacific theatre.

In 1938 the Consolidated aircraft company of San Diego was asked to build B-17s. The company instead offered a more modern bomber; the US Army Air Corps agreed and a contract was awarded in early 1939; the first prototype flew on 29 December that same year.

The main feature of the Liberator was its slender, high aspect-ratio wing, developed by aeronautical engineer David R Davis. The Consolidated Model 32 reflected the company’s extensive flying boat experience: a deep fuselage, high-set wings, four engines and a heavy defensive armament. The big bomber also had a tricycle undercarriage.

The French ordered the new design; theirs were delivered to Britain in early 1941. Britain also ordered 160 and named them ‘Liberator’, while the USAAC ordered a small batch as the B-24A. The RAF assessed the Liberator as not combat-ready—most were used as transports (one was assigned to Prime Minister Winston Churchill). The USAAC designation for the transport version was C-87.

The RAF allocated some (designated GR I—General Reconnaissance Mark I) to Coastal Command in June 1941. The U-boat war had spread to the mid-Atlantic and soon reached the USA; Coastal Command appreciated the Liberator’s range, endurance and weapon load.

Consolidated rapidly took the design through -B, -C and -D versions. The B-24D was the first combat-ready version, with heavier armament and turbo superchargers (seen in the distinctive oval engine cowlings).

Production built up across the USA. The Ford Motor Company set up a purpose-built factory at Willow Run, Michigan—the biggest factory in the world. North American Aviation and Douglas also built the bomber; the -G model, built by North American, was the basis of Coastal Command’s Liberator GR V.

The B-24 H and –J became the main day bombers, working alongside the B-17s of the US 8th Air Force in Britain and employed extensively across the Pacific theatre (where Liberators displaced B-17s entirely). Once US law was changed in 1942 to allow the US Navy to operate land-based aircraft, the USN deployed the Liberator as the PB4Y-1.

The Liberator’s weaknesses were its relatively light construction, the array of fuel tanks in the wings and along the top of the fuselage, and its extensive hydraulic systems, all of which made it prone to catching fire if hit by flak or fighters. The bomber was also difficult to abandon, the main escape route being aft through the bomb bay.

The final bomber version was the B-24M; the US Navy’s final version, the PB4Y-2 Privateer, remained in service until 1954.
### Liberator GR VI: Tech Specs

<table>
<thead>
<tr>
<th>Crew</th>
<th>8</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wing span</td>
<td>110’ (33.8m)</td>
</tr>
<tr>
<td>Length</td>
<td>67’ 1” (20.6m)</td>
</tr>
<tr>
<td>Height</td>
<td>17’ 11” (5.5m)</td>
</tr>
<tr>
<td>Loaded weight</td>
<td>34,000 lbs (15,422kg)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Engines</th>
<th>4 x Pratt &amp; Whitney R-1830 Twin Wasp, 1200hp each</th>
</tr>
</thead>
<tbody>
<tr>
<td>Max speed</td>
<td>270mph</td>
</tr>
<tr>
<td>Ceiling</td>
<td>32000 ft</td>
</tr>
<tr>
<td>Range</td>
<td>2,290 miles</td>
</tr>
<tr>
<td>(range with max bomb load)</td>
<td>990 miles</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Armament</th>
<th>Max bomb load 12,800 lbs (5818kg)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Machine guns</td>
<td>9 x 0.5” (12.7mm)</td>
</tr>
<tr>
<td></td>
<td>3 x twin turrets, plus one in each waist</td>
</tr>
</tbody>
</table>

A Liberator GR VI seen from another Liberator. This appears to be a non-operational flight, as indicated by the two crewmen peering from the port waist gun position. The air-surface radar is in a lowered retractable dome, in place of the ball turret usually installed on the B-24H bombers. The undersides were painted white to reduce the visibility of Coastal Command’s aircraft from submarines.

Photo: Air Force Museum of NZ
THE AIR FORCE PROMS
WITH NICK TANSLEY + SPECIAL GUESTS

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